Appendix 7.1: Transport Assessment

Project Excellence (Land at Wiggs Farm)

Transport Assessment

Rev A

DTA

Transport Planning Consultants

Project Excellence, (Land at Wiggs Farm)

Transport Assessment

DN/BM 25435-02 Transport Assessment Rev A
14th May 2025

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Table of Contents

1.0 INTRODUCTION 1
2.0 POLICY CONTEXT 2
2.1 National Policy 2
2.2 Local Guidance 4
3.0 SITE ACCESSIBILITY 8
3.1 Site Location 8
3.2 Local Road Network 8
3.3 Walking and Cycling 9
3.4 Personal Injury Collision Data 10
3.5 Public Transport 12
3.6 BREEAM Public Transport Accessibility Index 12
3.7 Local Facilities 13
4.0 DEVELOPMENT PROPOSALS 14
4.1 Introduction 14
4.2 Site Access 14
4.3 Pedestrian and Cycle Access 14
4.4 Public Transport 15
4.5 Travel Planning 15
4.6 Car and Cycle Parking Provision 15
4.7 Internal Layout 16
5.0 TRAFFIC GENERATION AND DISTRIBUTION 17
5.1 Proposed Traffic Generation 17
5.2 Distribution and Assignment 18
6.0 TRAFFIC IMPACT 20
6.2 Junction Assessments 20
6.3 Junction 1 – Operational Assessment 23
6.4 Junction 2 – Operational Assessment 24
6.5 Junction 3 – Operational Assessment 25
6.6 Junction 4 – Operational Assessment 26
6.7 Junction 5 – Operational Assessment 27
6.8 Junction 7 – Operational Assessment 28
6.9 Junction 9, 10 and 11 – Operational Assessments 29
6.10 Site Access – Operational Assessment 30
6.11 Summary 31
7.0 SUMMARY AND CONCLUSION 32

Drawings

25435-02b	Site Access Junction – General Arrangement

Appendices

Appendix A	Illustrative Masterplan & Parameters Plan
Appendix B	Transport and Access pre-application note
Appendix C	Pre-app Consultation Responses
Appendix D	Personal Injury Collision Data
Appendix E	Road Safety Audit Response Report
Appendix F	Alternate Parking Arrangement
Appendix G	TRICS Outputs
Appendix H	Distribution Data
Appendix I	Junction Geometries
Appendix J	ATC & CTC Summaries
Appendix K	Junction 1 Operational Assessment
Appendix L	Junction 2 Operational Assessment
Appendix M	Junction 3 Operational Assessment
Appendix N	Junction 4 Operational Assessment
Appendix O	Junction 5 Operational Assessment
Appendix P	Junction 7 Operational Assessment
Appendix Q	Junctions 9,10 and 11 Operational Assessments
Appendix R	Site Access Operational Assessment

1.0 INTRODUCTION

1.1 DTA Transportation (DTA) have been commissioned by Pall-Ex to provide traffic and transportation advice in support of the submission of development proposals for the erection of a B8 Distribution Hub with Ancillary Offices and Associated Infrastructure and Landscaping with a floorspace of 36,422m² that would operate within a B8 use class, on land at Wiggs Farm, Bagworth.

1.2 The illustrative masterplan and parameters plans are attached at **Appendix A**.

1.3 This Transport Assessment ("TA") has been carried out in accordance with the NPPF, which states that all developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment and Travel Plan. Therefore, this report follows the requirements of the "Travel Plans, transport assessment and statements in decision-taking" Planning Practice Guidance as well as DfT Circular 02/2013 – "The strategic road network and the delivery of sustainable development". This TA considers the transport and highways implications associated with the proposals and is structured as follows:

- Chapter 2: Transport Policy
- Chapter 3: Existing Conditions
- Chapter 4: Development Proposals
- Chapter 5: Traffic Generation and Distribution
- Chapter 6: Traffic Impact
- Chapter 7: Summary and Conclusions

1.4 A Transport and Access pre-application note (attached at **Appendix B**) was issued to Leicestershire County Council ("LCC") as local highway authority and National Highways ("NH") who are responsible for the strategic road network. A copy of their consultation responses are attached at **Appendix C**.

2.0 POLICY CONTEXT

2.1 National Policy

National Planning Policy Framework

2.1.1 In December 2024, the Government published a revised National Planning Policy Framework (NPPF). This report should therefore be read in the context of the new NPPF.

2.1.2 Paragraph 116 of the NPPF is clear that: *"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, following mitigation, would be severe, taking into account all reasonable future scenarios".*

2.1.3 Within this context, the NPPF identifies in Paragraph 117 that applications for development should:

a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.1.4 Paragraph 118 of the NPPF goes on to state 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored".

2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is "*...a presumption in favour of sustainable development*".

DfT Circular 01/2022

2.1.6 Circular 01/2022 was published in December 2022 by the Department for Transport (DfT) which sets out the way in which National Highways will engage with the development industry to deliver sustainable development and thus economic growth, whilst safeguarding the primary function and purpose of the strategic road network.

2.1.7 Transport Assessments are covered in paragraphs 47 through 54 inclusive with key extracts relevant to the proposed development as follows:

"developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites.

A transport assessment for consideration by the company must also consider existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact on the same sections (link or junction) as the proposed development. Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic.

An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development.

Where a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary."

2.2 Local Guidance

2.2.1 Leicestershire Highways Design Guide sets out the requirements of the Local Highway Authority and in particular parts 1 and 2 are relevant to the transport assessment scoping process.

2.2.2 The proposed Policy 2 Access to the Highway Network is proposed to state:

> *"The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and/or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.*
>
> *Implementing Policy 2*
>
> *All developments that generate significant amounts of traffic movement are required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment (in accordance with "Preparing Development Proposals" section of the LHDG) so that the likely impacts of the proposal can be assessed.*
>
> *The council will work with developers to ensure applications do not create unacceptable road safety and operational concerns regarding new accesses or impacts on existing accesses."*

2.2.3 Leicestershire's new Local Transport Plan 4 (LTP4) was adopted in November 2024 to cover the period of 2025 to 2040. This document sets out a long term vision for transport across Leicestershire of:

> *'Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity.'*

2.2.4 Core policy 2 of the document states – Delivering a safe, accessible, integrated, and resilient transport network that is well managed and enables communities to access jobs, education and all services. The network will also enable efficient movement and delivery of goods to support the local, regional, and international markets.

Hinckley and Bosworth Borough Council

2.2.5 The Hinkley and Bosworth Borough Council Local Plan (2006-2026), 'Site Allocations and Development Management Policies DPD' was adopted in July 2016.

2.2.6 Policy DM 17 refers to Highway and Transportation and states Development proposals will be supported where they:

a) *"Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;*

b) *Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;*

c) *Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;*

d) *That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;*

e) *Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.*

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway's authority."

2.2.7 Spatial Objective 6 of the Core Strategy is for infrastructure provision to ensure that development contributes to the necessary infrastructure required by new development, through provision of new, or where appropriate, enhancement of existing infrastructure (for example through appropriate developer contributions).

Emerging Local Plan

2.2.8 The Council has consulted on the Draft Hinckley and Bosworth Local Plan (2020-2039). The most recent consultation took place from 31 July to 27 September 2024.

2.2.9 The spatial objective for Infrastructure aims to:

"To ensure that the future infrastructure needs of the Borough's new and existing communities are properly assessed, planned for and delivered at the right time in the development process."

2.2.10 The spatial objective for transport aims to:

"To promote a sustainable transport system which enables reliable access to homes, jobs services and facilities by a choice of transport modes and mitigates the impacts of new development on the highway network."

2.2.11 Policy HT01 relates to Highways and Transportation and states development proposals will be supported where the applicant has demonstrated:

a) "The best use of existing public transport services and, where appropriate, opportunities for improving and sustaining the viability of those services has been sought; and

b) That there is convenient and safe access for walking and cycling to services and facilities; and

c) That new sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; and

d) That there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movements:

- The development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; and
- The residual cumulative impacts of development on the transport network are not significant."

2.2.12 Policy HT01 goes on to state:

"All proposals for new development and changes of use should conform to the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority, and, where appropriate, be supported by a transport assessment and travel plan.

Where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network, the Council will seek measures including, where necessary, a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme in accordance with Policy INF01."

2.2.13 Policy INF01 relates to infrastructure and delivery and states, where development will create a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to:

a) *"Provide the physical, social and environmental infrastructure necessary to support the needs associated with the development in accordance with the policies in the Local Plan; and*

b) *Undertake measures to directly mitigate the developments impact to make it acceptable in planning terms in accordance with the preferred measures of mitigation and interventions in respective policies of the Local Plan."*

2.2.14 Policy INF 01 goes on to state that:

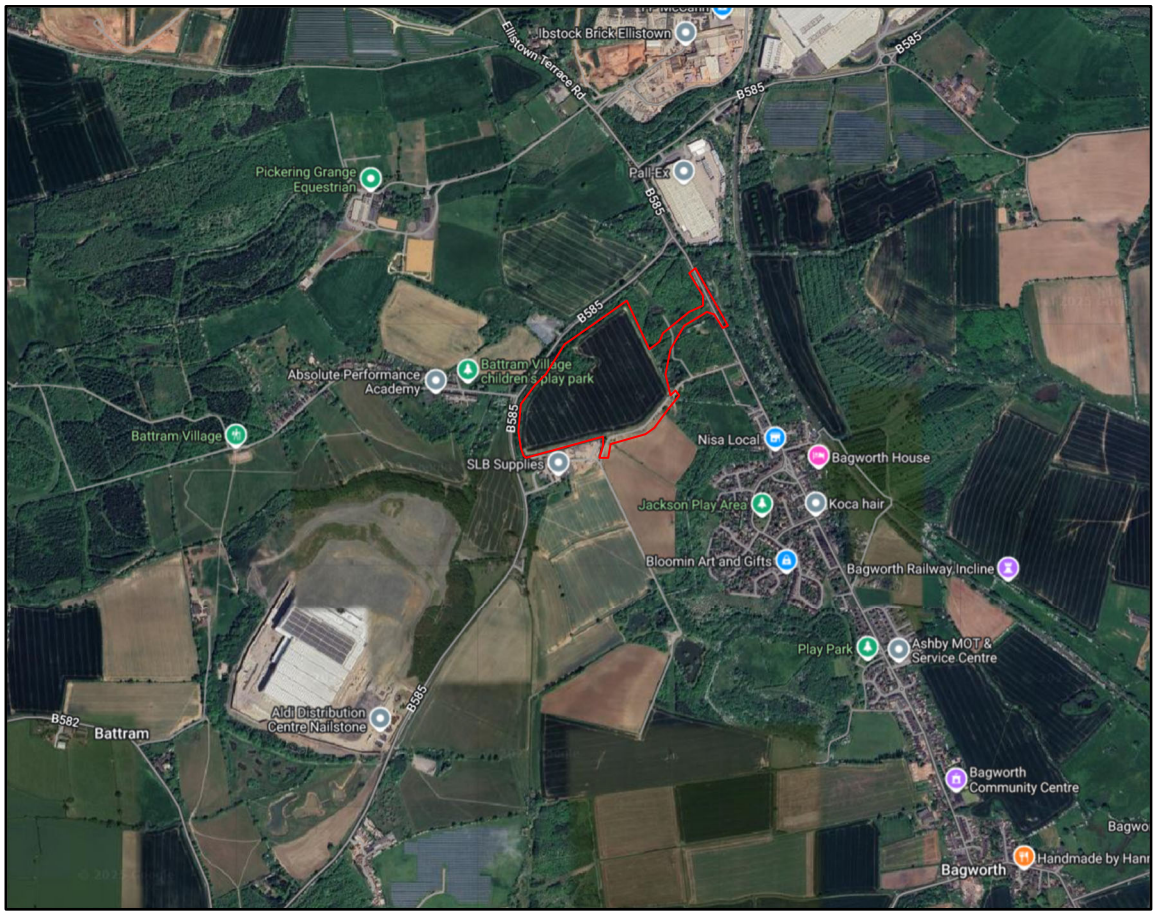
"The Borough Council will seek developer contributions towards critical and essential infrastructure and, where applicable, delivery of the respective schemes set out in the Infrastructure Delivery Plan."

3.0 SITE ACCESSIBILITY

3.1 Site Location

3.1.1 The site is located approximately 1.4km to the northwest of Bagworth and 3.3km south east of Ibstock. It is bound to the south by Junction 11 of the M42, to the east by the M42, west by the A444 and north by agricultural land. At present the site is primarily open agricultural land. The location of the site is shown in **Figure 1** outlined in red.

Figure 1 – Site Location



3.2 Local Road Network

3.2.1 Station Road is a single carriageway and subject to a 40mph speed limit which decreases to 30mph south of the Bagworth village sign. The road routes in a north-west to south direction linking to the B585 Ellistown Terrace Road to the north-west at a 3-arm roundabout and Barlestone Road and Main Street to the south at a priority junction.

3.2.2 To the northeast of the site, the B585 connects to the A4511 Barton Road and A4511 Shaw Lane. The A4511 is a principal road and provides connections to Junction 22 of the M1 and the A50 to north-east of the site and the A42 (Ashby de la Zouch) to the north-west of the site.

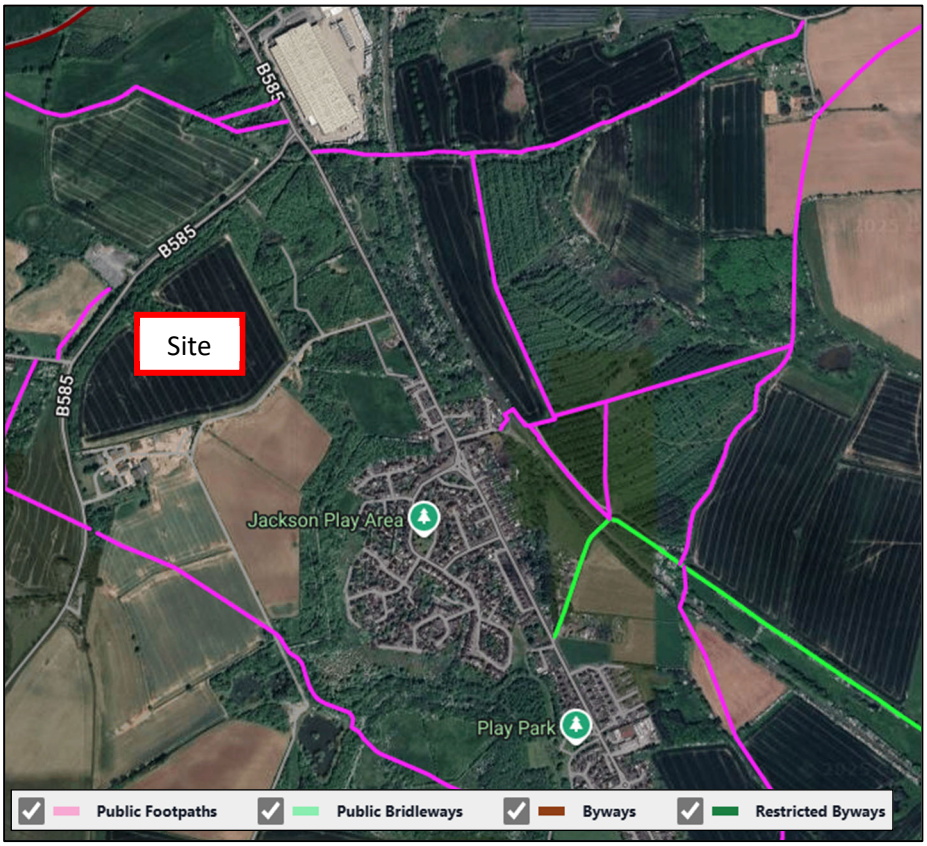
3.2.3 Junction 22 is a grade-separated roundabout which connects the A511, the M1, the A50 and Cliffe Lane, and is situated to the northeast of the site. The junction arms are signal controlled.

3.3 Walking and Cycling

3.3.1 A footway is provided on the eastern side of Station Road and expands to footways on both sides of Station Road from residential property no. 367. The footways provide access to Bagworth and a Nisa Local convenience store.

3.3.2 There is a network of Public Right of Ways (PROWs) accessed off Station Road, south of the existing Pall-Ex unit as seen in **Figure 2**.

Figure 2: Extract of Leicestershire County Council Interactive PROW Map



3.3.3 National Cycle Route (NCR) 63 extends along Station Road and is generally an on-road cycle route with sections off-road between Measham and Ratby. NCR 63 provides access to Bagworth and Leicester.

3.4 Personal Injury Collision Data

3.4.1 Personal injury collision data has been obtained from Leicestershire County Council for the latest five-year period from 01/01/2020 to 11/01/2025. A copy of the collision data is attached at **Appendix D**.

3.4.2 There were no recorded collisions along the site frontage along station road. The two PIC search areas found a total of 51 collisions, 38 being north of the site and 13 to the south.

M1 Junction 22

3.4.3 There were five slight collisions on the M1 junction 22. Three of these were rear shunt collisions at give way lines and the remaining two were incorrect lane changing collisions. These types of collisions are common at roundabouts and give way lines.

A511

3.4.4 There were nine slight collisions and 4 serious collisions along the A511 between Little Shaw Lane and Badon Road. Two of the slight collision occurred in 2021, one involving a light goods vehicle. In 2022 one slight collision occurred at the Beveridge Lane roundabout due to incorrect lane changing, one rear shunt collision occurred on approach to the Stanton Lane roundabout involving an HGV, and one slight collision involving a pedestrian. In 2023 one slight collision occurred west of Copt Oak Road due to lane changing and in 2024 three slight collisions occurred, two due to a vehicle waiting or stopping and one due to lane changing.

3.4.5 One of the serious collisions occurred in 2021 due to a car colliding into the back of another whilst heading in same direction, another occurred in 2024 at night involving a single car, and the remaining two involved pedestrians, one with an HGV in 2022 near Bardon Chapel and one with a taxi in 2023 outside Redgates.

M1 Northbound / Southbound

3.4.6 Along the M1, one serious collision occurred in 2020 north of junction 22 involving two cars and a goods vehicle. Another occurred in 2023 south of junction 22, also involving an HGV. The reaming collisions along the M1 were recorded as slight in severity.

Regs Way / Coalville Roundabout

3.4.7 There were 3 slight collisions and one serious collision along Regs way and the Coalville roundabout. The serious collision occurred in 2020 involving a car overtaking a cyclist. One of the slight collision occurred in 2021 with a car on approach to the junction involving a pedestrian.

South of site

3.4.8 There are no clusters of collisions present to the south of the site, of the thirteen collisions, nine were recorded as slight, three as serious and one fatal. The fatal collision occurred in 2024 at the Barlestone Road / Bagworth Road junction, the collision involved one vehicle on approach to the junction under dark and wet conditions. One serious collision occurred within Bagworth in 2022 due to a car colliding with a parked vehicle. One occurred in 2023 within Nailstone and the other was recoded as 'less serious', this occurred in 2024 at the B585 / B582 staggered crossroads due to an HGV turning.

Summary

3.4.9 The remaining collisions within the search area are recorded as slight, these are all one-off collisions and do not highlight significant issues.

3.4.10 Overall, the road accident data shows there are no significant collision clusters or significant issues that warrant further investigation.

3.5 Public Transport

Bus

3.5.1 The nearest bus stops are located approximately 350m north-west of the site access on Ellistown Terrace Road. The northbound bus stop has a flag and pole arrangement and bus shelter with seating. The southbound bus stop has a flag and pole arrangement. The stops are served by bus service 28 which routes between Leicester and Coalville. This service operates hourly Monday to Saturday.

3.5.2 The bus service 28 first service is 06:34 and last service is 17:24 to Leicester from the southbound bus stop.

3.5.3 The bus service 28 first service is 06:54 and last service is 19:06 to Coalville from the northbound bus stop

Train

3.5.4 The nearest rail station is Leicester and Hinkley approximately 19km south-east and south of the site respectively. Leicester Rail Station provides frequent services to London St Pancreas, Birmingham New Street, Nottingham and Sheffield. Hinkley Rail Station provides frequent services to Birmingham New Street and Nuneaton.

3.6 BREEAM Public Transport Accessibility Index

3.6.1 The BREEAM public transport accessibility Index (AI) has been assessed against the following criteria:

- Distance (m) from the main building entrance to each compliant public transport node.
- Public transport types serving the compliant node, e.g., bus or rail; and,
- Average number of services stopping per hour at each compliant node during the operating hours.

3.6.2 Using the BREAAM AI tool, the AI for the unit has been calculated as 0.75, with a value of >8 gaining the necessary credit.

3.7 Local Facilities

3.7.1 For the purposes of this BREEAM, journeys of up to 500m on foot have been considered as a reasonable and appropriate distance. There are no local amenities within 500m of the site with the majority located 800m or more.

3.7.2 The closest convenience store is located south within Bagworth, circa 800m from the centre of the site.

4.0 DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 The development proposes the erection of a B8 Distribution Hub with Ancillary Offices and Associated Infrastructure with a floorspace of 36,422m² that would operate within a B8 use class, on land at Wiggs Farm, Bagworth.

4.1.2 Pallex are proposing to deliver a facility that would provide increases in efficiencies and capacities compared to their existing site on Victoria Road.

4.1.3 The current site caters for on average 9,000 pallets per day, whereas the new facility would cater for c27,000 pallets per day.

4.1.4 The illustrative masterplan is attached **at Appendix A**.

4.2 Site Access

4.2.1 The development would be served from Station Road via a new priority junction. This would take the form of a simple priority junction of an appropriate size to accommodate HGV movements. This is shown on **Drawing 25435-02b**. The location of the access allows for the required visibility whilst minimising the impact on tree and existing vegetation.

4.2.2 A vehicle tracking exercise using the max legal articulated lorry has been undertaken of the site access this is also shown on **Drawing 25435-02b**.

4.2.3 A Stage 1 Road Safety Audit (RSA) was undertaken regarding the site access proposals, this raised two points regarding road markings and pedestrian desire lines. These comments were addressed in the DTA report **25435-04 RSA Response Report** showing the RSA comments and the updated access proposals to suit. The RSA Response Report is attached at **Appendix E.**

4.3 Pedestrian and Cycle Access

4.3.1 The application proposes footways/ cycleways on both sides of the access road and connectivity into the site. This is shown on **Drawing 25435-02b**.

4.3.2 In addition, the development will provide a new footpath connection across west side of Station Road to run to the northwest for circa 60m past the access and southeast for circa 20m. This will link to a new pedestrian crossing points with central refuge islands, in addition to an on-road cycle connection point. This will provide access to the current bus stops to the north of the Station Road roundabout.

4.4 Public Transport

4.4.1 The nearest bus stops are located approximately 350m north-west of the site access on Ellistown Terrace Road. The existing bus services are a suitable walking distance of the site access to allow future employees to access these bus services.

4.5 Travel Planning

4.5.1 The development will be supported by a Framework Travel Plan to encourage the development of sustainable travel patterns.

4.6 Car and Cycle Parking Provision

4.6.1 Based on the requirements of the proposed end user (Pallex) the site would deliver 201 car parking spaces (including 13 disabled), 12 cycle spaces, 6 motorcycle spaces and 168 HGV spaces (not including warehouse loading bays, canopy dock doors, resolution bays, QC spaces or Queue Lines). A total of 68 Canopy Dock Doors at 8.1m centres are proposed.

4.6.2 The current normal minimum standards required by LCC are:

Car Parking - 1 space per 150m²	-	217
Disabled Spaces - 6 + 2%	-	10
Lorry Spaces - 1 space per 400m²	-	81
Cycle Spaces - 1 per 500m²	-	65

4.6.3 In the event that proposed end user (Pallex) vacate the building, an alternative parking layout has been demonstrated where the provision is in line with the standards set out in LCC's design guide. This alternate layout is shown in **Appendix F.**

4.7 Internal Layout

4.7.1 The internal layout will conform to BREEAM regulations for disabled access. The infrastructure within wider site will incorporate dropped kerbs and tactile paving at suitable locations to facilitate access and travel within the development for disabled people. The unit itself will incorporate level thresholds and/or ramps to ensure that it is accessible to users with varying levels of disability and visual impairment in line with building regulations.

5.0 TRAFFIC GENERATION AND DISTRIBUTION

5.1 Proposed Traffic Generation

5.1.1 This assessment tests up to 36,422m² that would operate within a B8 use class, including ancillary office accommodation of 1,675m².

5.1.2 During scoping, initial trip rates were submitted, it was requested for LCC's views on the data. The LHA's response (**Appendix C**) noted a preference for trip rates in 'Freestanding' locations as a substitute for 'Suburban Area' locations given the location of the site. Also in the event TRICS data was higher than the Applicants own data for any scenario, it is advised TRICs data is used for a robust assessment

5.1.3 The TRICS database has therefore been interrogated for employment trip rates within 'Edge of Town' and 'Freestanding' locations for the Land Use 02 – Employment category. For B8 use the sub-category F – Warehousing (Commercial) has been used. The updated TRICS outputs are attached in **Appendix G**.

5.1.4 The trip rates for LGV (car and van) and HGVs are presented in the following tables and for a forecast traffic generation of 36,422m² of B8 use.

Table 1 - TRICS B8 Trip Rates

	LGVs			HGVs			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
07:00-08:00	0.157	0.047	0.204	0.040	0.060	0.100	0.197	0.107	0.304
08:00-09:00	0.146	0.048	0.194	0.039	0.055	0.094	0.185	0.103	0.288
17:00-18:00	0.040	0.137	0.177	0.055	0.024	0.079	0.095	0.161	0.256
18:00-19:00	0.019	0.077	0.096	0.025	0.018	0.043	0.044	0.095	0.139
07:00-19:00	0.845	0.949	1.794	0.454	0.446	0.900	1.299	1.395	2.694

Table 2 - TRICS B8 Traffic Generation (36,422m²)

	LGVs			HGVs			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
07:00-08:00	57	17	74	15	22	36	72	39	111
08:00-09:00	53	17	71	14	20	34	67	38	105
17:00-18:00	15	50	64	20	9	29	35	59	93
18:00-19:00	7	28	35	9	7	16	16	35	51
07:00-19:00	308	346	653	165	162	328	473	508	981

5.1.5 The following table presents a comparison of the TRICS data to the proposed future Pallex trips to ensure a robust assessment. At present the majority of Pallex's traffic occurs outside the traditional network peak times. As set out in the previous transport note (**Appendix B**), the below assumes that **ALL** staff would drive to and from the site individually. Given the majority of staff arrive between 06:00 – 08:00 and leave between 18:00 – 20:00, these times have been used as the assessment peaks to ensure a robust assessment of impact.

Table 3 – TRICS Traffic Generation vs Pallex Forecast Generation

All Vehicles	TRICS Generation			Pallex Future Generation			Difference		
	In	Out	Total	In	Out	Total	In	Out	Total
06:00-07:00	47	30	77	97	234	331	50	204	254
07:00-08:00	72	39	111	289	10	299	217	-29	188
18:00-19:00	16	35	51	218	257	475	202	222	424
19:00-20:00	16	22	38	63	122	185	47	100	147

5.1.6 As can be seen in **Table 3**, the data provided by Pallex shows the greatest number of movements when compared to that of TRICS. To ensure a robust assessment of impact, the Pallex forecast generation will be used.

5.1.7 The impact assessment peaks are proposed at 07:00-08:00 for AM and 18:00-19:00 for PM, as these will have the largest impact on existing background traffic. It is acknowledged that the Pallex forecast generation is slightly higher for the 06:00-07:00 peak by c32 vehicles, however the existing background traffic at the 07:00-08:00 peak is significantly higher and therefore will ensure a more robust assessment of impact.

5.2 Distribution and Assignment

5.2.1 The distribution of development lights and heavies has been assigned to the local highway network using the origins-destination tool in ArcGIS software based on car and truck driver journey time. The distribution for lights has been informed by existing staff postcodes, and for HGV's this has been informed by postcodes for all existing depot locations. The raw data is shown in **Appendix H**.

5.2.2 The AM and PM trips to and from the site for staff movements are shown in **Drawings 25435-04-1** and **25435-04-2**. The AM and PM HGVs Trips are shown in **Drawings 25435-03-1** and **25435-03-2.**

5.2.3 The following table presents the forecast traffic assignment to and from the site in the AM and PM peak periods for all vehicles.

Table 4 – Traffic Assignment (All Vehicles)

Route	AM			PM		
	In	Out	Total	In	Out	Total
Station Road (South of Site)	23	0	23	19	23	42
Station Road (North of Site):	266	10	276	199	234	433
-B585 - Wood Road:	75	2	77	59	69	128
-B582 Grange Road:	45	2	47	34	39	73
-A447 Ibstock Rd (North)	40	1	41	32	38	70
-A447 Ibstock Rd (South)	5	1	6	1	1	3
-B585 (E)	6	0	6	5	6	11
-Bagworth Road	24	0	24	20	24	44
-Ellistown Terrace Road	33	0	33	28	33	60
-B585 – Victoria Road:	158	8	166	113	132	245
-Beveridge Lane (West)	7	0	7	6	7	13
-A511 – Bardon Road	14	3	17	5	5	10
-A511 – Shaw Lane:	138	5	143	102	120	222
-B591 – Copt Oak Rd	11	0	11	9	11	20
-M1 (North)	41	2	43	30	35	65
-M1 (South)	58	3	62	41	48	89
-A50	28	0	28	23	27	50

Table 3 – Traffic Assignment (HGVs)

Route	AM			PM		
	In	Out	Total	In	Out	Total
Station Road (South of Site)	0	0	0	0	0	0
Station Road (North of Site):	44	10	54	12	12	24
-B585 - Wood Road:	8	2	10	2	2	4
-B582 Grange Road:	8	2	10	2	2	4
-A447 Ibstock Rd (North)	3	1	4	1	1	2
-A447 Ibstock Rd (South)	5	1	6	1	1	2
-B585 (E)	0	0	0	0	0	0
-Bagworth Road	0	0	0	0	0	0
-Ellistown Terrace Road	0	0	0	0	0	0
-B585 – Victoria Road:	36	8	44	10	9	20
-Beveridge Lane (West)	0	0	0	0	0	0
-A511 – Bardon Road	12	3	15	3	3	7
-A511 – Shaw Lane:	24	5	29	6	7	13
-B591 – Copt Oak Rd	0	0	0	0	0	0
-M1 (North)	8	2	10	2	2	4
-M1 (South)	14	3	17	4	4	8
-A50	2	0	2	0	0	0

6.0 TRAFFIC IMPACT

6.1 Background Traffic Growth

6.1.1 The 2024 base traffic data has been factored up using TEMPRO factors to provide future traffic flows 5 years following submission of the planning application. The 2024 base flows will therefore be factored up to 2030. The Northwest Leicestershire 013 MSOA has been used as this most accurately represents the local area, incorporating all of the nearby industrial estates. These growth factors are summarised in **Table 6**.

Table 6 – Tempro Growth Factors for NW Leicestershire 013 2024-2030

Year	Local AM Growth Figure	Local PM Growth Figure
2024-2030	1.0662	1.0682

6.1.2 It should be noted that the existing Pallex traffic movements have been captured in the traffic counts undertaken and no allowance for reductions because of the relocation have been applied, thereby providing a robust assessment.

6.2 Junction Assessments

6.2.1 During scoping, the following listed junctions were identified by LCC to be considered. For the operational assessment of the junctions, industry standard software packages Junctions 11 and LINSIG 3 have been used as identified by LCC.

- **Site access** / Station Road
- **Junction 1:** Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout
- **Junction 2:** Ellistown Terrace Road/ Victoria Road (B585) signalised junction
- **Junction 3:** Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads
- **Junction 4:** Grange Road (B582)/ Ibstock Road (A447) priority junction
- **Junction 5:** Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)
- **Junction 6:** Shaw Lane (A511)/ Little Shaw Lane (A511)/ Copt Oak Road (B591)/ Stanton Lane roundabout (Flying Horse roundabout)
- **Junction 7:** M1 Junction 22
- **Junction 8:** Bardon Road (A511/ Regs Way/ Grange Road/ Bardon Road (A511) roundabout (Birch Tree roundabout)

- <u>All roundabouts along the B585 up to the A511:</u>
  Junction 9: West Lane (B585)/ Beveridge Lane/ Walker Road/ B585
  Junction 10: West Lane (B585)/ Interlink Way/ B585/ Access Road
  Junction 11: Victoria Rd / Access Rd(N)/ West Ln(B585)/ Unnamed/ Access Road (S)

6.2.2 The ARCADY and PICADY modules of Junctions 11 has been used to create models for the site access and junctions 1, 3, 4, 9, 10 and 11. The geometric parameters for the Junctions 11 models have been measured using OS detailed mapping, the junction geometries used are presented in **Appendix I**.

6.2.3 The remaining junctions 2, 5, 6, 7 have been modelled using LINSIG 3. The LINSIG model data and signal specifications were obtained from LCC to ensure optimal representation of the local highway network.

6.2.4 The Junctions listed above as Junction 6 and Junction 8 have been identified as part of LCC's A511 Growth Corridor Scheme. LCC has confirmed these junctions are to be implemented in the near future, and that contributions are likely required towards the scheme. Subsequently, impact assessments for these junctions will not be required under this condition, therefore impact assessments for these junctions have not been undertaken.

6.2.5 In LCC's pre-application response they advised that junctions receiving an uplift in 30 or more two-way movements in the AM or PM peak should have capacity assessments undertaken. The following **Table 7** sets out the estimated development flows at each junction.

Table 7 - Total Development flows - Junction Distribution

Junction	AM			PM		
	In	Out	Total	In	Out	Total
Junction 1	266	10	276	199	234	433
Junction 2	191	8	199	141	165	306
Junction 3	75	2	77	59	69	128
Junction 4	45	2	47	34	39	73
Junction 5	152	8	160	108	125	233
Junction 6	137	6	143	102	120	222
Junction 7	127	6	132	93	109	202
Junction 8	21	3	24	11	12	23
Junction 9	158	8	167	113	132	245
Junction 10	158	8	167	113	132	245
Junction 11	158	8	167	113	132	245

6.2.6 As can be seen from the above, **Junction 8** (Birch Tree roundabout) the development is only forecast to increase traffic by c24 two-way movements in the peaks, therefore will not require assessment.

6.2.7 The remaining junctions identified by the LHA will cater for over 30 two-way movements and therefore capacity assessments have been undertaken at these junctions.

6.2.8 The 2024 base flows data was obtained from a series of Automatic traffic counts (ATC's) undertaken between the 18th May – 24th May 2024, and Manual Classified Turning Counts (CTC's) undertaken on the 23rd May 2024. This Data is shown in **Appendix J**.

6.2.9 The operational assessments have been modelled for the following scenarios:

- 2024 Base
- 2030 Future Year
- 2030 Future Year + Committed Dev
- 2030 Future Year + Committed Dev + Development

6.2.10 All the following junction operational assessments have been modelled using the future year forecast turning flows factored up using the Tempro factors demonstrated in **Table 6**. Committed Development flows consist of the nearby Aldi Distribution Centre forecast development flows. The Aldi flows are demonstrated at 07:45-08:45 for AM and 17:00-18:00 for the PM peak. For robustness, these flows have been applied to the Pallex peaks, whereas in reality the Aldi flows would be lower within these periods.

6.3 Junction 1 – Operational Assessment

6.3.1 Using the future year forecast turning flows, an ARCADY (Junctions 11) model has been created to reflect the geometrical parameters of the existing Junction 1 - Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout.

6.3.2 A review of the surveyed turning count data shows that on average the arrival and departure profile does not demonstrate a peak in flows within the centre of the peak hours, the profile for this junction has therefore been set to a flat distribution to more accurately represent the observed flows.

6.3.3 The summary of the future year results are presented in **Table 8** below, the full report outputs are attached at **Appendix K.**

Table 8 - Junction 1 Roundabout - Junction Modelling Results

Arm	AM Peak (0700-0800)			PM Peak (1800-1900)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Future Year + Committed Development						
A - Station Road	0.2	3.77	0.15	0.1	3.18	0.10
B – Wood Road	0.5	4.48	0.28	0.3	4.17	0.21
C – B585 (ETR)	1.6	9.38	0.57	0.8	6.47	0.40
2030 Future Year + Committed Development + Development						
A - Station Road	0.3	4.04	0.17	0.4	4.06	0.29
B – Wood Road	0.6	4.90	0.35	0.4	4.78	0.27
C – B585 (ETR)	5.1	22.29	0.81	1.4	8.92	0.56

6.3.4 As can be seen above, Junction 1 is forecast to operate in the future year + Aldi with minimal queuing and delay on all arms. The addition of the proposed development will create a minor increase in queuing on the B585 Ellistown Terrace Road in the AM peak period from c2 vehicles to c5 vehicles.

6.4 Junction 2 – Operational Assessment

6.4.1 Using the future year forecast turning flows, a LINSIG model has been created to reflect the signal parameters of the existing Junction 2 - Ellistown Terrace Road (ETR) / Victoria Road (B585) signalised junction. The model was obtained from LCC in order to optimally represent the network.

6.4.2 The summary of the future year results are presented in **Table 9** below, the full report outputs are attached at **Appendix L.**

Table 9 - Junction 2 Signalised T-Junction - Junction Modelling Results

Arm	AM Peak (0700-0800)		PM Peak (1800-1900)	
	DoS	Queue	DoS	Queue
2030 Future Year + Committed Development				
B585 - Victoria Road	41.8%	5.6	25.8%	3.0
Ellistown Terrace Rd (E)	52.6%	8.8	39.2%	6.0
Ellistown Terrace Rd (W)	52.7%	5.3	38.4%	3.6
2030 Future Year + Committed Development + Development				
B585 - Victoria Road	58.7%	10.1	34.1%	4.1
Ellistown Terrace Rd (E)	55.6%	9.4	53.6%	9.2
Ellistown Terrace Rd (W)	57.5%	6.2	54.5%	4.7

6.4.3 As can be seen above, Junction 2 is forecast to operate in the future year + Aldi with minimal queuing and delay on all arms. The addition of the proposed development will have a minimal impact on capacity with the junction still operating with minimal queuing and delay on all arms.

6.5 Junction 3 – Operational Assessment

6.5.1 Using the future year forecast turning flows, a PICADY (Junctions 11) model has been created to reflect the geometrical parameters of the existing Junction 3 - Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) left right staggered crossroads.

6.5.2 The summary of the future year results are presented in **Table 10** below, the full report outputs are attached at **Appendix M.**

Table 10 – Junction 3 Left Right Staggered – Junction Modelling Results

Arm	AM Peak (0700-0800)			PM Peak (1800-1900)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Future Year + Committed Development						
Stream B-CD	0.3	7.83	0.21	0.2	6.41	0.14
Stream B-A	0.2	15.27	0.17	0.1	9.37	0.10
Stream AB-CD	0.6	7.76	0.31	0.3	6.30	0.20
Stream D-AB	0.9	10.13	0.46	0.1	5.69	0.11
Stream D-C	0.0	9.68	0.01	0.0	8.25	0.01
Stream CD-AB	1.6	10.04	0.53	0.2	6.03	0.13
2030 Future Year + Committed Development + Development						
Stream B-CD	0.3	7.97	0.21	0.2	6.47	0.14
Stream B-A	0.3	16.07	0.19	0.1	10.13	0.11
Stream AB-CD	0.7	7.99	0.32	0.5	7.04	0.29
Stream D-AB	1.3	12.56	0.55	0.2	6.19	0.17
Stream D-C	0.0	10.26	0.01	0.0	8.73	0.01
Stream CD-AB	1.9	10.18	0.56	0.2	5.91	0.14

*Arm A – B585 (N), Arm B – B585 Bagworth Rd (E), Arm C – Bagworth Rd (S), Arm D – B582

6.5.3 As can be seen above, Junction 3 is forecast to operate in the future year + Aldi with minimal queuing and delay on all arms. The addition of the proposed development will have a minimal impact on capacity with the junction still operating with minimal queuing and delay on all arms.

6.6 Junction 4 – Operational Assessment

6.6.1 Using the future year forecast turning flows, a PICADY (Junctions 11) model has been created to reflect the geometrical parameters of the existing Junction 4 - Grange Road (B582)/ Ibstock Road (A447) priority junction.

6.6.2 The summary of the future year results are presented in **Table 11** below, the full report outputs are attached at **Appendix N.**

Table 11 – Junction 4 Priority T-Junction – Junction Modelling Results

Arm	AM Peak (0700-0800)			PM Peak (1800-1900)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Future Year + Committed Development						
Stream B-C	0.1	15.75	0.05	0.0	6.04	0.01
Stream B-A	0.5	14.47	0.32	0.3	9.11	0.24
Stream C-AB	0.1	6.41	0.04	0.0	6.55	0.01
2030 Future Year + Committed Development + Development						
Stream B-C	0.1	16.11	0.06	0.0	8.20	0.01
Stream B-A	0.5	15.33	0.34	0.5	10.37	0.32
Stream C-AB	0.2	7.40	0.07	0.0	7.34	0.02

*Arm A – A447 Ibstock Road (NW), Arm B – B582 Grange Rd, Arm C – A447 Ibstock Road (S)

6.6.3 As can be seen above, Junction 4 is forecast to operate in the future year + Aldi with minimal queuing and delay on all arms. The addition of the proposed development will have a minimal impact on capacity with the junction still operating with minimal queuing and delay on all arms.

6.7 Junction 5 – Operational Assessment

6.7.1 Using the future year forecast turning flows, a LINSIG model has been created to reflect the signal parameters of the existing Junction 5 – B585 Beveridge Lane / Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout). The controller specification was obtained from LCC in order to optimally represent the network.

6.7.2 The summary of the future year results are presented in **Table 12** below, the full report outputs are attached at **Appendix O.**

Table 12 - Junction 5 Stardust Roundabout - Junction Modelling Results

Arm	AM Peak (0700-0800)		PM Peak (1800-1900)	
	DoS	Queue	DoS	Queue
2024 Base Year				
A – A511 Shaw Lane	70.3%	11.6	39.8%	4.2
B – Beveridge Lane	62.6%	2.6	46.0%	1.1
C – A511 Bardon Road	90.4%	7.3	41.4%	0.4
Circulatory Carriageway	26.4%	1.3	21.3%	1.0
2030 Future Year				
A – A511 Shaw Lane	75.0%	13.6	48.7%	6.6
B – Beveridge Lane	67.8%	3.5	49.3%	1.8
C – A511 Bardon Road	99.5%	24.7	45.3%	0.4
Circulatory Carriageway	28.1%	1.4	21.3%	1.0
2030 Future Year + Committed Development				
A – A511 Shaw Lane	84.3%	19.1	53.6%	7.4
B – Beveridge Lane	72.5%	4.4	54.8%	2.0
C – A511 Bardon Road	104.6%	55.6	48.2%	0.5
Circulatory Carriageway	34.4%	1.7	23.6%	1.2
2030 Future Year + Committed Development + Development				
A – A511 Shaw Lane	94.8%	31.6	61.6%	9.6
B – Beveridge Lane	73.2%	4.5	61.7%	2.7
C – A511 Bardon Road	107.3%	63.0	51.9%	0.5
Circulatory Carriageway	44.0%	2.3	26.5%	1.4

6.7.3 Junction 5 is forecast to operate in the future year at close to capacity with queuing on Bardon Road (Arm C) in the AM Peak period. In the future year + Aldi NDC, the junction is forecast at above capacity with further queuing on Bardon Road.

6.7.4 The addition of the proposed development flows will have a minimal absolute impact of circa 2.7% with an additional circa 7.4 vehicles in queues over the forecast Aldi NDC impact on the junction, which is not significant.

6.7.5 Given the junction is forecast at over capacity before the addition of the development

flows and the absolute impact on the junction is relatively low, no mitigations are proposed.

6.8 Junction 7 – Operational Assessment

6.8.1 Using the future year forecast turning flows, a LINSIG model has been created to reflect the signal parameters of the existing Junction 7 - M1 Junction 22. The LINSIG model was obtained from LCC in order to optimally represent the network.

6.8.2 The summary of the future year results are presented in **Table 13** below, the full report outputs are attached at **Appendix P.**

Table 13 - Junction 7 M1 Signalised Roundabout - Junction Modelling Results

Arm	AM Peak (0700-0800)		PM Peak (1800-1900)	
	DoS	Queue	DoS	Queue
2030 Future Year				
A – M1 S/B Off Slip	74.0%	7.3	59.4%	3.9
B – A50	87.0%	7.5	46.4%	3.5
C – M1 N/B Off Slip	62.0%	6.0	43.2%	3.8
D – Cliffe Lane	50.9%	2.1	13.9%	0.3
E – A511	88.6%	15.7	48.7%	5.4
Circulatory Carriageway	89.8%	10.0	60.2%	4.7
2030 Future Year + Committed Development				
A – M1 S/B Off Slip	78.9%	7.8	59.4%	3.9
B – A50	85.2%	11.0	49.1%	3.9
C – M1 N/B Off Slip	75.1%	7.5	52.5%	4.5
D – Cliffe Lane	57.8%	2.4	14.7%	0.3
E – A511	87.7%	15.3	50.6%	5.5
Circulatory Carriageway	89.2%	9.5	62.8%	4.9
2030 Future Year + Committed Development + Development				
A – M1 S/B Off Slip	82.7%	8.7	63.9%	4.3
B – A50	86.3%	11.3	50.1%	4.0
C – M1 N/B Off Slip	72.9%	7.7	53.4%	4.7
D – Cliffe Lane	60.4%	2.4	15.5%	0.4
E – A511	90.2%	16.7	54.5%	6.1
Circulatory Carriageway	88.8%	4.3	66.7%	5.4

6.8.3 Junction 7 is forecast to operate in the future year within capacity with queuing on the A511 and the circulatory. In the future year + Aldi NDC the junction is also within capacity with queuing on the A511 and A50 and minor queuing on all other arms.

6.8.4 The addition of the development will have a minimal impact on capacity and queuing over the future year scenario with the Aldi NDC. Appropriate mitigation, if required, can be implemented via a minor increase in cycle time from 60 to 64 seconds on Arm

E (A511 entry) in the AM peak. This will improve the DoS from 90.2% shown in **Table 13** down to 88.7% without any significant impact on the circulatory carriageway.

6.9 Junction 9, 10 and 11 – Operational Assessments

6.9.1 The following tables represent the future year forecast flows on the roundabout junctions along the B585 up to the A511, listed above as Junction 9, 10 and 11. ARCADY (Junctions 11) models have been created to reflect the geometrical parameters of these junctions. The full reports are attached as **Appendix Q**.

Table 14 - Junction 9 Roundabout - Junction Modelling Results

Arm	AM Peak (0700-0800)			PM Peak (1800-1900)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Future Year + Committed Development						
A - Walker Road	0.1	5.22	0.09	0.1	3.92	0.06
B - B585 - Beveridge Lane (E)	1.1	2.59	0.47	0.4	1.86	0.27
C - B585 - West Lane (S)	0.7	3.89	0.33	0.4	2.63	0.23
D - Beveridge Lane (W)	1.3	5.11	0.53	0.5	3.04	0.32
2030 Future Year + Committed Development + Development						
A - Walker Road	0.1	5.29	0.09	0.1	4.23	0.06
B - B585 - Beveridge Lane (E)	1.4	2.99	0.54	0.5	1.96	0.31
C - B585 - West Lane (S)	0.7	3.97	0.34	0.5	2.79	0.30
D - Beveridge Lane (W)	1.4	5.21	0.54	0.5	3.28	0.34

Table 15 - Junction 10 Roundabout - Junction Modelling Results

Arm	AM Peak (0700-0800)			PM Peak (1800-1900)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Future Year + Committed Development						
A - B585 (N)	0.9	3.84	0.40	0.4	3.02	0.25
B - Access Road	0.0	5.60	0.01	0.1	4.31	0.05
C - B585 (S)	0.8	4.99	0.39	0.4	3.75	0.22
D - Interlink Way (E)	0.2	6.88	0.12	0.2	4.54	0.13
2030 Future Year + Committed Development + Development						
A - B585 (N)	1.3	4.60	0.50	0.6	3.20	0.32
B - Access Road	0.0	6.55	0.01	0.1	4.69	0.06
C - B585 (S)	0.9	5.13	0.40	0.6	4.06	0.32
D - Interlink Way (E)	0.2	6.96	0.12	0.2	5.02	0.15

Table 16 - Junction 11 Roundabout - Junction Modelling Results

Arm	AM Peak (0700-0800)			PM Peak (1800-1900)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Future Year + Committed Development						
A - B585 (NE)	1.0	5.70	0.45	0.5	4.22	0.28
B - Unnamed Road	0.0	5.30	0.03	0.0	4.78	0.02
C - Access Road (S)	0.0	0.00	0.00	0.0	0.00	0.00
D - B585 (SW)	0.7	4.34	0.34	0.3	3.63	0.21
E - Access Road (N)	0.0	4.61	0.01	0.0	2.66	0.01
2030 Future Year + Committed Development + Development						
A - B585 (NE)	1.8	7.64	0.59	0.7	4.67	0.37
B - Unnamed Road	0.0	6.32	0.03	0.0	5.23	0.02
C - Access Road (S)	0.0	0.00	0.00	0.0	0.00	0.00
D - B585 (SW)	0.7	4.47	0.36	0.5	3.91	0.31
E - Access Road (N)	0.0	4.65	0.01	0.0	2.84	0.01

6.9.2 As can be seen above, Junctions 9, 10 and 11 are all forecast to operate in the future year + Aldi with minimal queuing and delay on all arms. The addition of the proposed development will have a minimal impact on capacity with the junction still operating with minimal queuing and delay on all arms.

6.10 Site Access – Operational Assessment

6.10.1 Using the future year forecast turning flows, a PICADY (Junctions 11) model has been created to reflect the geometrical parameters of the final site access design.

6.10.2 The summary results are presented in **Table 18** below and the outputs are attached at **Appendix R**.

Table 18 – Site Access Priority T-Junction – Junction Modelling Results

Arm	AM Peak (0700-0800)			PM Peak (1800-1900)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
	2030 Future Year + Com Dev + Dev					
Stream B-AC	0.0	5.25	0.02	0.7	9.47	0.42
Stream C-AB	0.9	11.04	0.43	0.5	8.07	0.31

*Arm A – Station Road (S), Arm B – Site Access, Arm C – Station Road (N)

6.10.3 As can be seen above, the site access is forecast to operate in the future year with minimal queuing and delay on all arms.

6.11 Summary

6.11.1 To ensure a robust assessment, all of the junctions have been modelled with future year flows factored up via Tempro for Northwest Leicestershire 013 MSOA incorporating the surrounding industrial estates.

6.11.2 The peak flows for the Aldi NDC development are outside the proposed development peaks of 07:00 – 08:00 and 18:00-19:00. To ensure a robust assessment of future traffic, these flows were added to the future year and development flow assessments. In reality these flows can be expected to be lower than demonstrated.

6.11.3 Additionally, junction models have been informed by data obtained from LCC where possible to ensure the local highway network is optimally represented throughout the assessment.

6.11.4 The site access and Junctions 1-4 and 9-11 have been demonstrated to operate within capacity on all arms in the future year with the addition of Aldi NDC flows and development flows.

6.11.5 Junctions 6 and 8 have been identified as part of LCC's A511 Growth Corridor Scheme. LCC have confirmed contributions are likely required towards the scheme and subsequently, impact assessments for these junctions will not be required.

6.11.6 Junction 5 is forecast to operate above capacity before the addition of development flows and therefore no mitigations are proposed.

6.11.7 Junction 7 has been demonstrated to operate within capacity on all arms in the future year with the addition of Aldi NDC flows and development flows. The impact on the A511 entry arm can be reduced via a minor increase in cycle time.

6.11.8 Overall, the absolute impact on Junction 5 has been demonstrated as minimal over the forecast impact from future year traffic with Aldi NDC flows. All other junctions identified by LCC for capacity assessments have been demonstrated as functioning within capacity with minimal queuing over the existing observed.

7.0 SUMMARY AND CONCLUSION

7.1 This Transport Assessment has reviewed the highways and transport implications of providing a new employment development on land at Wiggs Farm, Bagworth.

7.2 It is proposed that the site be served via a new priority junction off Station Road. This would take the form of a simple priority junction of an appropriate size to accommodate HGV movements.

7.3 The Transport and Access Pre-app Note was issued to the Local Planning Authority as part of the Scoping Process. That was shared with Leicestershire County Council, and National Highways.

7.4 This report is based on an agreed scope of works with LCC and NH and has set out as a starting point, the likely traffic generation of the site based on surveys of existing established similar users.

7.5 This has then been distributed on to the highway network using the origins-destination tool in ArcGIS software based on car and truck driver journey time, based on staff postcode data and existing depot locations.

7.6 That strategic modelling demonstrates the impacts of the development are primarily focused at the site access junction, the adjacent Station Road / B585 Roundabout, A511 Stardust Roundabout and M1 Junction 22.

7.7 The site has been designed to accommodate access by sustainable modes with an internal pedestrian and cycleway provided along with a new crossing of Station Road connecting the site with the existing local network and local bus stops.

7.8 Transport demands and modes are likely to be subject to significant change in future years, arising from, inter alia; government planned changes to promote electric and other vehicles and significant improvements in technology (affording increased personal mobility). Alongside the implementation of a suite of sustainable transport measures (delivered via the Framework Travel Plan) this will further result in a reduced reliance on the private car and a reduced environmental impact.

7.9 The road accident data record within the vicinity of the site has been analysed. There are no existing road safety issues which would be exacerbated as a result of the development proposals.

7.10 Overall, the Transport Assessment considers the impacts and appropriateness of the development in line with the wider policy tests set out in the NPPF. The additional traffic would not have a material impact on the safety or operation of the local road network, and it can clearly be concluded that the impact of the development will not be 'severe'.

Drawings

125m

AX4
163.539

Hedge Ht 2.5m

Hedge Ht 2.4m

T24

Overgrown/Woodland

Max Legal Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Body Height 4.000m
Min Body Ground Clearance 0.550m
Max Track Width 2.500m
Lock to lock time 6.000s
Kerb to Kerb Turning Radius 6.870m

Overgrown/Woodland

Overgrown/Woodland

T25

AX3
160.646

Hedge Ht 2.5m

125m

N
W E
S

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JOB TITLE	Pallex, Coalville
CLIENT	Pallex
DRAWING TITLE	Proposed Site Access GA With Vehicle Tracking (HGV)
SCALE	1:500@A3
DRAWN BY	DN
DATE	Apr 25
DRAWING No	25435-02
REVISION	B

Appendix A

Illustrative Masterplan & Parameters Plan

North

0 5 10 20 50 Metres

GRAPHIC SCALE: 1:1250

Existing Arable Farmland

Existing Farm Store

Wood Rd

Existing Arable Farmland

Existing Landscape

Existing Woodland

External Staff Amenity Area

Maintenance Unit

HGV Washdown

Refuse Area

WC Pod

Existing Pond

Existing Woodland

Car Parking

HGV Parking

HGV Cab EV Charging

Weighbridges

Existing Woodland

New Vehicle Junction

Shared footpath and 2-way Cycle Path

Existing Woodland

Internal Access Roads

Existing Electricity Pylon

Loading Bays (with Canopy above)

External amenity seating

Retaining wall

Motorcycle Parking

Smoking shelters

Cycle Shelters

Existing Landscape Maintained

Sprinkler Tank & Pump Room

2no. dock levellers

Main Offices

Overhead gantry

Retaining Wall

Entry Queue Lanes (33 HGVs)

New Signage (under separate application)

Access Doors (with Canopy above)

Warehouse

Access Doors

Exit Gatehouse

Existing Arable Farmland

Operational waste compound

Quality Control Building

QC Office

Existing Woodland

Forklift Maintenance

Existing Pond

Station Rd

Smoking shelters

Entrance & Satellite Gatehouses

Loading Bays (with Canopy above)

Resolution Bays

Office Waste Compound

Internal Access Roads

Existing Gravel Track

Transformer

Retaining Wall

Future Backup Generator

Internal Queue Lanes

Fuel Station

Existing Recycling Area

Outfall Pond

Existing Woodland

SLB Supplies

BNG Land Buffer

Gas Tanks

Previous Gravel Track

Relocated Gravel Track

Existing Arable Farmland

Existing Arable Farmland

Existing Woodland

Existing Arable Farmland

Safety Health and Environmental Information A1

The following risks are identified as unusual or unfamiliar to a competent contractor

CONSTRUCTION

DEMOLITION RISKS (FUTURE)

It is assumed that all work will be carried out by a competent contractor working, where appropriate, to an approved method statement

Area Schedule - GIA

Name	Area (m2)	Area (ft2)
Forklift Maintenance - GIA	408 m²	4,396 ft²
In Gatehouse - GIA	35 m²	374 ft²
Office - Ground - GIA	608 m²	6,545 ft²
Office - First - GIA	625 m²	6,725 ft²
Office - Second - GIA	645 m²	6,945 ft²
Office - Third - GIA	645 m²	6,945 ft²
Out Gatehouse - GIA	16 m²	169 ft²
Quality Control Office - GIA	170 m²	1,828 ft²
Satellite Gatehouse - GIA	4 m²	47 ft²
Maintenance Unit - Ground - GIA	519 m²	5,585 ft²
Maintenance Unit - First - GIA	103 m²	1,107 ft²
Warehouse - GIA	31,726 m²	341,497 ft²
Total GIA - All Floors*	35,504 m²	382,161 ft²

** Excludes Quality Control Building. Includes Quality Control Office.*

Key:

Boundary

Area Schedule - Site

Name	Hectares	Acres
Planning Site Boundary	14.64	36.18

Underside of Haunch Heights (AFFL)

- Warehouse: 15.25m
- Forklift: 5m
- Main Offices: 15m
- VMU: 7.25m
- QC: 5.5m

Parking Quantities

Car Parking spaces - 201
including: 13 Disabled spaces / 10 Car Share / 20 EV Spaces
(whole car park to be passively ducted)

HGV External Parking Spaces - 156
(not including Loading Bays, Dock Levellers, Resolution Bays, HGV Cab Charging, Quality Control Building, Fuel Station, Weighbridge or Queue Lanes)

Canopy Dock Doors - 67

Level Access Doors - 2

Motorcycle Spaces - 6

Cycle Spaces - 48

Refer to DTA Transport assessment for vehicle parking quantities rationale associated with this bespoke scheme.

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RIBA Chartered Practice

Project Excellence

Proposed Site Plan - Orientated

Barberry Bardon Ltd

PLANNING

DRAWING NO.		
4092 - 06		
REV	DATE	
B	FEB 25	
DRN	CHK	SCALE
JDK	ST	1 : 1250 @ A1

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Appendix B

Transport and Access pre-application note

1.0 Introduction and Context

1.1 This note has been produced to assist pre-application discussions with Hinckley and Bosworth Borough Council as Local Planning Authority and Leicestershire County Council ("LCC") as Local Highway Authority.

1.2 It presents initial access considerations and high level traffic movements based on the proposed floorspace and use and likely end user.

1.3 The development proposes c32,500m² of B8 use on land at Wiggs Farm, Bagworth, Leicestershire. Access is currently being considered, however, at present the main access is proposed to the east onto Station Road. Alternative access options onto Wood Road are being explored.

2.0 Development Proposals

2.1 The development proposes a new employment warehouse with a floorspace of 350,000ft² / 32,500m² that would operate within a B8 use class, including ancillary office accommodation of 1,675m².

2.2 Based on the requirements of the proposed end user (Pallex) the site would deliver 256 car parking spaces (including 6 disabled) and 223 HGV spaces.

2.3 The current normal maximum standards required by LCC are:

Car Parking - 1 space per 150m²	-	217
Disabled Spaces - 6 + 2%	-	10
Cycle Parking - 1 space per 400m²	-	81

2.4 The main site access is proposed to be from Station Road to the east. This would take the form of a simple priority junction of an appropriate size to accommodate HGV movements. The visibility splays provided would be 4.5m x 120m in accordance with the posted speed limit. A speed survey will be undertaken to ensure the final visibility splays are based on the recorded 85th percentile speeds of traffic.

2.5 Section IN5 in the introduction to the current interim LCC Design Guide states that LCC would look to restrict access onto A and B class roads. It also states that on other classifications of road it would only look to limit access where there are existing road safety issues or the road is not suitable to cater for the proposed increases in traffic.

2.6 An early review of publicly available information shows there are no existing road safety issues and through the transport assessment process, the existing and future capacity of Station Road will be tested.

2.7 It is understood however, that the current wording of IN5 and restrictions will be altered to be brought in line with the NPPF tests through a future public consultation exercise.

2.8 Pedestrian access will also be provided onto Station Road to connect to the existing footway that runs along the eastern side of the carriageway. This will provide access to the current bus stops to the north of the Station Road roundabout.

2.9 This roundabout along with signalisation of the Ellistown Terrace Road/ Victoria Road junction has recently been constructed to mitigate the future impacts of the former Nailstone Quarry development, which includes the new Aldi distribution centre.

2.10 Pallex are proposing to deliver a new warehouse that would provide increases in efficiencies and capacities compared to their existing site on Victoria Road.

2.11 The current site caters for on average 9,000 pallets per day, whereas the new facility would cater for c27,000 pallets per day.

3.0 Forecast Traffic Movements

TRICS

3.1 To ensure full consideration is given to any potential end user the TRICS database has been interrogated for commercial warehousing. The following tables present the trip rates and forecast traffic generation for 32,500m². The full outputs are attached at **Appendix A.**

Table 1 - TRICS B8 Trip Rates

	LGVs			HGVs			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
08:00-09:00	0.066	0.033	0.099	0.035	0.042	0.077	0.101	0.075	0.176
17:00-18:00	0.035	0.072	0.107	0.052	0.034	0.086	0.087	0.106	0.193
07:00-19:00	0.622	0.708	1.330	0.505	0.463	0.968	1.127	1.171	2.298

Table 2 - TRICS B8 Traffic Generation (32,500m²)

	LGVs			HGVs			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
08:00-09:00	21	11	32	11	14	25	33	24	57
17:00-18:00	11	23	35	17	11	28	28	34	63
07:00-19:00	202	230	432	164	150	315	366	381	747

3.2 To understand the potential 24 hour traffic movements, information has been obtained from various commercial warehousing sites to compare 07:00-19:00 traffic movement to the whole day. The resulting 24 hour traffic generation is presented in **Table 3** below.

Table 3 - 24 hour data (32,500m²)

Time Range	LGV			HGV			TOTAL		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
00:00-01:00	5	8	13	6	5	10	10	13	24
01:00-02:00	5	7	12	5	5	11	10	12	23
02:00-03:00	4	7	11	4	5	9	8	12	20
03:00-04:00	6	13	19	5	5	10	11	18	29
04:00-05:00	14	11	24	11	4	15	24	14	39
05:00-06:00	25	15	41	17	5	21	42	20	62
06:00-07:00	24	20	44	17	7	24	41	27	68
07:00-08:00	29	9	37	11	13	24	40	22	62
08:00-09:00	21	11	32	11	14	25	33	24	57
09:00-10:00	18	14	31	14	10	24	32	23	55
10:00-11:00	17	17	34	17	18	35	34	34	69
11:00-12:00	15	19	34	15	11	26	30	30	60
12:00-13:00	17	22	39	15	11	27	32	34	66
13:00-14:00	25	21	46	13	15	27	38	35	73
14:00-15:00	17	30	47	14	13	27	31	43	73
15:00-16:00	15	24	39	15	14	28	30	37	67
16:00-17:00	11	24	35	13	11	24	24	35	59
17:00-18:00	11	23	35	17	11	28	28	34	63
18:00-19:00	6	17	22	9	10	20	15	27	42
19:00-20:00	11	13	24	9	4	13	20	17	37
20:00-21:00	13	8	21	10	4	14	24	12	35
21:00-22:00	15	13	28	10	4	14	25	17	42
22:00-23:00	11	12	23	12	3	15	23	15	38
23:00-24:00	9	13	22	9	6	15	18	19	37
Daily	345	371	716	279	207	485	623	578	1201

3.3 As can be seen, at worst the development would result in c1 additional vehicle movement per minute at the busiest times of the day.

Pallex Data

3.4 To enable a comparison with HGV movements, Pallex have provided data relating to current recorded movements to and from the existing facility on Victoria Road. As stated in 2.11 above, they are anticipating a x3 increase in the number of pallets the site will be able to cater for. Therefore, **Table 4** below presents the current and forecast number of HGV movements associated to Pallex. It also shows the TRICS based HGV forecasts and the comparison between the future year Pallex and TRICS HGV numbers.

Table 4 - 24 Hour Data (Existing and Future Pallex) Two- Way Vehicle Movements

Time Range	Pallex (Existing)	Pallex (Future)	TRICS	Difference
00:00-01:00	30	90	10	80
01:00-02:00	8	24	11	13
02:00-03:00	20	60	9	51
03:00-04:00	22	66	10	56
04:00-05:00	12	36	15	21
05:00-06:00	8	24	21	3
06:00-07:00	10	30	24	6
07:00-08:00	18	54	24	30
08:00-09:00	18	54	25	29
09:00-10:00	14	42	24	18
10:00-11:00	16	48	35	13
11:00-12:00	20	60	26	34
12:00-13:00	24	72	27	45
13:00-14:00	20	60	27	33
14:00-15:00	22	66	27	39
15:00-16:00	12	36	28	8
16:00-17:00	34	102	24	78
17:00-18:00	18	54	28	26
18:00-19:00	8	24	20	4
19:00-20:00	30	90	13	77
20:00-21:00	26	78	14	64
21:00-22:00	62	186	14	172
22:00-23:00	90	270	15	255
23:00-24:00	84	252	15	237
Daily	626	1878	485	1393

3.5 As can be seen, the data provided by Pallex shows that the greatest number of HGV movements would be between 21:00 and 01:00 with notably less during the day.

3.6 In terms of car and light vehicle movements associated to staff, **Table 5** below sets out the current and forecast ins and outs for certain times of the day. This includes office staff, forklift truck and HGV drivers.

Table 5 – Pallex car/ lgv generation (current operations and proposed site).

	Existing			Future		
	In	Out	Total	In	Out	Total
06:00-07:00	40	95	132	90	211	301
07:00-08:00	147	0	147	245	0	245
18:00-19:00	92	147	239	206	245	451
19:00-20:00	3	40	43	5	90	93

3.7 At present the majority of Pallex's traffic occurs outside the traditional network peak times. The above **Table 5** also assumes that **ALL** staff would drive to and from the site individually.

4.0 Offsite Junction Impacts

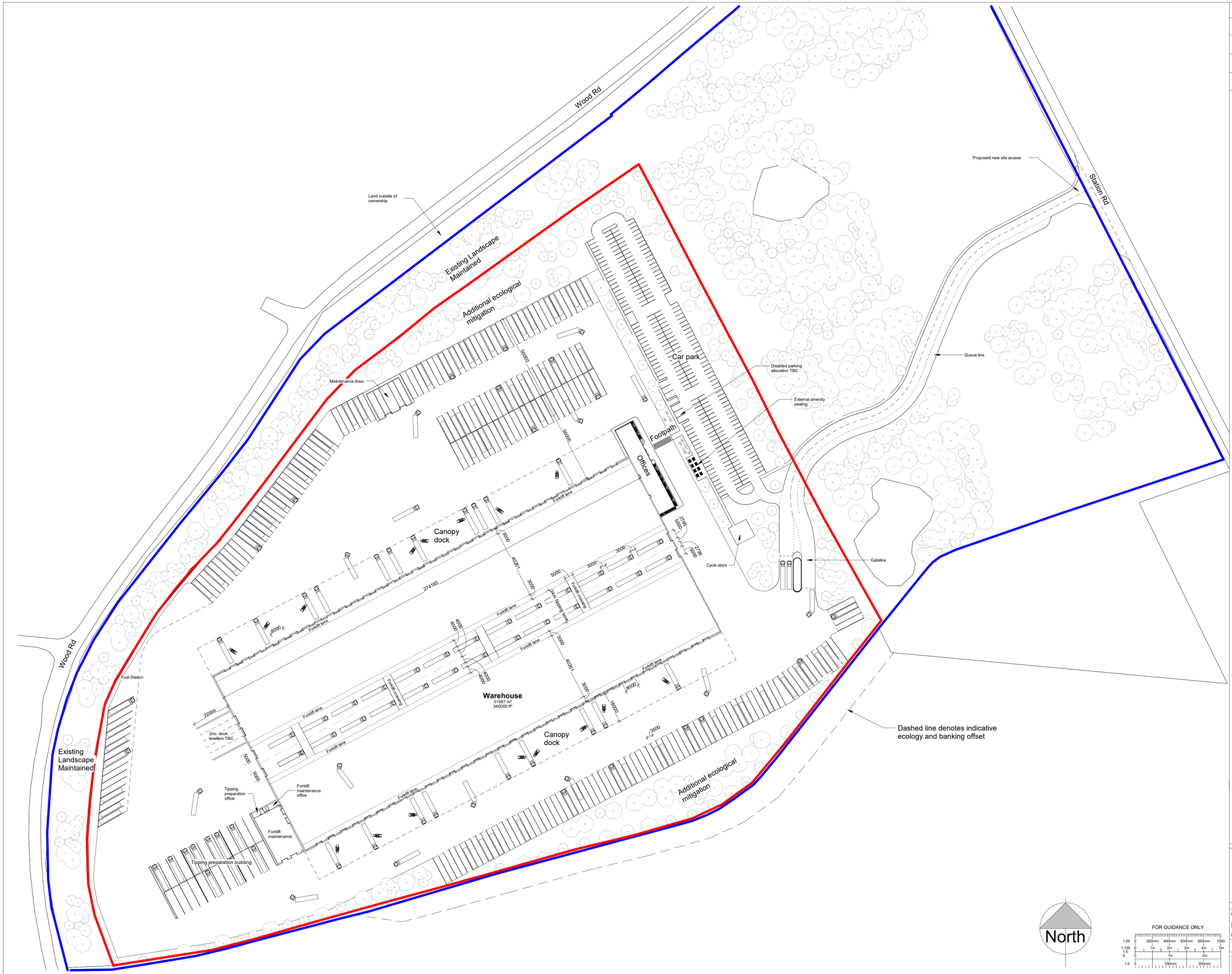
4.1 LCC's views are requested on the TRICS data suggested for use above and whether any offsite junction assessments would be required?

4.2 It is understood the recent improvements on Station Road (see para 2.9) will deliver capacity benefits to the operation of the proposed development.

4.3 It is proposed to undertake an ATC survey on Station Road to inform the visibility splay calculations and to also enable a site access capacity assessment to be undertaken. This outcome of this process will determine whether a simple priority junction will be sufficient to serve the site.

4.4 It is noted that the internal layout and access road have been specifically designed to guard against any blocking back of HGVs onto the public highway at those busiest times.

SITE LAYOUT



Safety Health and Environmental Information A1

The following risks are identified as unusual or unfamiliar to a competent contractor

CONSTRUCTION

DEMOLITION RISKS (FUTURE)

It is assumed that all work will be carried out by a competent contractor working, where appropriate, to an approved method statement

Car Parking spaces - 256
including 6 Disabled spaces

HGV External Parking Spaces - 223
(not including warehouse loading bays, canopy dock doors or QC spaces)

Canopy Dock Doors - 66 @ 8m centres

REV	DETAILS	DATE	CHECKED
J	Minor amendment to Station Rd access - JDK	11/03/24	ST
I	Updated to Client comments - JDK	07/03/24	ST
H	Updated to reflect PM comments - JDK	23/02/24	ST
G	Warehouse room tag amended - JDK	07/02/24	ST
F	Minor amendment to internal dimensions - JDK	30/01/24	ST
E	Minor amendment to internal dimensions - JDK	30/01/24	JDK
D	Amended to Client Comments - MR	26/01/24	MR
C	Amended to Client comments - JDK	24/01/24	ST
B	Amended to comments following DTM 22/01/24 - JDK	23/01/24	ST
A	Amended to comments following DTM - JDK	22/01/24	ST

brownhill hayward brown
chartered architects
01543 254357 - mail@bhbarchitects.co.uk

Coalville, Pall-Ex

Proposed Site Plan

Harris Lamb

DRAWING NO. 4092 - 10

REV J | DATE JAN 24

DRAFT | DRAWN JDK | CHECKED ST | SCALE 1 : 1000 @ A1

PART OF bhb architects

FOR GUIDANCE ONLY

1:20 0 200mm 400mm 600mm 800mm 1000
1:100 0 1m 2m 3m 4m 5m
1:5 0 1m 2m
1:5 0 100mm 200mm

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APPENDIX A

TRICS OUTPUTS

Calculation Reference: AUDIT-623801-240116-0111

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
	MW	MEDWAY	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BD	BRADFORD	1 days
	DR	DONCASTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	3625 to 80100 (units: sqm)
Range Selected by User:	190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	6
Commercial Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

B8	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

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

Travel Plan:

No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1 BD-02-F-01 DISTRIBUTION COMPANY BRADFORD
STAITHGATE LANE
BRADFORD
NEWHALL
Edge of Town
Industrial Zone
Total Gross floor area: 10446 sqm
Survey date: THURSDAY 14/03/19 Survey Type: MANUAL

2 DR-02-F-01 TESCO DISTRIBUTION CENTRE DONCASTER
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 80100 sqm
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

3 HC-02-F-02 LOGISTICS HAMPSHIRE
RUTHERFORD ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 13200 sqm
Survey date: THURSDAY 16/06/16 Survey Type: MANUAL

4 HC-02-F-03 PPE DISTRIBUTION HAMPSHIRE
WARSASH ROAD
PARK GATE

Edge of Town
Industrial Zone
Total Gross floor area: 3665 sqm
Survey date: MONDAY 27/09/21 Survey Type: MANUAL

5 MW-02-F-02 COMMERCIAL WAREHOUSING MEDWAY
MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 11200 sqm
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

6 SF-02-F-03 ROAD HAULAGE SUFFOLK
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

7 TW-02-F-01 ASDA DISTRIBUTION CENTRE TYNE & WEAR
MANDARIN WAY
WASHINGTON
PATTISON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 31000 sqm
Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

8 WM-02-F-02 LOGISTICS FIRM WEST MIDLANDS
SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Total Gross floor area: 3625 sqm
Survey date: MONDAY 09/11/15 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	COVID

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	45273	0.171	2	45273	0.059	2	45273	0.230
06:00 - 07:00	2	45273	0.098	2	45273	0.145	2	45273	0.243
07:00 - 08:00	8	19742	0.122	8	19742	0.068	8	19742	0.190
08:00 - 09:00	8	19742	0.101	8	19742	0.075	8	19742	0.176
09:00 - 10:00	8	19742	0.098	8	19742	0.072	8	19742	0.170
10:00 - 11:00	8	19742	0.106	8	19742	0.106	8	19742	0.212
11:00 - 12:00	8	19742	0.093	8	19742	0.092	8	19742	0.185
12:00 - 13:00	8	19742	0.098	8	19742	0.104	8	19742	0.202
13:00 - 14:00	8	19742	0.117	8	19742	0.109	8	19742	0.226
14:00 - 15:00	8	19742	0.094	8	19742	0.132	8	19742	0.226
15:00 - 16:00	8	19742	0.091	8	19742	0.115	8	19742	0.206
16:00 - 17:00	8	19742	0.073	8	19742	0.109	8	19742	0.182
17:00 - 18:00	8	19742	0.087	8	19742	0.106	8	19742	0.193
18:00 - 19:00	8	19742	0.047	8	19742	0.083	8	19742	0.130
19:00 - 20:00	2	45273	0.043	2	45273	0.068	2	45273	0.111
20:00 - 21:00	2	45273	0.045	2	45273	0.050	2	45273	0.095
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.484			1.493			2.977

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	3625 - 80100 (units: sqm)
Survey date date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	45273	0.019	2	45273	0.019	2	45273	0.038
06:00 - 07:00	2	45273	0.017	2	45273	0.027	2	45273	0.044
07:00 - 08:00	8	19742	0.034	8	19742	0.041	8	19742	0.075
08:00 - 09:00	8	19742	0.035	8	19742	0.042	8	19742	0.077
09:00 - 10:00	8	19742	0.044	8	19742	0.030	8	19742	0.074
10:00 - 11:00	8	19742	0.053	8	19742	0.054	8	19742	0.107
11:00 - 12:00	8	19742	0.046	8	19742	0.034	8	19742	0.080
12:00 - 13:00	8	19742	0.047	8	19742	0.035	8	19742	0.082
13:00 - 14:00	8	19742	0.039	8	19742	0.045	8	19742	0.084
14:00 - 15:00	8	19742	0.042	8	19742	0.040	8	19742	0.082
15:00 - 16:00	8	19742	0.045	8	19742	0.042	8	19742	0.087
16:00 - 17:00	8	19742	0.039	8	19742	0.034	8	19742	0.073
17:00 - 18:00	8	19742	0.052	8	19742	0.034	8	19742	0.086
18:00 - 19:00	8	19742	0.029	8	19742	0.032	8	19742	0.061
19:00 - 20:00	2	45273	0.014	2	45273	0.034	2	45273	0.048
20:00 - 21:00	2	45273	0.019	2	45273	0.031	2	45273	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.574			0.574			1.148

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Appendix C

Pre-app Consultation Responses

Leicestershire County Council

PRE-APPLICATION DETAILS:

District Reference Number: 24/10042/PREMAJ
Highway Reference Number: 2024/2160/04/HEN
Location: Land At Wiggs Farm Wood Road Nailstone Coalville Leicestershire LE67 1GE
Proposal: Enquiry. 39,000 sqm distribution hub.

GENERAL DETAILS

Planning Case Officer: David Spring
Applicant: via Hinckley & Bosworth Borough Council
Parish: Bagworth & Thornton
Road Classification: Class C

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

Background
The Local Highway Authority (LHA) is in receipt of a pre-application enquiry for a proposed B8 (storage) development on land at Wiggs Farm, Bagworth. It is understood the proposals could have a floorspace of c30,000sqm.

It is understood that the end user of the site would be Pallex, who are proposing to deliver a new warehouse that would provide increases in efficiencies and capacities compared to their existing site on Victoria Road.

Transport Assessment
Based on the scale of the proposals, in accordance with Part 2, Table PDP1 of the Leicestershire Highway Design Guide ([LHDG] available at https://resources.leicestershire.gov.uk/lhdg), a Transport Assessment and Travel Plan will be required to support any future planning application at the site.

Site Access
Access to the site is proposed via Station Road, a C classified road subject to a 40mph speed limit.

The LHA advise that the access would need to be designed to major industrial road standards as detailed in Part 3, Table DG2 of the LHDG. It should be demonstrated though swept path analysis that a HGV can safely access and egress the site in all directions. The LHA require swept path analysis at junctions with a minimum vehicle speed of 15kph and this would need to be confirmed on the drawing. However, at turning heads and for reversing movements, a slower swept path analysis vehicle speed would be acceptable. A Stage 1 Road Safety Audit (RSA1) would also be required for the site access proposals, along with a Designer's Response to any problems raised and (if necessary) a revised drawing.

Vehicular visibility splays would need to be designed in accordance with Part 3, Table DG4 of the LHDG. The LHA advise a setback distance of 4.5m would be required for the visibility spays given the nature of the proposals. The LHA advise that visibility splays should be based on an automatic (not handheld radar) speed survey at the site access location, with the location of the survey and raw data provided as part of any future application. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

The LHA advise that depending on the level of traffic along Station Road and the proposed traffic the development could generate the Applicant should consider the provision of a ghost right turn lane at the site access.

Brownhill Hayward Brown drawing number 4092 - SK14 Rev. B details three potential alternative access routes on to Wood Road, a B classified road (B585) subject to a 50mph speed limit. Part 1, Section IN5 of the LHDG seeks to restrict accesses on to A and B classified roads. It also states that 'If access to a development can be gained off a minor or side road, you should normally consider this option as preferable (with improvements to the junction of the minor side road with the main road as necessary).'.

Whilst it is acknowledged the Applicant could access the site from Wood Road (B585), given its classification and the 50mph speed limit, the LHA advise that access from Station Road would be in accordance with LHDG guidance. Deviation from the guidance with an access proposed off Wood Road would require full justification as to why Station Road was not appropriate for access, however this may not be accepted by the LHA given the potential for access off Station Road.

Consideration will need to be given to the relocation of the existing weight restriction at the Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout. This may need to be relocated to the south of the site access in order to prohibit HGVs from the proposed development from travelling through Bagworth. The Applicant would be required to cover the full costs of all works, consultation and Traffic Regulation Orders associated with the relocation of the weight restriction.

Consideration will also need to be given to how pedestrians would cross over Station Road from the site access to the existing footway on the opposite side of the road.

Highway Safety

Consideration would need to be given to the number of Personal Injury Collisions (PIC's) which have occurred within the vicinity of the proposed site access, as well as an identified study area, over the most recent five year period. Leicestershire County Council hold up to date PIC information which can be obtained if required. Please contact NDI@leics.gov.uk. Should a pattern of PIC's be identified which could be exacerbated by the proposals, it is likely the Applicant would need to propose a scheme of mitigation.

Trip Generation and Distribution

The LHA would welcome an evidence based approach for trip generation given the existing site is nearby, and a comparison to TRICs data. It should be noted that the HGV and employee data would need to be submitted as part of any future application, for example number of employees, dates of any surveys were undertaken and any raw data provided etc in order for this to be fully considered by the LHA.

In addition, a traffic count could be undertaken at the existing access if this has not been done so already. The LHA advise that it could be possible for the Applicant to factor actual data gathered from the existing site up to future levels, unless the Applicant has additional supporting information in respect of what the future levels of trips are likely to be. In the event TRICS data was higher than the Applicants own data for any scenario, it is advised TRICs data is used for a robust assessment.

In terms of trip distribution, the LHA advise this could be based on actual data from existing HGV and employee movements, given the existing business would be relocating in the immediate vicinity. This could be ascertained by means of a traffic count or employee postcode data for example.

The LHA advise that it would consider all trips on the network to be new on the basis that the existing site could be occupied by a new business, which could generate similar levels of trips as at present.

Junction Capacity Assessments

The LHA advise that should the proposals generate approximately 30 or more two way trips (e.g. 15 arrivals and 15 departures) in either the AM or PM peak hours at any junction, capacity assessments would be required. The LHA advise that at least the following junctions would need consideration:

- Site access/ Station Road
- Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout
- Ellistown Terrace Road/ Victoria Road (B585) signalised junction
- Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads
- Grange Road (B582)/ Ibstock Road (A447) priority junction
- All roundabouts along the B585 up to the A511, including the Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)
- Shaw Lane (A511)/ Little Shaw Lane (A511)/ Copt Oak Road (B591)/ Stanton Lane roundabout (Flying Horse roundabout)
- M1 J22
- Bardon Road (A511/ Regs Way/ Grange Road/ Bardon Road (A511) roundabout (Birch Tree roundabout)

Capacity assessments should consider a base year with traffic counts factored up to the year the application is submitted if necessary (e.g. 2024), along with a future year which is five years following on from the base year (e.g. 2029). Future base year traffic flows should be factored using TEMPRO. Details of the factors used should be submitted for review and approval as part of the planning application.

To enable traffic flow scenarios to be checked, the following is required:

- Full traffic survey results as well as summary diagrams;
- Peak hour and, if appropriate, PCU calculations;
- Full explanation of all calculations;
- Fully explained and evidenced details of committed development flows;
- Full explanation of trip distribution and assignment and how the change in flows is built up;
- Full explanation of the build-up of traffic flow scenarios.

For all ‘Junctions’ or ‘Linsig’ modelling, the following information will be required:

- Models should be validated against observed conditions;
- Scale plans of junction geometries used for model input should be provided for review;
- Full model outputs in PDF format;
- Actual model files.

Nearby committed developments would need to be considered and the LHA is happy for the LPA to advise on these. In addition, the Applicant will need to contact North West Leicestershire District Council in respect of major developments in that district. Any live applications in the area should be considered as part of a sensitivity test.

Off-site implications

The Applicant should be aware that a number of roundabouts along the A50/ A511 are operating at above capacity, and that a contribution towards the Coalville Contribution Strategy may be required depending on the impact of any new/ diverted trips. Further information can be found at https://www.leicestershire.gov.uk/roads-and-travel/road-projects/a511-growth-corridor-scheme/scheme-overview.

The LHA also advises that the suitability of Station Road to cater for HGV traffic is considered, including whether any widening is required along the section between the roundabout to the north and the site access.

Internal layout

Car parking provision should be provided based on guidance within Part 3 of the LHDG for a ‘rest of rural town’ location, which is consistent with other similar developments in the area.

It is noted there is a considerable amount of HGV parking provided which could be over and above LHDG guidance which suggests the levels of HGV traffic generated by the proposals are high.

It is noted there is a queue line proposed along the access road to the site. The LHA is aware of local concerns in respect of HGVs queuing along Victoria Road to access the existing Pallex site, particularly in the evening. The LHA therefore advise that the Applicant should have sufficient off-highway holding space for HGVs waiting to access the site at peak times, in order to ensure HGV’s do not back up on to the highway.

Transport Sustainability

As part of any future application, the Applicant will be required to submit a Travel Plan. This would require a £6,000 monitoring fee as part of a Section 106 agreement. In addition, the Applicant is likely to need to provide one travel pack (currently £52.85 per pack if supplied through LCC) and a six month bus pass per employee (currently £510 per pass for an Arriva service) as part of the Section 106.

Improvements to the nearest bus stops such as raised kerbs, new flags and timetable cases may also be required.

Date Received	Case Officer	Reviewer	Date issued
19 April 2024	Ben Dutton	DH	24 April 2024

Our ref:
Your ref: 24/10042/PREMAJ

Martin Seldon
Spatial Planner
Floor 9
The Cube
199 Wharfside Street
Birmingham B1 1RN

Direct Line: 0300 470 3345
8 May 2024

Hinckley & Bosworth Borough Council
The Hub
Hinckley

FAO Christopher Brown

Dear Christopher

Proposed application 39,000 sqm distribution hub at Wood Farm Stanton Lane Ellistown Coalville

Thank you for inviting National Highways to provide comments on the pre-application enquiry in respect of the above.

I have set out below both the general and specific areas of concern that National Highways would wish to see considered as part of a planning application. The comments relate specifically to matters arising from National Highways' responsibilities to manage and maintain the Strategic Road Network (SRN) in England.

Comments relating to the local road network should be sought from the appropriate local highway authority.

General aspects to be addressed in all cases include:

- An assessment of transport related impacts of the proposal should be carried out and reported as described in the Department for Transport 'Guidance on Transport Assessment (GTA)' and in accordance with Circular 01/2022. It is noted that this guidance has been archived, however still provides a good practice guide in preparing a Transport Assessment (TA). In addition, the Department for Communities and Local Government (DCLG) also provide guidance on preparing Transport Assessments.

- Environmental impact arising from any disruption during construction, traffic volume, composition or routing change and transport infrastructure modification should be fully assessed and reported.

- Adverse change to noise and air quality should be particularly considered, including in relation to compliance with the European air quality limit values and/or in local authority designated Air Quality Management Areas (AQMAs).

Location specific aspects:

- The nearest point of impact of development traffic on the SRN will be M1 J22. Once the likely trip generation and distribution are provided, we will be able to determine whether any assessment of the SRN is required.

Should any junction capacity assessments be necessary, they must be carried out for the following scenarios:

- Opening Year (the year in which the development is expected to be opened) Reference Case Scenario: This scenario should include the background growth and committed developments in the vicinity of the site based on their likely build-out by the opening year of the development. We recommend that you liaise with the local planning authority to determine the consented developments and their likely build-out by the opening year which will need to be incorporated in the assessment.
- Opening Year with Development Scenario – Opening Year Reference Case Scenario + Proposed development: This scenario will determine whether any mitigation is required for the SRN

Please note that all committed developments and infrastructure on the surroundings of the site should be included in the opening year scenario assessment. We recommend liaising with relevant local planning authorities to determine the consented developments to be incorporated in the assessment.

Furthermore, we also recommend that the TA is agreed in a staged approach, that is the overall methodology and elements such as assessment years, trip generation and distribution be agreed prior to further assessment work being carried out. This approach should avoid any abortive work.

These comments are only advisory, as the responsibility for determining the final scope of the Transport Assessment would rest with the Local Planning Authority.

These comments imply no pre-determined view as to the acceptability of the proposed development in traffic, environmental or highway terms. Should the applicant wish to discuss the merits of the proposal in terms of the likely impact on the SRN, please contact me directly on 0300 4703345 or Martin.Seldon@nationalhighways.co.uk.

Yours sincerely



Martin Seldon
OD Midlands Spatial Planning Team
Email: martin.seldon@nationalhighways.co.uk

PRE-APPLICATION DETAILS:

District Reference Number:
Highway Reference Number: 2024/1399/04/P/HEN
Location: Land at Wiggs Farm, Bagworth.
Proposal:
Enquiry. Proposed B8 (storage) development.

GENERAL DETAILS

Planning Case Officer:
Applicant: Dave Neale DTA Transportation
Parish: Bagworth & Thornton
Road Classification: Class C

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

Background

The Local Highway Authority (LHA) is in receipt of a pre-application enquiry for a proposed B8 (storage) development on land at Wiggs Farm, Bagworth. It is understood the proposals could have a floorspace of c32,500sqm including ancillary office accommodation of 1,675sqm.

The LHA are in receipt of a Transport and Access – Pre-app Note – Rev A authored by DTA, which outlines the proposals and provides an indication in respect of the access arrangements, trip generation and capacity assessments.

It is understood that the end user of the site would be Pallex, who are proposing to deliver a new warehouse that would provide increases in efficiencies and capacities compared to their existing site on Victoria Road.

The current site caters for on average 9,000 pallets per day, whereas the new facility would cater for c27,000 pallets per day.

Transport Assessment

Based on the scale of the proposals, in accordance with Part 2, Table PDP1 of the Leicestershire Highway Design Guide ([LHDG] available at https://resources.leicestershire.gov.uk/lhdg), a Transport Assessment and Travel Plan will be required to support any future planning application at the site.

Site Access

Access to the site is proposed via Station Road, a C classified road subject to a 40mph speed limit.

The LHA advise that the access would need to be designed to major industrial road standards as detailed in Part 3, Table DG2 of the LHDG. It should be demonstrated though swept path analysis that an HGV can safely access and egress the site in all directions. The LHA require swept path analysis at junctions with a minimum vehicle speed of 15kph and this would need to be confirmed on the drawing. However, at turning heads and for reversing movements, a slower swept path analysis vehicle speed would be acceptable. A Stage 1 Road Safety Audit (RSA1) would also be required for the site access proposals, along with a Designer's Response to any problems raised and (if necessary) a revised drawing.

Vehicular visibility splays of 4.5 x 120m are proposed at the access, however it is stated that a speed survey will be undertaken to ensure these are appropriate for 85th percentile vehicle speeds. The LHA advise that an automatic (not handheld radar) speed survey should be undertaken at the site access location, with the location of the survey and raw data provided as part of any future application. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

It is noted the Applicant would also make provisions for pedestrians to cross Station Road in order connect the site to existing footway provisions on the opposite side of Station Road, which also link in to existing bus stop provisions. This would need to be included within the RSA1.

The LHA advise that depending on the level of traffic along Station Road and the proposed traffic the development could generate the Applicant should consider the provision of a ghost right turn lane at the site access.

As acknowledged within the Pre-app Note, Part 1, Section IN5 of the LHDG seeks to restrict accesses on to A and B classified roads. It also states that '*If access to a development can be gained off a minor or side road, you should normally consider this option as preferable (with improvements to the junction of the minor side road with the main road as necessary).*'.

Whilst it is acknowledged the Applicant could access the site from Wood Road (B585), given its classification and the 50mph speed limit, the LHA advise that access from Station Road would be in accordance with LHDG guidance. Deviation from the guidance with an access proposed off Wood Road would require full justification as to why Station Road was not appropriate for access, however this may not be accepted by the LHA given the potential for access off Station Road.

Consideration will need to be given to the relocation of the existing weight restriction at the Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout. This may need to be relocated to the south of the site access in order to prohibit HGVs from the proposed development from travelling through Bagworth. The Applicant would be required to cover the full costs of all works, consultation and Traffic Regulation Orders associated with the relocation of the weight restriction.

Highway Safety

Consideration would need to be given to the number of Personal Injury Collisions (PIC's) which have occurred within the vicinity of the purposed site access, as well as an identified study area over the most recent five year period. Leicestershire County Council hold up to date PIC information (currently to the end of 2023) which can be obtained if required. Please contact NDI@leics.gov.uk. Should a pattern of PIC's be identified which could be exacerbated by the proposals, it is likely the Applicant would need to propose a scheme of mitigation.

Trip Generation and Distribution

The TRICs database has initially been used to ascertain the level of trips the proposed development could generate on the network. The LHA welcome the breakdown between light goods vehicles and HGV's. It should be noted that the full TRICS outputs should be provided at the application stage.

The LHA note that 'Suburban Area' and 'Edge of Town' locations have been selected, however 'Freestanding' sites are considered by the LHA to be more relevant than 'Suburban Area' given the location of the site. The LHA advise if freestanding areas were considered instead of suburban areas, trip rates would be higher. The LHA therefore initially consider trip rates to be low. Trip rates could also be compared with other nearby recent developments in the area and the LHA may undertake a comparison as part of any future application.

In addition to the TRICs trip rates, HGV data has been obtained from the existing Pallex site to undertake a comparison to the TRICs data. This has been factored up to the anticipated level of HGVs likely to be generated as a result of the business being expanded. The Applicant has also undertaken an exercise to ascertain the number of car and light vehicle movements, which is based on the number of staff and factoring this up to future levels.

The LHA would welcome an evidence based approach for trip generation given the existing site and a comparison to TRICs data. It should be noted that the HGV and employee data would need to be evidenced as part of any future application, for example number of employees, dates of any surveys were undertaken and any raw data provided etc in order for this to be fully considered by the LHA. In addition, a traffic count could be undertaken at the existing access if this has not been done so already. In the event TRICS data was higher than the Applicants own data for any scenario, it is advised TRICs data is used for a robust assessment.

In terms of trip distribution, the LHA advise this could be based on actual data from existing HGV and employee movements, given the existing business would be relocating in the immediate vicinity. This could be ascertained by means of a traffic count or employee postcode data for example.

The LHA advise that it would consider all trips on the network to be new on the basis that the existing site could be occupied by a new business which could generate similar levels of trips as at present.

Junction Capacity Assessments

The LHA advise that should the proposals generate approximately 30 or more two way trips (e.g. 15 arrivals and 15 departures) in either the AM or PM peak hours at any junction, capacity assessments would be required. The LHA advise that at least the following junctions would need consideration:

- Site access/ Station Road
- Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout
- Ellistown Terrace Road/ Victoria Road (B585) signalised junction
- Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads
- Grange Road (B582)/ Ibstock Road (A447) priority junction
- All roundabouts along the B585 up to the A511, including the Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)
- Shaw Lane (A511)/ Little Shaw Lane (A511)/ Copt Oak Road (B591)/ Stanton Lane roundabout (Flying Horse roundabout)
- M1 J22
- Bardon Road (A511/ Regs Way/ Grange Road/ Bardon Road (A511) roundabout (Birch Tree roundabout)

Capacity assessments should consider a base year with traffic counts factored up to the year the application is submitted if necessary (e.g. 2024), along with a future year which is five years following on from the base year (e.g. 2029). Future base year traffic flows should be factored using TEMPRO. Details of the factors used should be submitted for review and approval as part of the planning application.

To enable traffic flow scenarios to be checked, the following is required:

- Full traffic survey results as well as summary diagrams;
- Peak hour and, if appropriate, PCU calculations;
- Full explanation of all calculations;
- Fully explained and evidenced details of committed development flows;
- Full explanation of trip distribution and assignment and how the change in flows is built up;
- Full explanation of the build-up of traffic flow scenarios.

For all 'Junctions' or 'Linsig' modelling, the following information will be required:

- Models should be validated against observed conditions;
- Scale plans of junction geometries used for model input should be provided for review;
- Full model outputs in PDF format;
- Actual model files.

Nearby committed developments would need to be considered and it is advised that both Hinckley & Bosworth Borough Council and North West Leicestershire District Council are contacted in respect of major developments in the area.

In addition, any live applications in the area should be considered as part of a sensitivity test.

Off-site implications

The Applicant should be aware that a number of roundabouts along the A50/ A511 are operating at above capacity, and that a contribution towards the Coalville Contribution Strategy may be required depending on the impact of any new/ diverted trips. Further information can be found at https://www.leicestershire.gov.uk/roads-and-travel/road-projects/a511-growth-corridor-scheme/scheme-overview.

The LHA also advises that the suitability of Station Road to cater for HGV traffic is considered, including whether any widening is required along the section between the roundabout to the north and the site access.

Internal layout

Car parking provision has been based on guidance within Part 3 of the LHDG for a 'rest of rural town' location, which is welcomed by the LHA and consistent with other developments in the area. Guidance has also been followed for disabled parking spaces and cycles.

It is noted there is a considerable amount of HGV parking provided over and above LHDG guidance. Nevertheless, based on the information provided to date, it appears that the levels of HGV traffic generated by the proposals are high.

It is noted there is a queue line proposed along the access road to the site. The LHA is aware of local concerns in respect of HGVs queuing along Victoria Road to access the existing Pallex site, particularly in the evening. The LHA therefore advise that the Applicant should have sufficient off-highway holding space for HGVs waiting to access the site at peak times, in order to ensure HGV's do not back up on to the highway.

Transport Sustainability

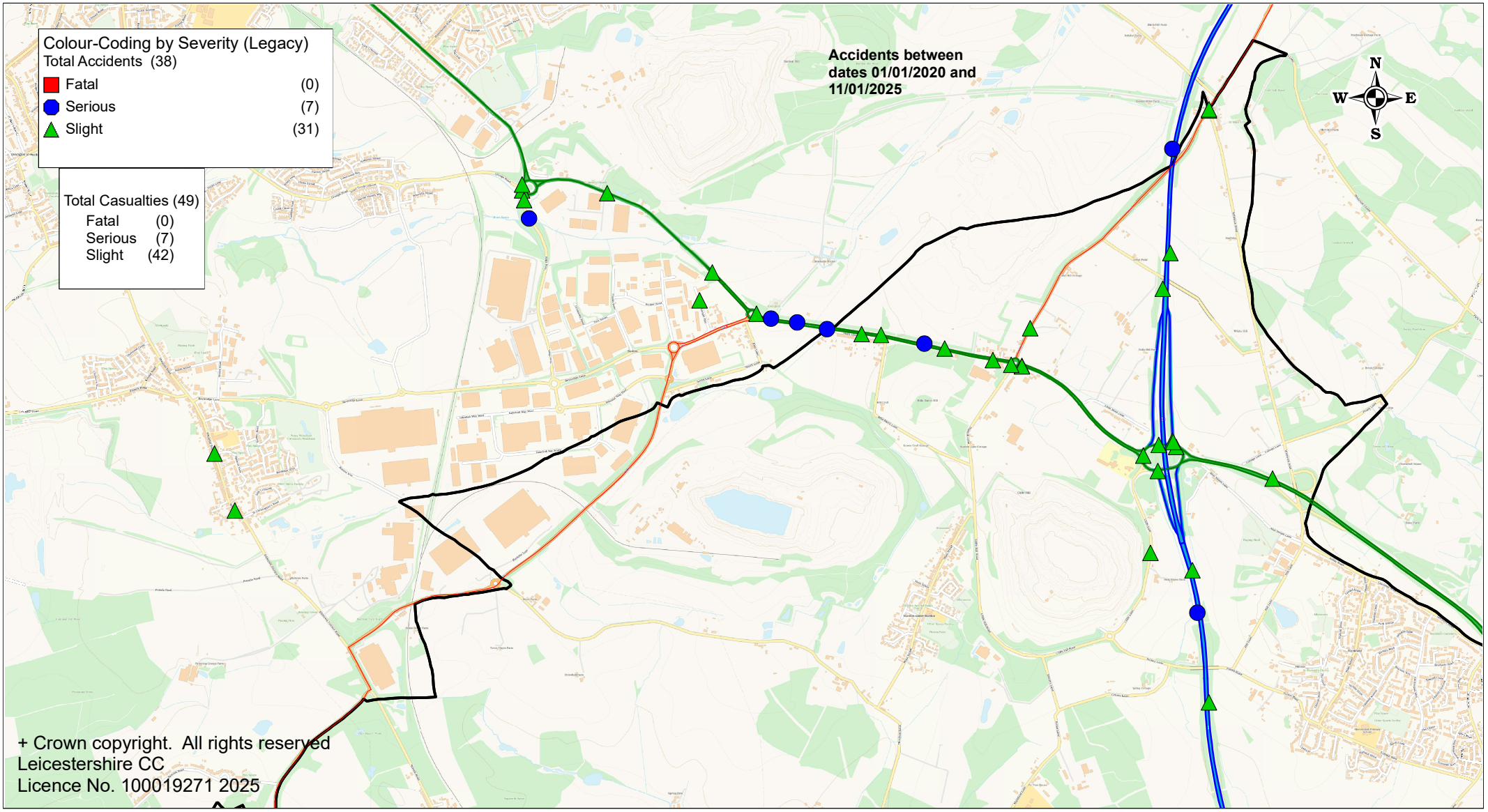
As part of any future application, the Applicant will be required to submit a Travel Plan. This would require a £6,000 monitoring fee as part of a Section 106 agreement. In addition, the Applicant is likely to need to provide one travel pack (currently £52.85 per pack if supplied through LCC) and a six month bus pass per employee (currently £510 per pass for an Arriva service) as part of the Section 106.

Improvements to the nearest bus stops such as raised kerbs, new flags and timetable cases may also be required.

Date Received	Case Officer	Reviewer	Date issued
11 March 2024	Ben Dutton	DH	27 March 2024

Appendix D

PIC Data



Leicestershire County Council

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DTA Bardon Hill

SCALE	1 : 27290
DATE	14/03/2025
DRAWING No.	
DRAWN BY	

Accidents between dates: 01/01/2020 and 11/01/2025
Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("DTA Bardon Hill 14.03.2025")

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	1	1	-	-	-	1	3
February	-	1	-	-	-	-	1
March	2	-	1	-	1	-	4
April	-	-	1	-	-	-	1
May	-	-	2	1	2	-	5
June	1	-	1	2	-	-	4
July	-	-	2	-	1	-	3
August	2	2	-	1	-	-	5
September	3	1	-	1	-	-	5
October	-	-	-	1	1	-	2
November	-	-	-	1	2	-	3
December	1	-	-	-	1	-	2
TOTAL	10	5	7	7	8	1	38

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	1	1	-	-	-	1	3
February	-	3	-	-	-	-	3
March	4	-	1	-	1	-	6
April	-	-	1	-	-	-	1
May	-	-	3	1	2	-	6
June	1	-	1	4	-	-	6
July	-	-	2	-	1	-	3
August	3	3	-	2	-	-	8
September	3	1	-	1	-	-	5
October	-	-	-	1	1	-	2
November	-	-	-	1	2	-	3
December	2	-	-	-	1	-	3
TOTAL	14	8	8	10	8	1	49

Table 3 - All Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	2	1	1	2	1	0	7
Slight	8	4	6	5	7	1	31
TOTAL	10	5	7	7	8	1	38

Table 4 - Casualties by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	2	1	1	2	1	0	7
Slight	12	7	7	8	7	1	42
TOTAL	14	8	8	10	8	1	49

Table 5 - Pedestrian Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	1	1	0	0	2
Slight	0	1	1	0	1	0	3
TOTAL	0	1	2	1	1	0	5

Accidents between dates: 01/01/2020 and 11/01/2025
Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("DTA Bardon Hill 14.03.2025")

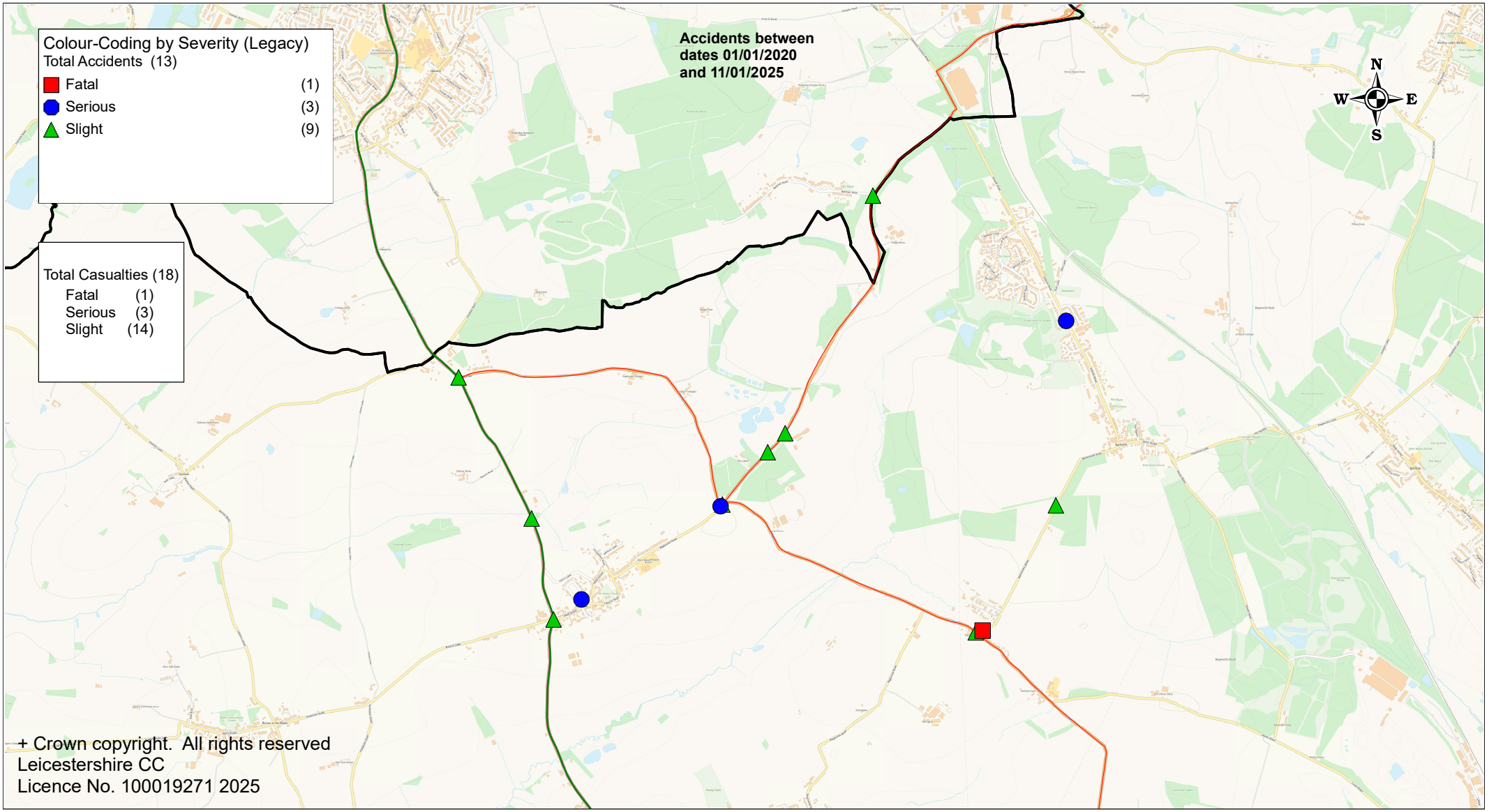
Table 6 - Cycle Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	0	0	0	0	1
Slight	0	0	1	0	0	0	1
TOTAL	1	0	1	0	0	0	2

Table 7 - Motor Vehicle Only Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	1	1	0	1	1	0	4
Slight	8	3	4	5	6	1	27
TOTAL	9	4	4	6	7	1	31

Table 8 - 60 Plus Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	1	0	1	1	1	5
TOTAL	1	1	0	1	1	1	5

Table 9 - Child Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	0	1	0	0	0	2
TOTAL	1	0	1	0	0	0	2

Table 10 - P2W Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	0	0	0	0	0	1
TOTAL	1	0	0	0	0	0	1



Leicestershire County Council

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DTA Battram/Nailstone

SCALE	1 : 30260
DATE	14/03/2025
DRAWING No.	
DRAWN BY	

Accidents between dates: 01/01/2020 and 11/01/2025
Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("DTA Battram/Nailstone 14.03.2025")

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	1	-	1
February	1	-	-	-	-	-	1
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	1	-	-	-	1
August	1	-	1	2	1	-	5
September	-	-	-	-	-	-	0
October	-	-	1	-	-	-	1
November	-	-	-	1	-	-	1
December	1	1	1	-	-	-	3
TOTAL	3	1	4	3	2	0	13

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	1	-	1
February	2	-	-	-	-	-	2
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	1	-	-	-	1
August	2	-	1	2	1	-	6
September	-	-	-	-	-	-	0
October	-	-	1	-	-	-	1
November	-	-	-	1	-	-	1
December	2	3	1	-	-	-	6
TOTAL	6	3	4	3	2	0	18

Table 3 - All Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	1	0	1
Serious	0	0	1	1	1	0	3
Slight	3	1	3	2	0	0	9
TOTAL	3	1	4	3	2	0	13

Table 4 - Casualties by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	1	0	1
Serious	0	0	1	1	1	0	3
Slight	6	3	3	2	0	0	14
TOTAL	6	3	4	3	2	0	18

Table 5 - Pedestrian Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Accidents between dates: 01/01/2020 and 11/01/2025
Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("DTA Battram/Nailstone 14.03.2025")

Table 6 - Cycle Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	1	0	1
Serious	0	0	1	1	1	0	3
Slight	3	1	3	2	0	0	9
TOTAL	3	1	4	3	2	0	13

Table 8 - 60 Plus Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	1	0	0	0	0	2
TOTAL	1	1	0	0	0	0	2

Table 9 - Child Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	1	0	0	1
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	1	0	0	1

Table 10 - P2W Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	1	0	0	0	1
TOTAL	0	0	1	0	0	0	1

Appendix E

Road Safety Audit Response Report

Project Excellence (Land at Wiggs Farm)

Road Safety Audit Response Report

DTA

Transport Planning Consultants

1 Project details

Table F.1 Project Details

Report title:	Project Excellence (Land at Wiggs Farm)
Date:	12th May
Document Reference and revision:	25435-04
Prepared by:	DTA Transportation
On behalf of:	Leicestershire County Council

Table F.2 Authorisation Sheet

Project:	Project Excellence (Land at Wiggs Farm)
Report title:	Road Safety Audit Response Report (RSA1)
Prepared by:	
Name:	Dave Neale
Position:	Associate Director
Signed	
Organisation:	DTA Transportation
Date:	12th May 2025

2 Introduction

This report sets out the design organisation response to problems raised in the Stage 1 Road Safety Audit carried out by Meraki Alliance (reference MAL/PSRCRSA1Rev0, 22nd April 2025).

This audit formally considered the use of the proposed access for the development and the associated works. The received audit is attached as **Appendix A**.

For ease, the responses below use the same references as the received audit.

3 Key personnel

Table F.3 Key personnel

Overseeing Organisation:	Leicestershire County Council Planning and Highways Development Management
RSA Team:	Jonathan Birkett – Audit Team Leader Gillian Kidd – Audit Team Member Meraki Alliance Ltd Riverside Court Wetherby LS22 6LE
Design organisation:	DTA Transportation Dave Neale (dn@dtatransportation.co.uk) Bradley Mather (bm@dtatransportation.co.uk) Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW T: 01564 793598

4 Road Safety Audit Decision Log

Table F.4 Road Safety Audit decision log

RSA Problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
Problem: 1-1 Location: Ghost island right turns Summary : Overtaking vehicles will increase the risk of head on and shunt type collisions. As part of the RSA the Audit Team were concerned that vehicles may well overtake on the Station Road. Visibility is good along Station Road, and it is one of the few locations where overtaking can be done. It is noted that a new uncontrolled crossing with central refuge will be constructed on the northern side of the junction and a traffic island on the southern side of the junction. Overtaking vehicles will increase the risk of head on and shunt type collisions.	It is recommended that a system of double white lines through the new priority ghost island junction providing the visual queue to drivers that overtaking is prohibited at this location.	The problem and recommendation are accepted. **Drawing 25435-02b** has been updated to present double white lines through the junction.		

Problem: 1-2 Location: South of the new junction. Summary : A lack of suitable uncontrolled crossings will increase the risk of both pedestrian trips and falls as well as pedestrian/vehicle collisions. The Audit Team accept that the site is fairly remote. However, when considering the provision of footway links only one to the north of the new junction is proposed. Yet the main residential area is located to the south and as such the uncontrolled crossing north of the site access is well away from the pedestrian desire line and any pedestrians travelling to/from the south are unlikely to cross north of the junction as it is away from the desire line but will cross to the south and more than likely use the traffic island and verge to reach the site. A lack of suitable uncontrolled crossings will increase the risk of both pedestrian trips and falls as well as pedestrian/vehicle collisions.	It is recommended that a footway link and crossing is provided to the south of the site access and the upgrade of the traffic island to a pedestrian refuge could provide the necessary safe crossing point on Station Road	The problem and recommendation are accepted. **Drawing 25435-02b** has been updated to present an upgraded traffic island into a pedestrian refuge, along with a footway link and crossing to the south of the junction.		

5 Design organisation and Overseeing Organisation statements

Table F.5 Design organisation statement

On behalf of the design organisation I certify that:	
1) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation; or	☒
2) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit cannot be agreed and I wish to proceed to an exception report	☐
Name:	Dave Neale
Signed:	
Position:	Associate Director
Organisation:	DTA Transportation
Date:	12th May 2025

Table D.5 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation and will be progressed; or	☐
2) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit cannot be agreed and I wish to proceed to an exception report	☐
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Drawings

125m

AX4
163.539

Hedge Ht 2.5m

Hedge Ht 2.4m

T24

Overgrown/Woodland

Max Legal Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Body Height 4.000m
Min Body Ground Clearance 0.550m
Max Track Width 2.500m
Lock to lock time 6.000s
Kerb to Kerb Turning Radius 6.870m

Overgrown/Woodland

Overgrown/Woodland

T25

AX3
160.646

Hedge Ht 2.5m

125m

N
W E
S

Based upon the ORDNANCE SURVEY MAPS with the permission of
THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
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© David Tucker Associates

DTA
Transport Planning Consultants

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Henley in Arden,
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	Pallex, Coalville
CLIENT	Pallex
DRAWING TITLE	Proposed Site Access GA With Vehicle Tracking (HGV)
SCALE	1:500@A3
DRAWN BY	DN
DATE	Apr 25
DRAWING No	25435-02
REVISION	B

Appendix A

Received Road Safety Audit

Access Junction: Pallex Station Road, Coalville

Stage 1: Road Safety Audit

Jonathan Birkett
Meraki Alliance Ltd
Riverview Court,
Castle Gate
Wetherby
LS22 6LE

Tel: +44 (0) 7966296302

Email: jon@merakialliance.co.uk

Access Junction: Pallex Station Road, Coalville

Stage 1: Road Safety Audit

Report Title:	Access Junction Pallex Station Road Coalville
Report Produced for:	Leicestershire County Council, County Hall, Glenfield, Leicester, LE3 8RA
Report Dated:	22 April 2025
Document Reference & Revision:	MAL/PSRCRSA1Rev0
Report Produced by:	Meraki Alliance - Jonathan Birkett
On behalf of:	DTA

Contents Amendment Record

This report has been issued & amended as follows:

Rev:	Issue status:	Prepared by / date:	Checked by/ Date:
0	Draft Report	Jonathan Birkett 22 April 2025	
1	FINAL REPORT	Jonathan Birkett 22 April 2025	Gillian Kidd 22 April 2025

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
	Leicestershire County Council		
Bradley Mather	DTA	Electronic	22 April 2025
G Kidd	Meraki Alliance Ltd	Electronic	22 April 2025

Contents

1		**Introduction**	**3**
	1.1	*General*	*3*
	1.2	*Road Safety Audit Team*	*3*
	1.3	*Documents Forming the Brief*	*3*
	1.4	*Collision Traffic and Speed Data*	*4*
	1.5	*Departures or Relaxations from Standards*	*4*
	1.6	*Previous Road Safety Audit Report*	*4*
	1.7	*Information Not Provided at this Road Safety Audit*	*4*
	1.8	*Details of Site Visit*	*4*
	1.9	*Items Outside the Scope of the Road Safety Audit*	*4*
	1.10	*Disclaimer*	*4*
2		**Items Raised at Stage 1 Road Safety Audit**	**6**
	2.1	*Road Safety Audit - Problems*	*6*
3		**Audit Team Statement**	**8**
Appendix 1 - Audited Documents			**9**
Appendix 2 - Problem Location Plan			**10**

1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA), (i.e., carried out prior to detailed design), by Bradley Mather (DTA) on behalf of Leicestershire County Council.

The scheme submitted for Audit are a new site access Pallex, Station Road, Coalville. The surrounding roads are subject to the following speed limits:

- Station Road 40mph.

The scope of the works included within this Road Safety Audit are:

- New ghost island priority junction.
- Uncontrolled crossing of Station Road

Overseeing Organisation: Leicestershire County Council.

Client: Pallex Coalville.

Design Organisation: DTA.

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **JONATHAN BIRKETT** IENG, MICE, FIHE, MSORSA
Holder of HE RSA Certificate of Competency

Audit Team Member: **G KIDD** BSC (HONS), MIHE, MCIHT

1.3 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Simon Tucker (DTA), on behalf of Warwickshire County Council. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Drawings.
- Transport Assessment.

1.4 Collision Traffic and Speed Data

Personal injury collision data has been obtained from Leicestershire County Council for the latest five-year period from 01/01/2020 to 11/01/2025.

There were no recorded collisions along the site frontage along station road.

Detailed traffic data is shown below:

All Vehicles	TRICS Generation			Pallex Future Generation			Difference		
	In	Out	Total	In	Out	Total	In	Out	Total
06:00-07:00	42	27	69	97	234	331	55	207	262
07:00-08:00	64	35	99	289	10	299	225	-25	200
18:00-19:00	14	31	45	218	257	475	204	226	430
19:00-20:00	15	20	34	63	122	185	48	103	151

1.5 Departures or Relaxations from Standards

No departures from standard have been provided to the RSA Team.

1.6 Previous Road Safety Audit Report

No previous RSA.

1.7 Information Not Provided at this Road Safety Audit

All information provided.

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

1.8 Details of Site Visit

A site inspection was undertaken on the morning of Friday 11 April 2025 between 14:25 hrs and 15:15 hrs. The Audit Team discussed the scheme and its interaction with the local road network.

During the site visit the weather was sunny and fine. No pedestrians or cyclists were observed, and no incidents were noted whilst on site.

1.9 Items Outside the Scope of the Road Safety Audit

No items were identified outside the scope of the RSA.

1.10 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 ‘Road Safety Audit’. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order 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 for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor’s responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plans included at the end of each section.

2.1 Road Safety Audit - Problems

PROBLEM		**1-1**
Location:	Ghost island right turns.	
Summary:	Overtaking vehicles will increase the risk of head on and shunt type collisions.	
As part of the RSA the Audit Team were concerned that vehicles may well overtake on the Station Road. Visibility is good along Station Road, and it is one of the few locations where overtaking can be done. It is noted that a new uncontrolled crossing with central refuge will be constructed on the northern side of the junction and a traffic island on the southern side of the junction. Overtaking vehicles will increase the risk of head on and shunt type collisions.		
RECOMMENDATION		
It is recommended that a system of double white lines through the new priority ghost island junction providing the visual queue to drivers that overtaking is prohibited at this location.		

PROBLEM		1-2
Location:	South of the new junction.	
Summary:	A lack of suitable uncontrolled crossings will increase the risk of both pedestrian trips and falls as well as pedestrian/vehicle collisions.	
The Audit Team accept that the site is fairly remote. However, when considering the provision of footway links only one to the north of the new junction is proposed. Yet the main residential area is located to the south and as such the uncontrolled crossing north of the site access is well away from the pedestrian desire line and any pedestrians travelling to/from the south are unlikely to cross north of the junction as it is away from the desire line but will cross to the south and more than likely use the traffic island and verge to reach the site. A lack of suitable uncontrolled crossings will increase the risk of both pedestrian trips and falls as well as pedestrian/vehicle collisions.		
RECOMMENDATION		
It is recommended that a footway link and crossing is provided to the south of the site access and the upgrade of the traffic island to a pedestrian refuge could provide the necessary safe crossing point on Station Road		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	22 APRIL 2025
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	22 APRIL 2025

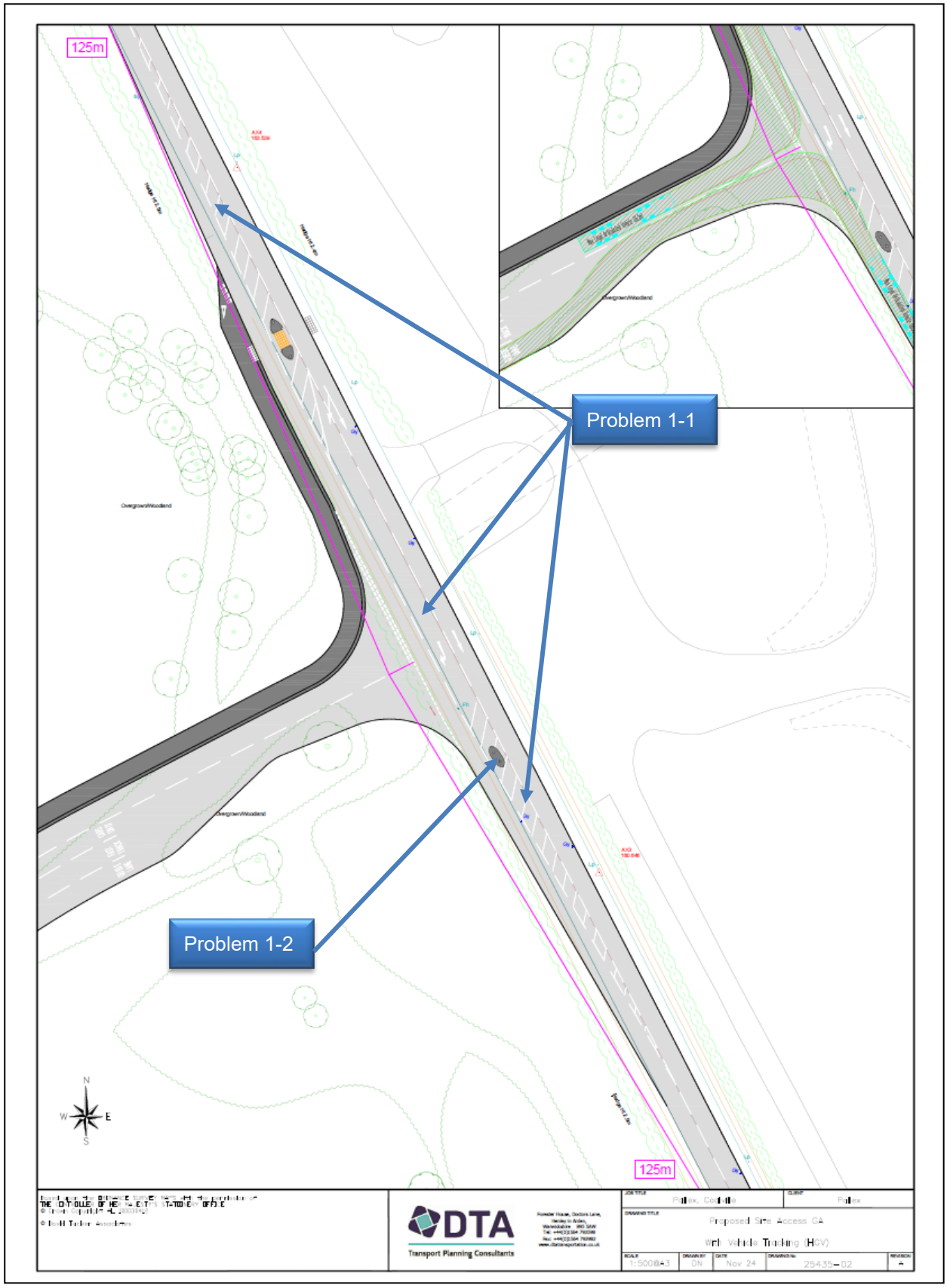
Appendix 1 - Audited Documents

4092 - 10Y - Proposed Site Plan

25435-02 Transport Assessment

25435-02a Site Access GA

Appendix 2 - Problem Location Plan

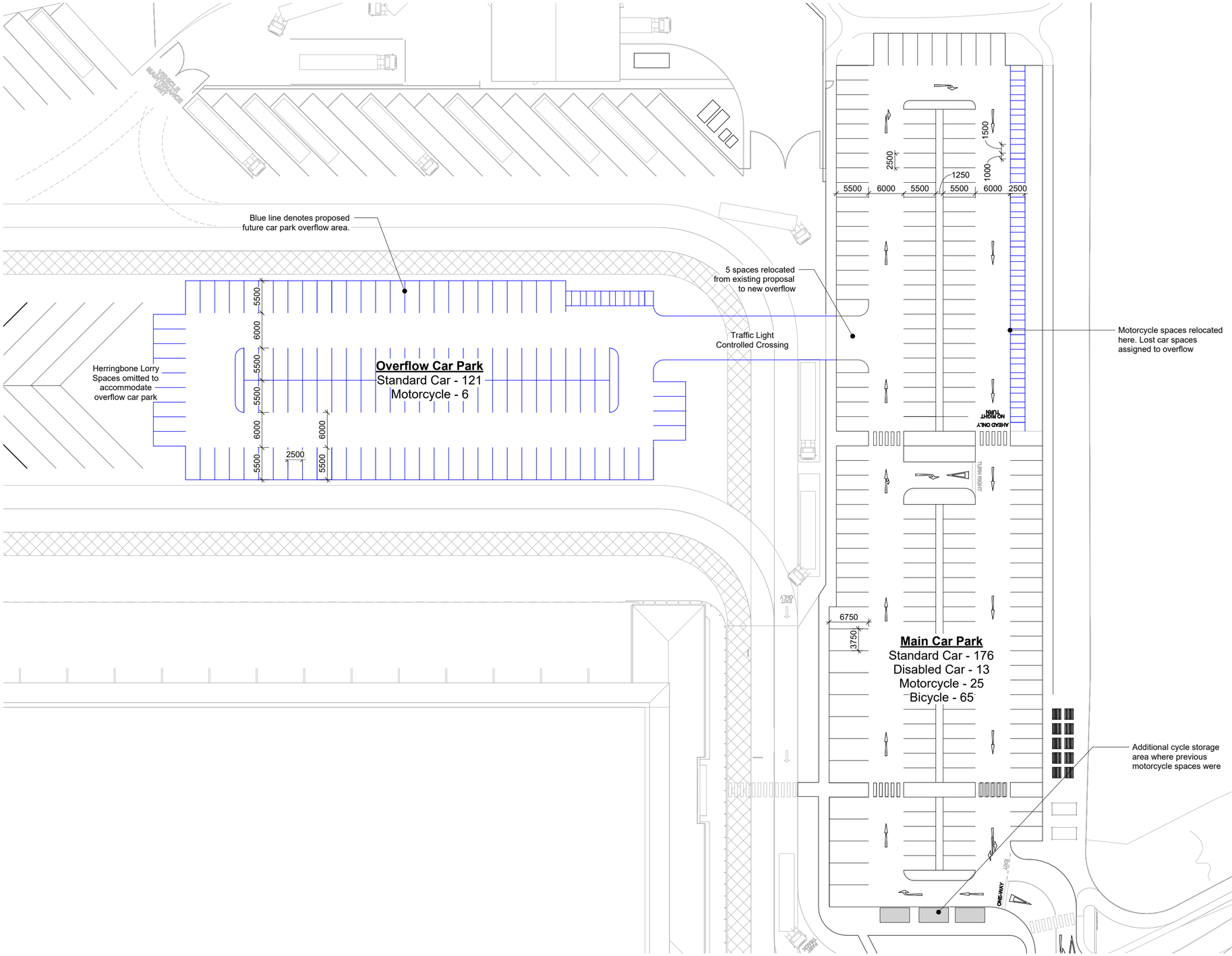


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Appendix F

Alternate Parking Arrangement



Safety Health and Environmental Information A2

The following risks are identified as unusual or unfamiliar to a competent contractor

CONSTRUCTION

DEMOLITION RISKS (FUTURE)

It is assumed that all work will be carried out by a competent contractor working, where appropriate, to an approved method statement

Standard Car Spaces - 297
Disabled Spaces - 13
Motorcycle Spaces - 31
Cycle Spaces (Double-Tier) - 65

TOTAL SPACES: 405

REV	DETAILS	DATE	DRN/CHK

bhb architects

LICHFIELD 01543 254357

CHELTENHAM 01242 521608

mail@bhbarchitects.co.uk

RIBA Chartered Practice

Coalville, Pall-Ex

Car Park Layout - Future Provisions

Barberry Industrial

DRAWING NO. 4092 - SK48

REV

DATE FEB 25

SKETCH

DRN JDK | CHK TH | SCALE 1 : 500 @ A2

ISO 9001 REGISTERED FIRM

ISO 14001 REGISTERED FIRM

The copyright of this drawing and design is vested in the Architect and must not be copied or reproduced without written consent. All dimensions given are to be verified on site by the responsible contractor.

The Green REGISTER OF CONSTRUCTION PROFESSIONALS

Appendix G

TRICS Outputs

Calculation Reference: AUDIT-623801-250311-0329

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	MW	MEDWAY	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	GS	GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BD	BRADFORD	1 days
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1750 to 49081 (units: sqm)
Range Selected by User:	1000 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Wednesday	3 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	9
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	1
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	8 days

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

Travel Plan:

No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days

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

LIST OF SITES relevant to selection parameters

1 BD-02-F-01 DISTRIBUTION COMPANY BRADFORD
STAITHGATE LANE
BRADFORD
NEWHALL
Edge of Town
Industrial Zone
Total Gross floor area: 10446 sqm
Survey date: THURSDAY 14/03/19 Survey Type: MANUAL

2 CU-02-F-01 WAREHOUSING & DISTRIBUTION CUMBERLAND
CARLISLE ROAD
BRAMPTON

Edge of Town
Industrial Zone
Total Gross floor area: 4007 sqm
Survey date: WEDNESDAY 19/06/24 Survey Type: MANUAL

3 DS-02-F-01 LOGISTICS DEPOT DERBYSHIRE
PARK ROAD
HOLMEWOOD

Edge of Town
Industrial Zone
Total Gross floor area: 7000 sqm
Survey date: WEDNESDAY 04/10/23 Survey Type: MANUAL

4 DV-02-F-03 LIDL DISTRIBUTION CENTRE DEVON
CHILLPARK BRAKE
NEAR EXETER
CLYST HONITON
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 49081 sqm
Survey date: MONDAY 22/11/21 Survey Type: MANUAL

5 EX-02-F-01 SPORTS SUPPLEMENTS ESSEX
BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 6560 sqm
Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

6 GS-02-F-01 LOGISTICS WAREHOUSE GLOUCESTERSHIRE
GOLF CLUB LANE
NEAR GLOUCESTER
BROCKWORTH
Edge of Town
Commercial Zone
Total Gross floor area: 24500 sqm
Survey date: WEDNESDAY 03/05/23 Survey Type: MANUAL

7 HC-02-F-03 PPE DISTRIBUTION HAMPSHIRE
WARSASH ROAD
PARK GATE

Edge of Town
Industrial Zone
Total Gross floor area: 3665 sqm
Survey date: MONDAY 27/09/21 Survey Type: MANUAL

8 MW-02-F-02 COMMERCIAL WAREHOUSING MEDWAY
MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 11200 sqm
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 NN-02-F-01 WAREHOUSING & DISTRIBUTION CENTRE NORTH NORTHAMPTONSHIRE
HALLEY ROAD
CORBY

Edge of Town
Industrial Zone
Total Gross floor area: 18790 sqm
Survey date: THURSDAY *19/10/23* *Survey Type: MANUAL*

10 NY-02-F-01 REMOVALS SERVICE NORTH YORKSHIRE
GRIMBALD CRAG CLOSE
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1750 sqm
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	covid

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	6	18971	0.145	6	18971	0.068	6	18971	0.213
06:00 - 07:00	6	18971	0.129	6	18971	0.083	6	18971	0.212
07:00 - 08:00	10	13700	0.197	10	13700	0.107	10	13700	0.304
08:00 - 09:00	10	13700	0.185	10	13700	0.103	10	13700	0.288
09:00 - 10:00	10	13700	0.124	10	13700	0.095	10	13700	0.219
10:00 - 11:00	10	13700	0.088	10	13700	0.075	10	13700	0.163
11:00 - 12:00	10	13700	0.077	10	13700	0.086	10	13700	0.163
12:00 - 13:00	10	13700	0.102	10	13700	0.099	10	13700	0.201
13:00 - 14:00	10	13700	0.120	10	13700	0.118	10	13700	0.238
14:00 - 15:00	10	13700	0.088	10	13700	0.159	10	13700	0.247
15:00 - 16:00	10	13700	0.084	10	13700	0.134	10	13700	0.218
16:00 - 17:00	10	13700	0.095	10	13700	0.163	10	13700	0.258
17:00 - 18:00	10	13700	0.095	10	13700	0.161	10	13700	0.256
18:00 - 19:00	9	14444	0.044	9	14444	0.095	9	14444	0.139
19:00 - 20:00	5	21365	0.045	5	21365	0.060	5	21365	0.105
20:00 - 21:00	5	21365	0.040	5	21365	0.040	5	21365	0.080
21:00 - 22:00	1	18790	0.016	1	18790	0.059	1	18790	0.075
22:00 - 23:00	1	18790	0.005	1	18790	0.043	1	18790	0.048
23:00 - 24:00	1	18790	0.005	1	18790	0.005	1	18790	0.010
Total Rates:			1.684			1.753			3.437

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	1750 - 49081 (units: sqm)
Survey date date range:	01/01/16 - 19/06/24
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	6	18971	0.025	6	18971	0.029	6	18971	0.054
06:00 - 07:00	6	18971	0.037	6	18971	0.043	6	18971	0.080
07:00 - 08:00	10	13700	0.040	10	13700	0.060	10	13700	0.100
08:00 - 09:00	10	13700	0.039	10	13700	0.055	10	13700	0.094
09:00 - 10:00	10	13700	0.045	10	13700	0.049	10	13700	0.094
10:00 - 11:00	10	13700	0.040	10	13700	0.034	10	13700	0.074
11:00 - 12:00	10	13700	0.030	10	13700	0.036	10	13700	0.066
12:00 - 13:00	10	13700	0.037	10	13700	0.036	10	13700	0.073
13:00 - 14:00	10	13700	0.024	10	13700	0.039	10	13700	0.063
14:00 - 15:00	10	13700	0.034	10	13700	0.034	10	13700	0.068
15:00 - 16:00	10	13700	0.038	10	13700	0.029	10	13700	0.067
16:00 - 17:00	10	13700	0.047	10	13700	0.032	10	13700	0.079
17:00 - 18:00	10	13700	0.055	10	13700	0.024	10	13700	0.079
18:00 - 19:00	9	14444	0.025	9	14444	0.018	9	14444	0.043
19:00 - 20:00	5	21365	0.013	5	21365	0.017	5	21365	0.030
20:00 - 21:00	5	21365	0.009	5	21365	0.009	5	21365	0.018
21:00 - 22:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:00 - 23:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:00 - 24:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
Total Rates:			0.538			0.544			1.082

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix H

Distribution Data

Address (HGV Depot)	Latitude	Longitude	Easting	Northing	X	Y
SG13 7AX	51.8032	-0.06538	533489	213387	533489	213387
PE7 1QS	52.56315	-0.14393	525910	297764	525910	297764
IP24 3RY	52.40881	0.72612	585525	282474	585525	282474
LE3 3DX	52.62491	-1.19146	454829	303323	454829	303323
NN18 8AL	52.4873	-0.6823	489573	288525	489573	288525
CV23 9LN	52.34358	-1.33057	445702	271933	445702	271933
HP19 8DS	51.82118	-0.84587	479645	214247	479645	214247
PE14 8JB	52.66815	0.255742	552633	310214	552633	310214
AL2 2DL	51.70944	-0.33033	515460	202509	515460	202509
RG19 6HA	51.37758	-1.28857	449612	164521	449612	164521
OX26 4PP	51.90237	-1.14264	459084	222995	459084	222995
NN5 5DL	52.24032	-0.93112	473084	260775	473084	260775
MK43 0UT	52.01736	-0.60999	495486	236349	495486	236349
IP1 5SF	52.07807	1.114186	613496	246766	613496	246766
LU1 1UU	51.88571	-0.45067	506730	221929	506730	221929
SG18 8BN	52.07945	-0.26675	518874	243760	518874	243760
NN6 7XY	52.30336	-1.12451	459794	267610	459794	267610
SL0 9JQ	51.51391	-0.50945	503529	180496	503529	180496
NR5 8PF	52.63427	1.25766	620538	309040	620538	309040
CO10 2XG	52.04272	0.753822	588956	241838	588956	241838
NR30 1TE	52.61983	1.72076	651947	308952	651947	308952
SG18 9JY	52.07272	-0.27301	518463	243001	518463	243001
IP28 6RE	52.25839	0.615682	578619	265470	578619	265470
DE7 5EP	52.96416	-1.29031	447765	340990	447765	340990
B8 1BG	52.49555	-1.85966	409625	288636	409625	288636
CW12 4XJ	53.1716	-2.23511	384381	363858	384381	363858
SK17 9JL	53.23112	-1.91481	405784	370457	405784	370457
OL16 2AU	53.61537	-2.14408	390566	413212	390566	413212
M46 0FY	53.52677	-2.50289	366760	403463	366760	403463
WA8 8UB	53.35195	-2.767	349042	384171	349042	384171
M32 0SZ	53.4562	-2.32204	378713	395543	378713	395543
S9 5HA	53.39897	-1.41314	439119	389287	439119	389287
BL3 2PP	53.56203	-2.40028	373584	407343	373584	407343
NG17 7NY	53.10245	-1.24767	450468	356404	450468	356404
LE67 3HE	52.73068	-1.38124	441882	314962	441882	314962
ST4 2PZ	53.00903	-2.16214	389218	345759	389218	345759
WF12 8DZ	53.68882	-1.62199	425061	421441	425061	421441
B69 3AY	52.5114	-2.01824	398859	290390	398859	290390
DN40 3DQ	53.62702	-0.25108	515759	415919	515759	415919
CH62 3NX	53.33229	-2.97268	335322	382150	335322	382150
DY9 7BQ	52.459	-2.12594	391539	284569	391539	284569
SY4 4UG	52.68858	-2.63982	356849	310291	356849	310291
S63 9BL	53.52787	-1.32095	445112	403682	445112	403682
DN17 2BW	53.55577	-0.68123	487460	407380	487460	407380
PE21 0AH	52.96199	0.003978	534699	342393	534699	342393
B70 9BP	52.51348	-2.01647	398979	290622	398979	290622
LS15 8AW	53.80832	-1.43001	437633	434821	437633	434821

NE23 8AD	55.08989	-1.61531	424652	577340	424652	577340
AB12 3LF	57.10939	-2.08109	395187	802050	395187	802050
DD2 4UT	56.47754	-3.0432	335841	732201	335841	732201
LA7 7LR	54.22885	-2.74818	351323	481718	351323	481718
G71 8BS	55.81773	-4.06199	270899	660199	270899	660199
ML1 5PB	55.80584	-3.91189	280266	658606	280266	658606
HU13 0EG	53.71821	-0.42849	503803	425790	503803	425790
BB5 5YH	53.78949	-2.34089	377639	432629	377639	432629
YO60 7JX	54.07193	-0.92056	470733	464538	470733	464538
TS23 4JD	54.61059	-1.25961	447918	524188	447918	524188
NE63 8RS	55.18349	-1.57573	427115	587772	427115	587772
LS27 7FE	53.75055	-1.63163	424389	428305	424389	428305
CA6 5SR	54.98551	-2.96082	338613	566080	338613	566080
EH48 4LF	55.91373	-3.66574	295981	670213	295981	670213
EH48 3BA	55.87411	-3.70481	293430	665864	293430	665864
PA3 1RX	55.85392	-4.43535	247651	664985	247651	664985
LS11 0LW	53.76456	-1.57769	427937	429884	427937	429884
KY11 8HN	56.05113	-3.44244	310256	685191	310256	685191
LA3 2UZ	54.0373	-2.90241	340997	460523	340997	460523
CT15 4ND	51.20786	1.27502	628855	150503	628855	150503
RH7 6HN	51.15441	-0.05709	535975	141256	535975	141256
DA2 6QJ	51.45843	0.257083	556905	175688	556905	175688
PO20 1BF	50.82457	-0.73652	489089	103541	489089	103541
W3 0RB	51.52336	-0.27451	519806	181905	519806	181905
EN9 1AS	51.68285	-0.01433	537373	200098	537373	200098
BN15 8UQ	50.82149	-0.33208	517582	103764	517582	103764
RG6 1AZ	51.45695	-0.94139	473648	173639	473648	173639
SS14 3AX	51.58233	0.449589	569816	189895	569816	189895
SO40 3SH	50.93311	-1.50212	435084	114969	435084	114969
PO20 1EN	50.83182	-0.75197	487987	104329	487987	104329
DA18 4AA	51.49633	0.149272	549292	179677	549292	179677
IG7 6DQ	51.63422	0.111536	546230	194935	546230	194935
SS14 3JB	51.58643	0.494431	572907	190455	572907	190455
ME14 3HU	51.31051	0.601094	581385	160034	581385	160034
DA17 6BH	51.49269	0.160539	550086	179296	550086	179296
SE15 2NW	51.47579	-0.05492	535180	176997	535180	176997
BN9 0BX	50.78913	0.05844	545188	100859	545188	100859
ME10 3NH	51.34482	0.769652	592987	164278	592987	164278
ME15 9YP	51.23849	0.560378	578827	151926	578827	151926
EX15 2QW	50.89344	-3.37245	303571	111337	303571	111337
SY21 7DF	52.65347	-3.13979	322993	306804	322993	306804
LL13 0HU	52.96126	-2.91395	338706	340824	338706	340824
BH23 6NW	50.78508	-1.84972	410691	98401	410691	98401
WR3 8TG	52.2333	-2.17983	387815	259472	387815	259472
SN3 4TG	51.60004	-1.7402	418091	189054	418091	189054
PL15 7ED	50.62761	-4.37904	231832	83581	231832	83581
CF82 7TW	51.62934	-3.22907	315024	192996	315024	192996
SA6 8RB	51.66383	-3.90796	268137	197841	268137	197841

HR9 7SE	51.93201	-2.47828	367212	226052	367212	226052
BS2 0UZ	51.44758	-2.57273	360295	172221	360295	172221
So53 4DP	50.9789	-1.38779	443076	120122	443076	120122
SA14 8QE	51.69117	-4.13041	252842	201307	252842	201307
NP11 5AR	51.64351	-3.13532	321537	194467	321537	194467
BS11 0YB	51.53048	-2.67827	353047	181504	353047	181504
CF82 7SS	51.66107	-3.24518	313969	196544	313969	196544
BA4 4RN	51.19813	-2.48738	366042	144436	366042	144436
GL54 5EB	51.99324	-1.96593	402436	232755	402436	232755
CR0 1ED	51.37128	-0.0948	532713	165302	532713	165302

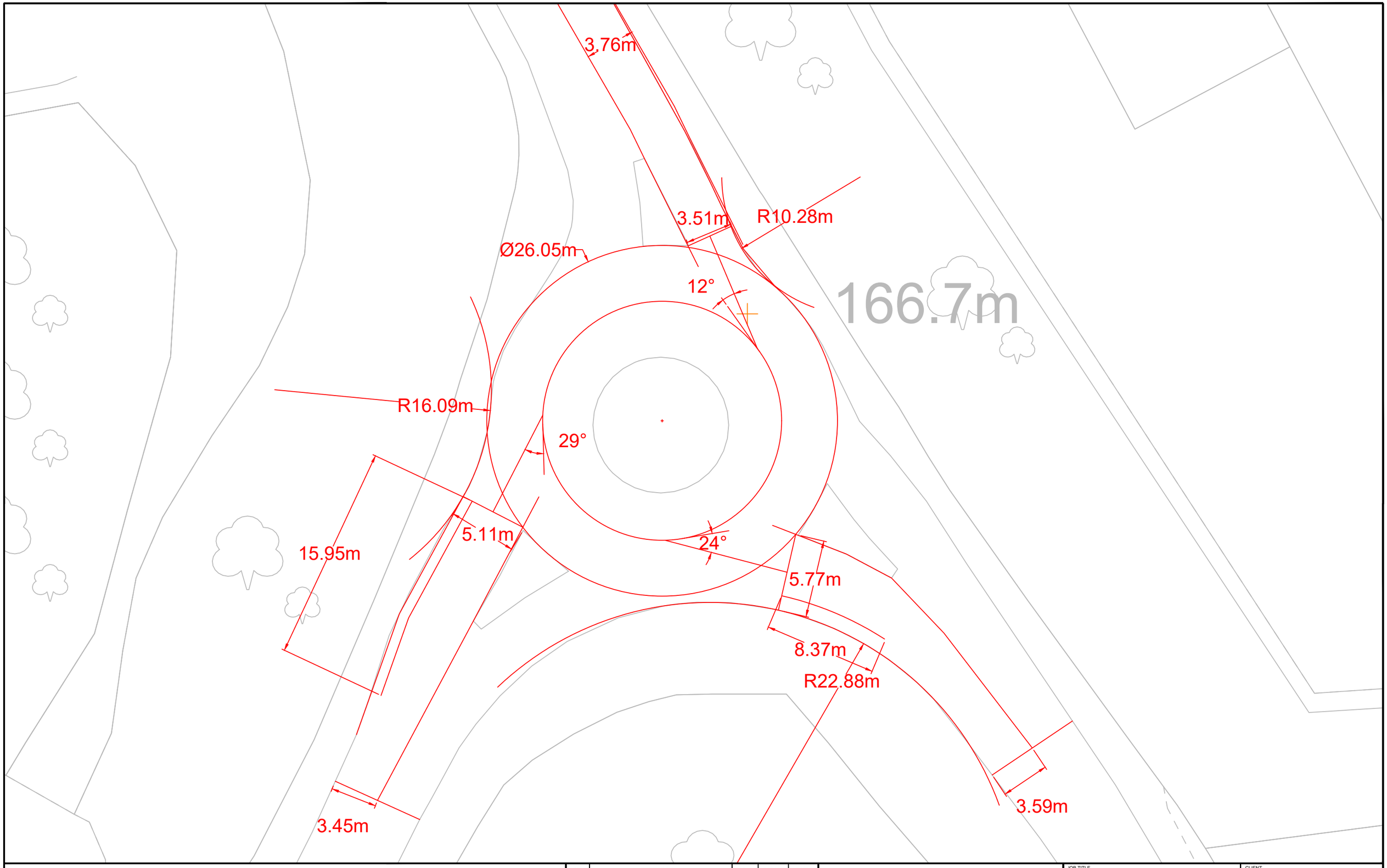
Address (Staff)	Latitude	Longitude	Easting	Northing	X	Y
LE67 3RH	52.72503	-1.39032	441274	314328	441274	314328
LE67 2DT	52.71565	-1.40078	440576	313278	440576	313278
LE67 6LY	52.6858	-1.39565	440950	309961	440950	309961
LE12 6PW	52.82463	-1.1896	454705	325541	454705	325541
LE3 6NP	52.6353	-1.19212	454771	304478	454771	304478
DE55 7PA	53.09019	-1.38915	441007	354949	441007	354949
CV10 8QW	52.52061	-1.51351	433107	291526	433107	291526
LE5 5TT	52.61705	-1.09457	461398	302527	461398	302527
LE67 3BA	52.72358	-1.3617	443208	314183	443208	314183
LE3 2BF	52.62035	-1.15595	457238	302843	457238	302843
LE10 2DT	52.52691	-1.35336	443967	292312	443967	292312
LE2 6HD	52.59625	-1.1258	459312	300187	459312	300187
NG24 3JQ	53.0496	-0.77921	481932	350956	481932	350956
LE67 6QF	52.6898	-1.40904	440042	310398	440042	310398
LE19 2BQ	52.58107	-1.19254	454810	298446	454810	298446
LE12 8NF	52.74873	-1.17533	455763	317109	455763	317109
LE67 1EJ	52.70055	-1.36757	442834	311618	442834	311618
DE13 0HJ	52.83843	-1.62352	425458	326835	425458	326835
LE67 3NT	52.72486	-1.39227	441142	314308	441142	314308
CV13 0NY	52.6231	-1.4138	439780	302976	439780	302976
LE67 6HT	52.69695	-1.39228	441168	311203	441168	311203
LE8 8UB	52.53307	-1.04758	464703	293226	464703	293226
LE3 9EY	52.65199	-1.16407	456648	306357	456648	306357
LE67 6HN (2)	52.6951	-1.39529	440966	310996	440966	310996
LE10 0TN	52.5477	-1.38838	441572	294603	441572	294603
CV13 0DJ (2)	52.65339	-1.41658	439565	306344	439565	306344
NN18 9PJ	52.46731	-0.7284	486482	286246	486482	286246
DE1 9JP	52.91494	-1.46562	436031	335413	436031	335413
DE11 9DN	52.77248	-1.56073	429732	319522	429732	319522
NN14 2JE	52.44586	-0.82142	480202	283752	480202	283752
LE67 3LJ	52.73022	-1.39271	441107	314904	441107	314904
LE67 1BW	52.67346	-1.34453	444418	308618	444418	308618
LE67 1ER	52.69497	-1.36417	443069	310999	443069	310999
NG13 8ZH	52.96455	-0.97577	468891	341289	468891	341289
LE67 5HH	52.74272	-1.3632	443088	316311	443088	316311
LE4 9FG	52.6528	-1.09602	461250	306502	461250	306502
LE8 5TZ	52.55603	-1.13769	458560	295703	458560	295703
WS6 7ES	52.66986	-2.02749	398238	308017	398238	308017
LE3 2SS	52.6166	-1.1779	455757	302409	455757	302409
LE67 2AU	52.72005	-1.40374	440372	313766	440372	313766
LE67 5GL	52.73774	-1.34238	444498	315770	444498	315770
LE2 8QA	52.59923	-1.14307	458138	300505	458138	300505
LE15 9AD	52.58737	-0.78009	482745	299539	482745	299539
LE3 9HJ	52.64188	-1.16212	456793	305234	456793	305234
DE12 8BJ	52.71626	-1.57976	428485	313261	428485	313261
DE13 0PQ	52.82773	-1.65338	423452	325634	423452	325634
LE14 3RG	52.76366	-0.94765	471107	318970	471107	318970

LE67 4DL	52.72516	-1.34275	444486	314371	444486	314371
LE7 7HZ	52.66036	-1.19133	454793	307267	454793	307267
LE67 3DL	52.72001	-1.37752	442143	313777	442143	313777
LE2 6BH	52.61564	-1.12587	459281	302344	459281	302344
NG12 3UB	52.91895	-1.03265	465139	336163	465139	336163
NG19 9BP	53.16899	-1.16989	455590	363863	455590	363863
LE14 2LP	52.74308	-0.9994	467647	316631	467647	316631
NG3 7GJ	52.96203	-1.11086	459821	340888	459821	340888
DY5 3NW	52.46651	-2.13803	390719	285406	390719	285406
DE3 9XB	52.9118	-1.52107	432305	335037	432305	335037
LE67 2EL	52.71234	-1.38367	441735	312920	441735	312920
LE67 6HN	52.6951	-1.39529	440966	310996	440966	310996
LE7 7HA	52.69278	-1.17866	455609	310882	455609	310882
LE11 4QB	52.7721	-1.23085	451987	319667	451987	319667
LE5 0AW	52.6478	-1.08617	461924	305954	461924	305954
CV3 6EX	52.37331	-1.51597	433050	275140	433050	275140
DE24 0RR	52.89171	-1.41294	439594	332857	439594	332857
S9 1LZ	53.4198	-1.4271	438172	391597	438172	391597
B13 9FE	52.44602	-1.88174	408135	283124	408135	283124
DE22 1JZ	52.94873	-1.48415	434758	339163	434758	339163
NN8 4LT	52.30258	-0.70083	488684	267956	488684	267956
LE17 4FN	52.45885	-1.21858	453193	284831	453193	284831
LE3 0GR	52.63018	-1.14573	457917	303945	457917	303945
LE9 7AG	52.57631	-1.30781	447005	297835	447005	297835
DE14 2FB	52.82577	-1.6271	425224	325425	425224	325425
LE67 4AA	52.72551	-1.32325	445803	314422	445803	314422
LE3 3EH	52.62059	-1.19733	454437	302838	454437	302838
LE67 1BJ	52.67209	-1.34256	444553	308467	444553	308467
LE67 5PT	52.73564	-1.35185	443861	315531	443861	315531
LE9 6TA	52.53266	-1.2163	453259	293043	453259	293043
LE13 0LJ	52.76924	-0.89755	474478	319641	474478	319641
LE12 9QA	52.76848	-1.30769	446807	319212	446807	319212
DE12 7QZ	52.71284	-1.52735	432028	312902	432028	312902
B90 1LY	52.40676	-1.86523	409265	278759	409265	278759
PA3 3QF	55.85009	-4.5015	243496	664707	243496	664707
CM3 2HH	51.77579	0.601226	579554	211769	579554	211769
CF64 5QA	51.40758	-3.21471	315609	168317	315609	168317
CF64 4UE	51.42772	-3.22042	315249	170564	315249	170564
CV9 2DT	52.58047	-1.6039	426937	298147	426937	298147
LE9 4HD	52.55497	-1.28313	448701	295478	448701	295478
LE9 7NP	52.57509	-1.32046	446149	297691	446149	297691
LE9 6WY	52.52221	-1.22502	452680	291874	452680	291874
CV7 7EQ	52.39571	-1.65201	423776	277578	423776	277578
CV7 9JW	52.46821	-1.48004	435420	285713	435420	285713
B78 3QR	52.61564	-1.70633	419980	302026	419980	302026
CV11 4TA	52.50361	-1.43333	438562	289674	438562	289674
LE11 2DX	52.76404	-1.20382	453821	318790	453821	318790
LE67 4DD	52.72222	-1.35502	443660	314036	443660	314036

DE4 5BQ	53.08253	-1.47673	435148	354051	435148	354051
B75 5JD	52.59583	-1.83401	411341	299795	411341	299795
CV13 0DJ	52.65339	-1.41658	439565	306344	439565	306344
SP3 4LP	51.13774	-1.90539	406716	137612	406716	137612
CV8 1AG	52.35349	-1.58511	428355	272906	428355	272906
HP189DE	51.77769	-1.00218	468938	209251	468938	209251
OX11 8LE	51.59803	-1.25404	451766	189062	451766	189062
LE67 4LB	52.71902	-1.35054	443966	313683	443966	313683
LE6 0YE	52.65388	-1.22393	452596	306521	452596	306521
LE67 2TB	52.71129	-1.44311	437720	312771	437720	312771
CV6 6EA	52.44866	-1.48779	434909	283534	434909	283534
IG8 0SN	51.61598	0.019975	539950	192727	539950	192727
NN12 6DJ	52.13166	-0.99495	468893	248627	468893	248627
Pl9 8fl	50.36266	-4.05027	254269	53427	254269	53427
NN14 3AQ	52.40507	-0.60408	495061	279479	495061	279479
LE67 2EG	52.71128	-1.3828	441795	312803	441795	312803
B77 2EF	52.62151	-1.66161	423005	302692	423005	302692

Appendix I

Junction Geometries



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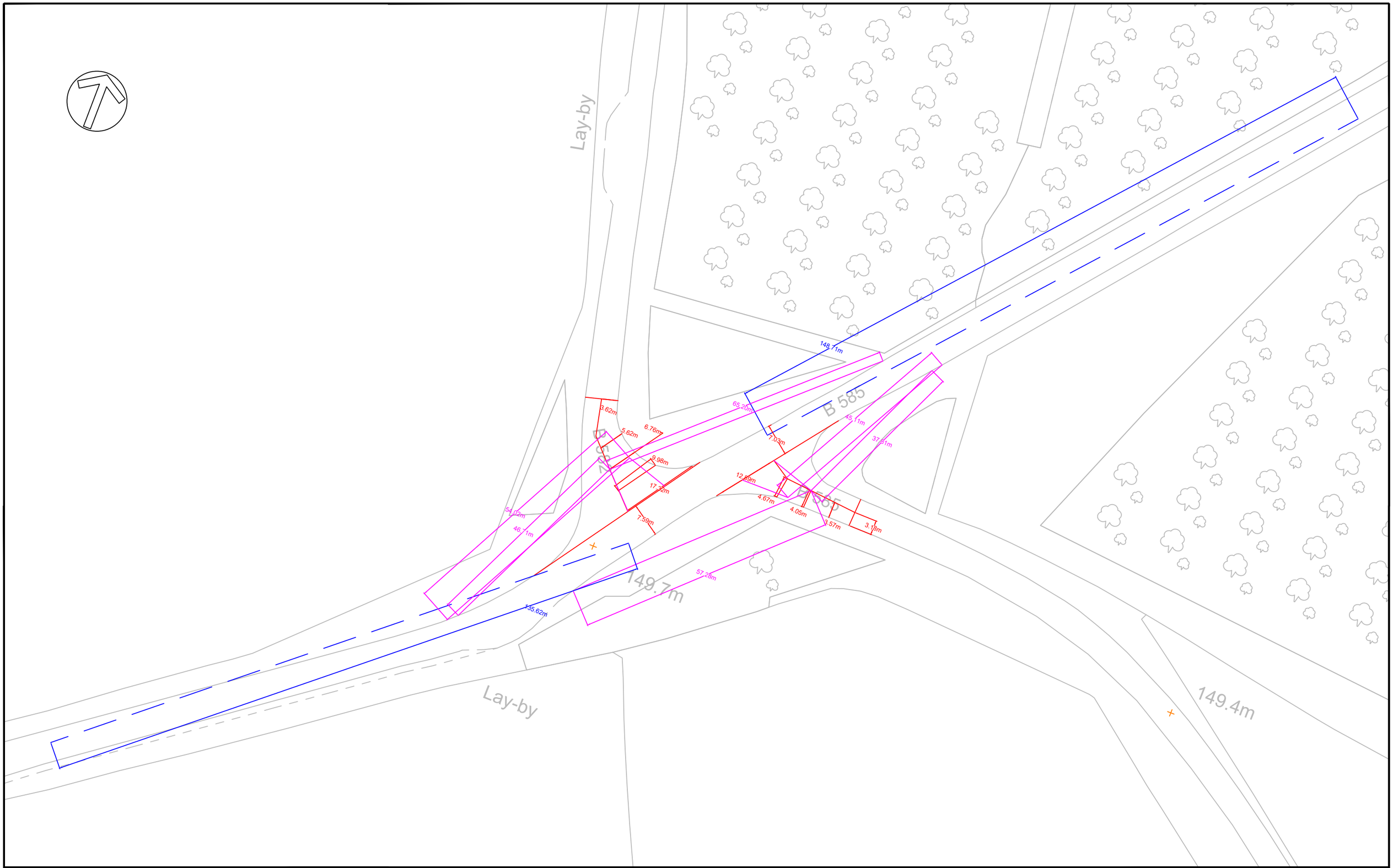
Forester House, Doctors Lane,
Henley in Arden,
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE: Pallex

CLIENT:

DRAWING TITLE: Existing B585 / Wood Road / Station Road Roundabout

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:250@A3	BM	MAR 25	25435-05-1	



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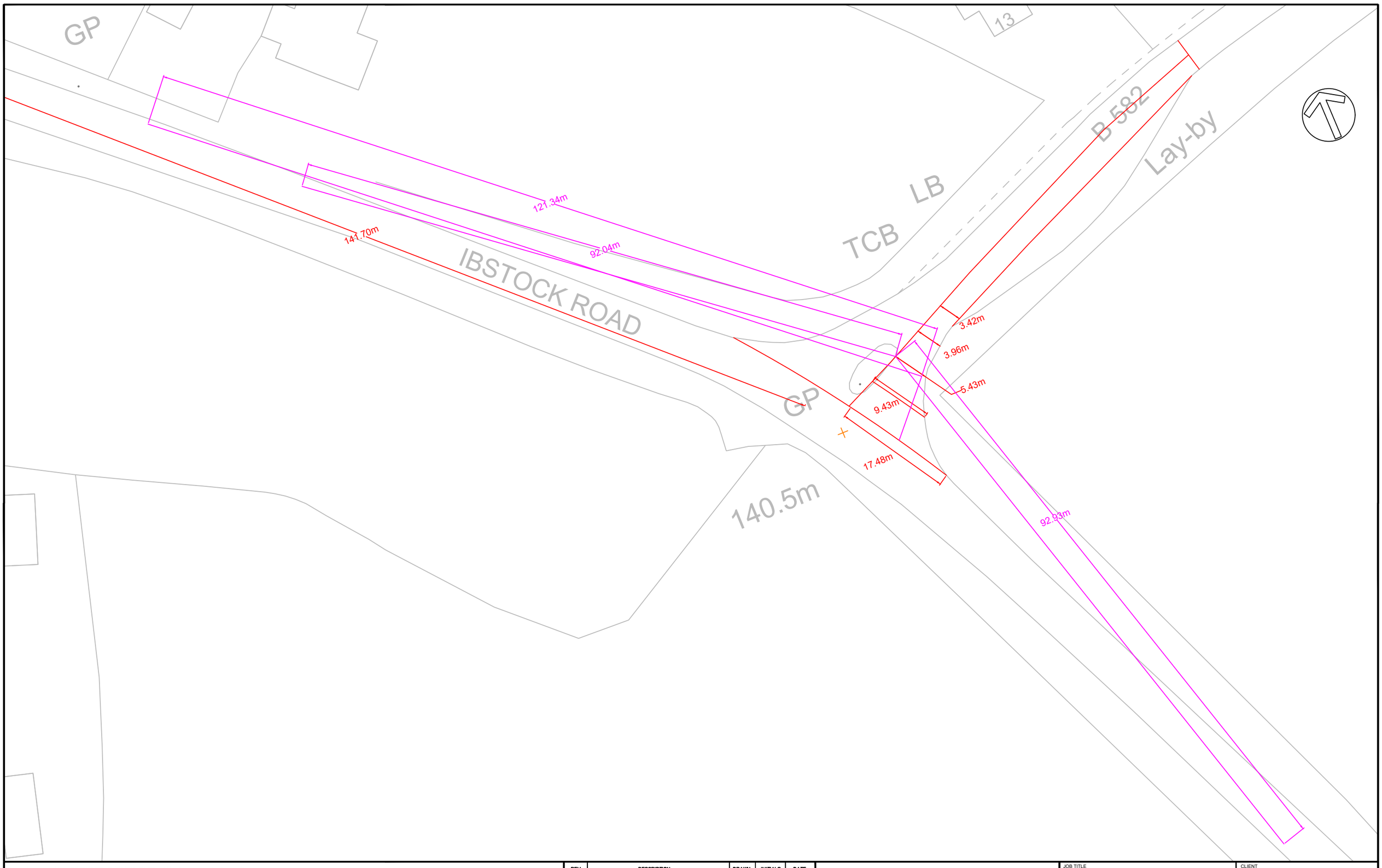
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JOB TITLE	CLIENT
Pallex	

DRAWING TITLE

Existing B585 / B582 / Bagworth Road Junction

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:750@A3	BM	MAR 25	25435-05-3	



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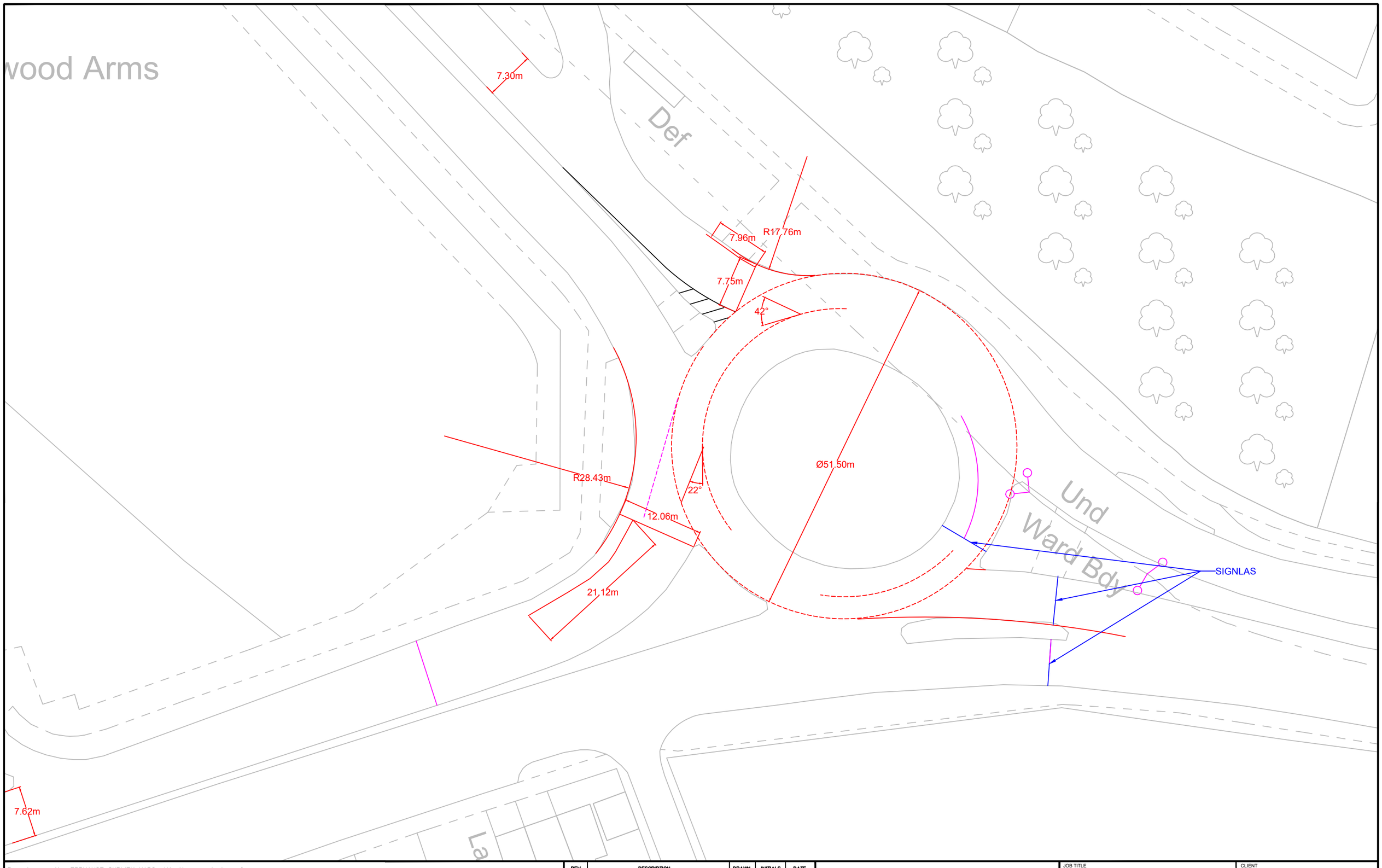
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JOB TITLE	CLIENT
Pallex	

DRAWING TITLE

Existing B582 / Ibstock Road Junction

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A3	BM	MAR 25	25435-05-4	



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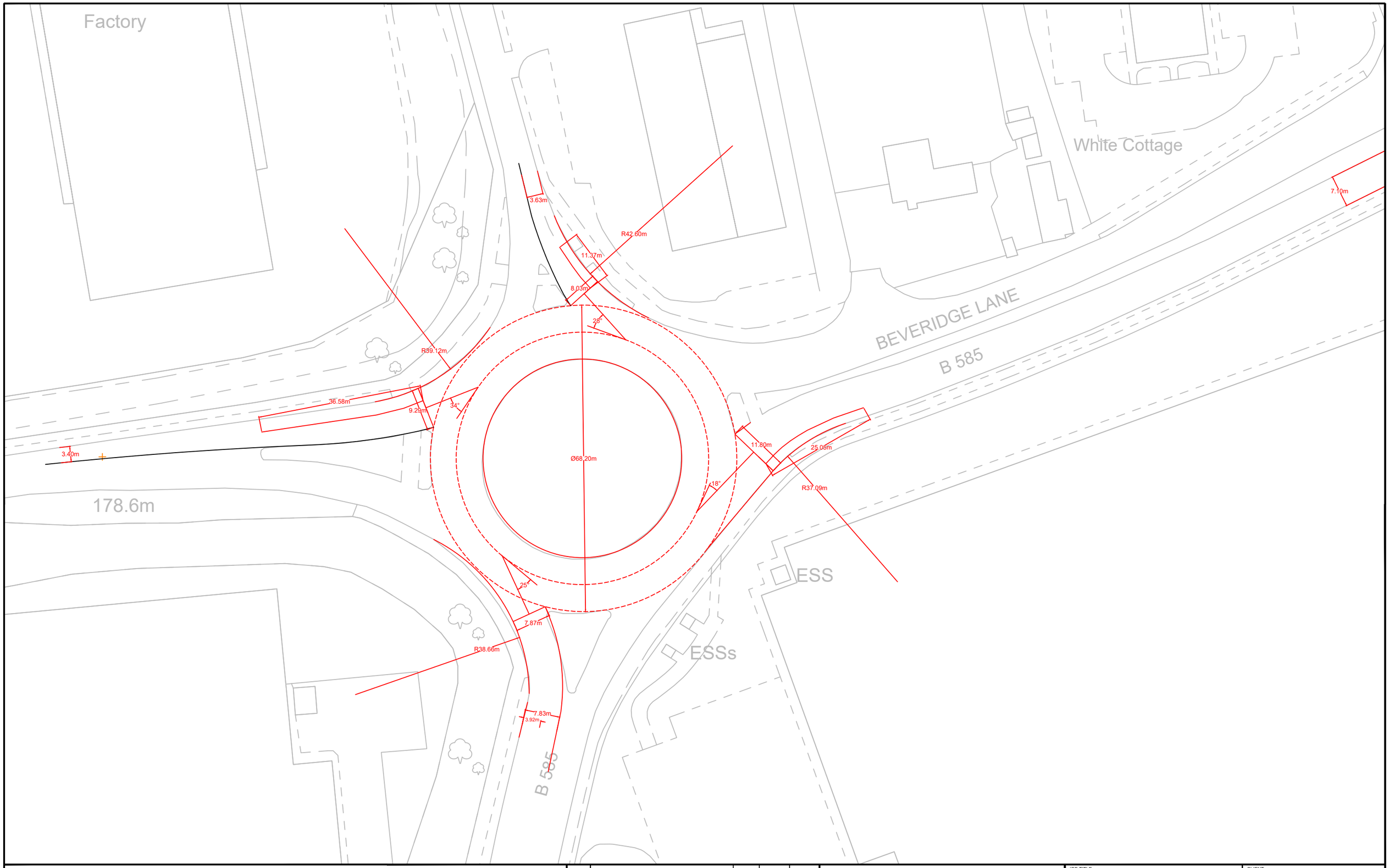
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JOB TITLE: Pallex
CLIENT:
DRAWING TITLE: Existing B585 / Berveridge Lane / Walker Road Roundabout

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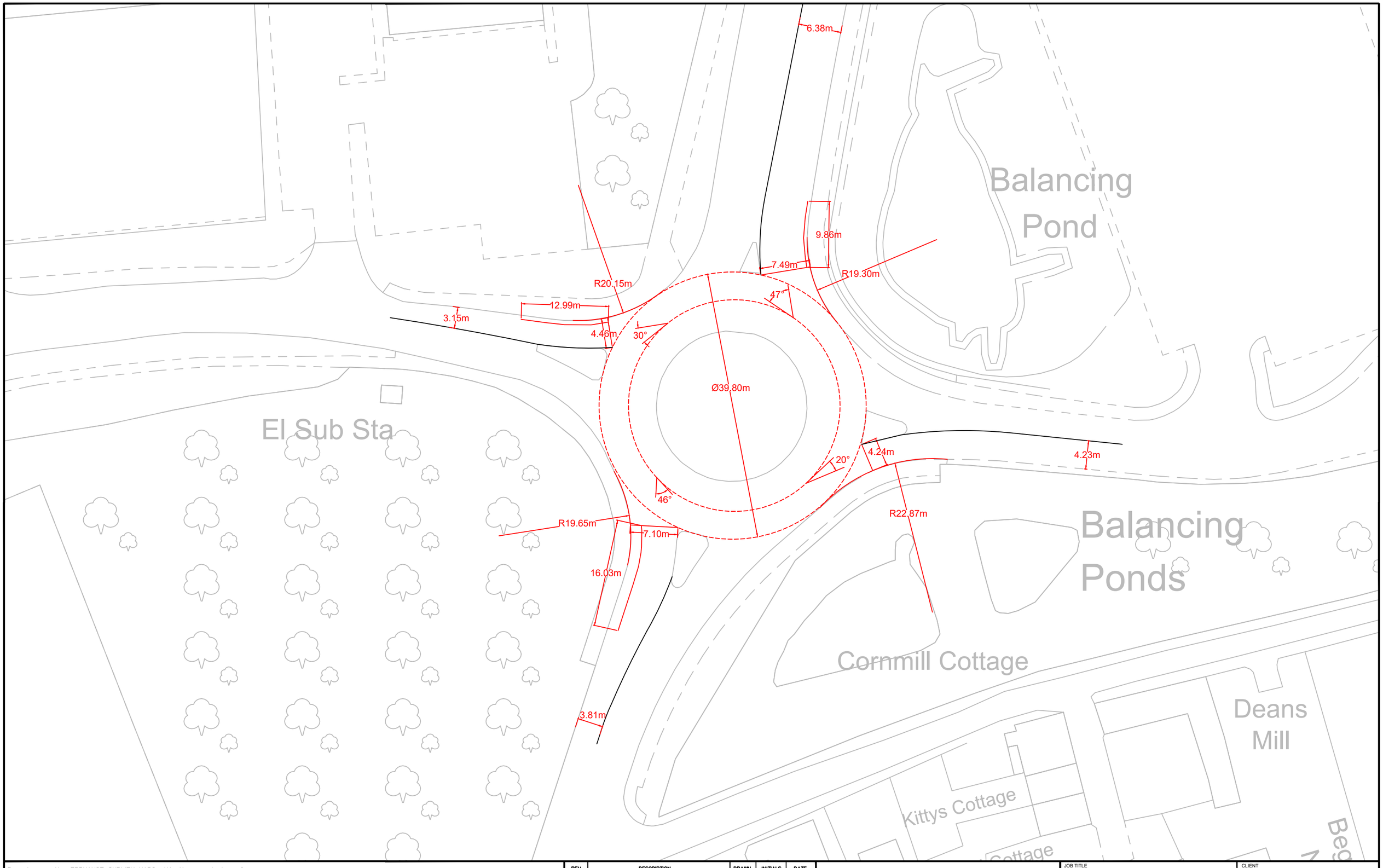
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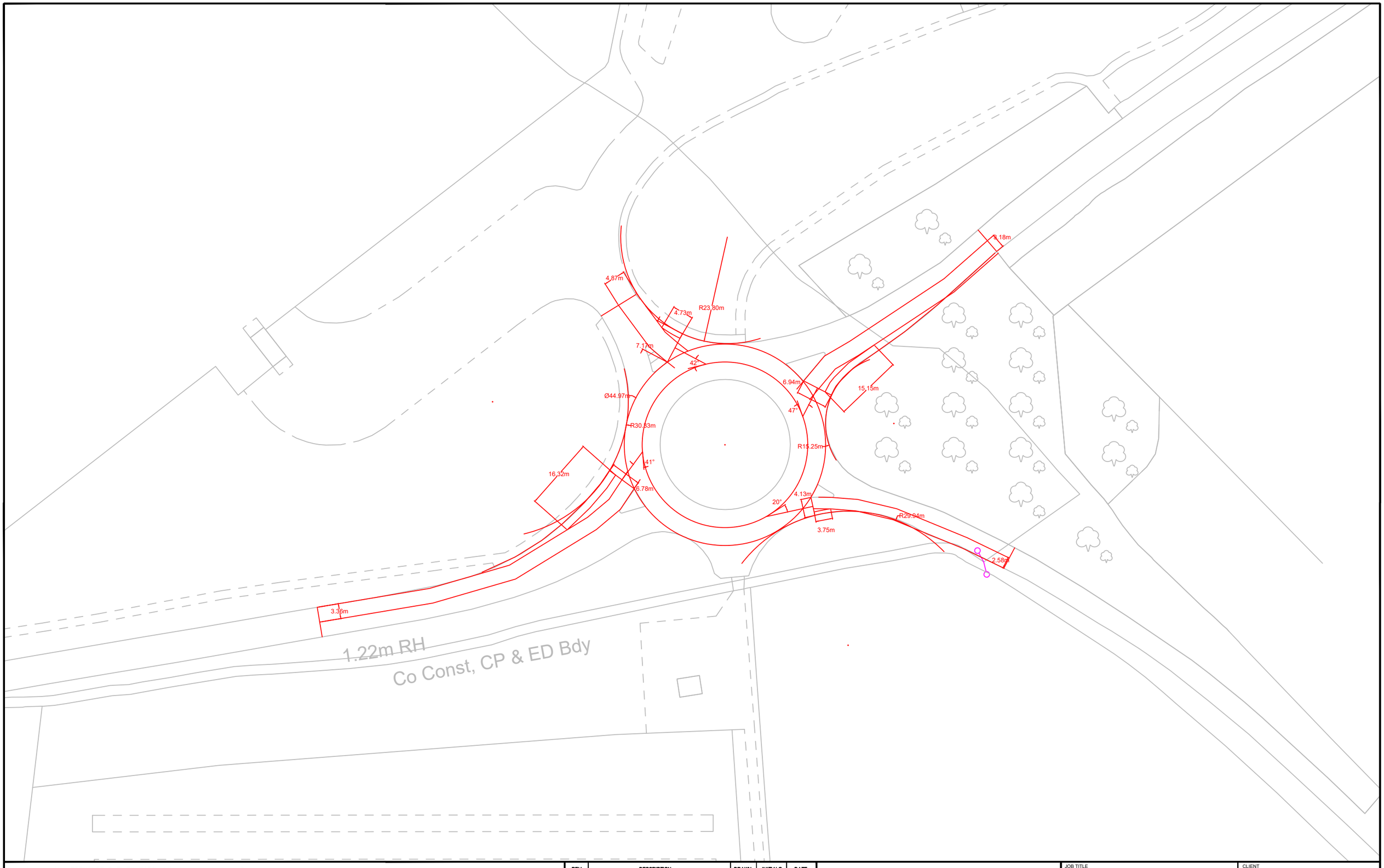
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JOB TITLE	CLIENT
Pallex	

DRAWING TITLE: Existing B585 West Lane / Interlink Way E Roundabout

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JOB TITLE	CLIENT
Pallex	

DRAWING TITLE

Existing B585 West Lane / Interlink Way E Roundabout

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A3	BM	MAR 25	25435-05-11	

Appendix J

ATC & CTC Summaries

Site 1 - 52.6926098,-1.3388923 **WEST LANE – LOOKING SOUTHBOUND**

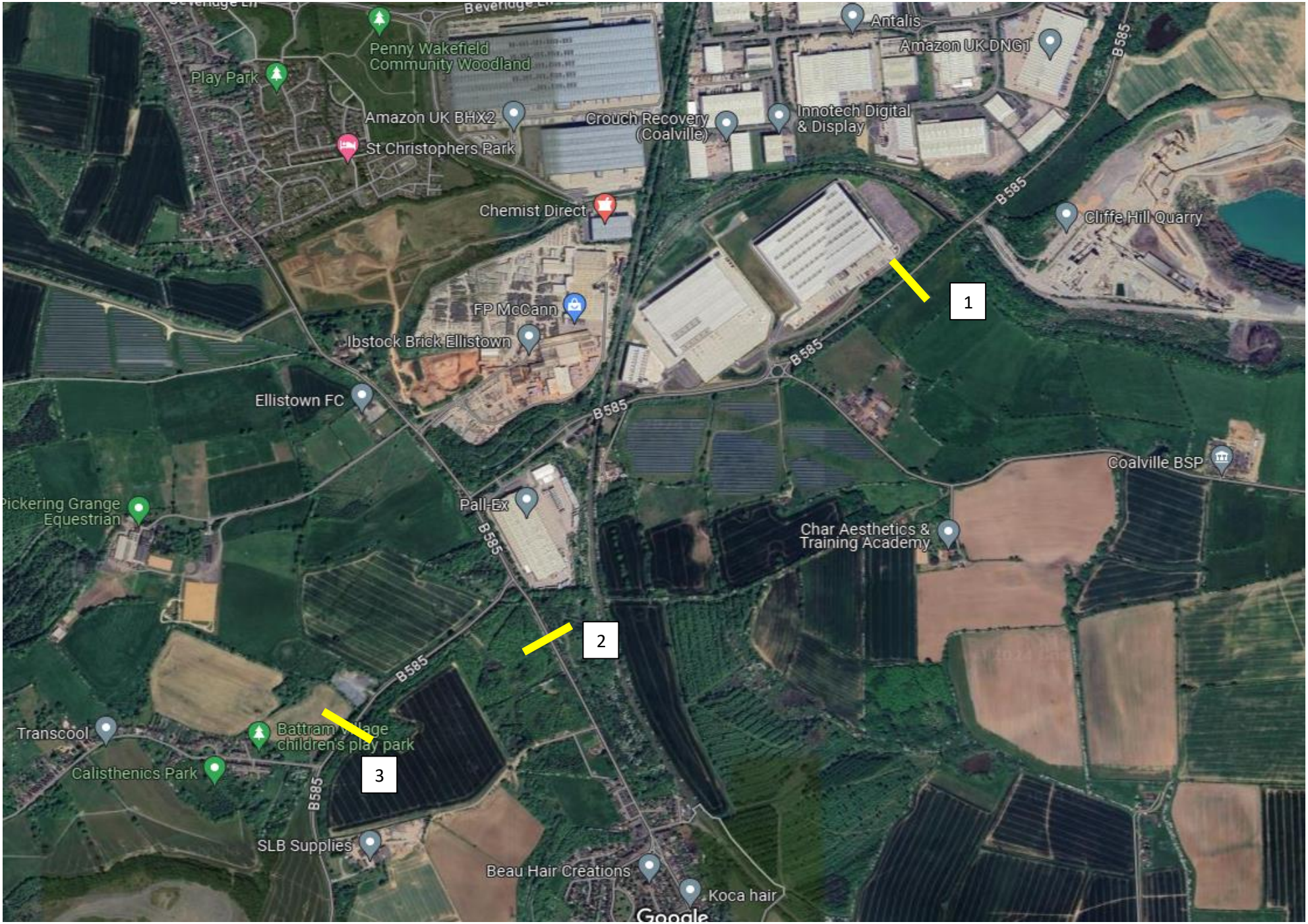


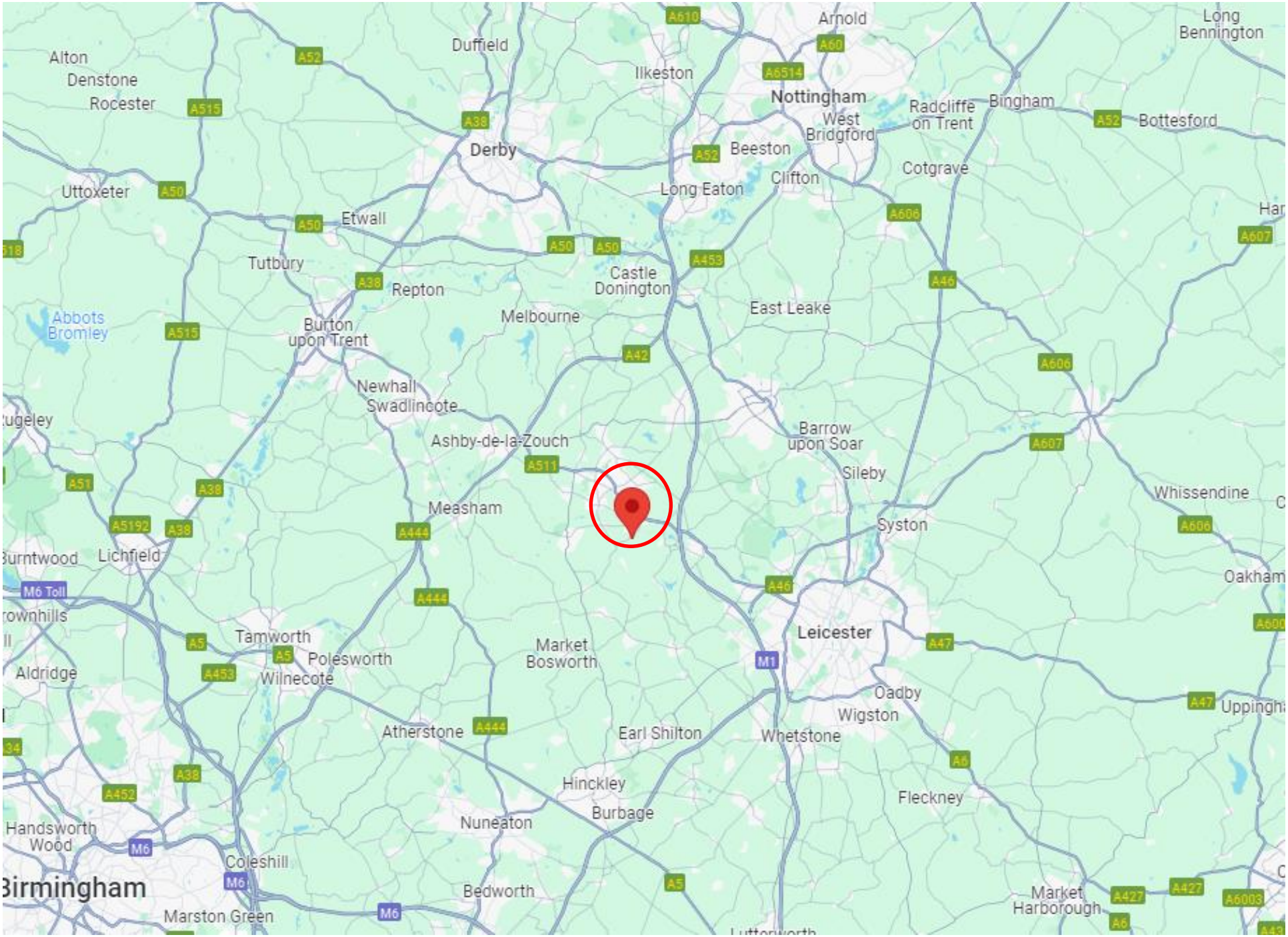
Site 2 - 52.6839772,-1.3520747 **STATION ROAD – LOOKING NORTHBOUND**



Site 3 - 52.6819814,-1.359327 **WOOD ROAD – LOOKING SOUTHBOUND**




Penny Wakefield
Community Woodland
Play Park
Amazon UK BHX2
St Christophers Park
Crouch Recovery
(Coalville)
Innotech Digital
& Display
Antalis
Amazon UK DNG1
B585
Chemist Direct
Cliffe Hill Quarry
1
FP McCann
Ibstock Brick Ellistown
Ellistown FC
Coalville BSP
Pickering Grange
Equestrian
Pall-Ex
Char Aesthetics &
Training Academy
2
Transcool
Battram Village
children's play park
3
Calisthenics Park
SLB Supplies
Beau Hair Creations
Koca hair
Google


Arnold
Long Bennington
Alton
Denstone
Rocester
Duffield
Ilkeston
Nottingham
Radcliffe on Trent
Bingham
Bottesford
West Bridgford
Derby
Beeston
Cotgrave
Uttoxeter
Long Eaton
Clifton
Etwall
Tutbury
Repton
Castle Donington
Abbots Bromley
Melbourne
East Leake
Burton upon Trent
Newhall
Swadlincote
Barrow upon Soar
Ashby-de-la-Zouch
Sileby
Whissendine
Measham
Syston
Lichfield
Oakham
Leicester
Tamworth
Polesworth
Market Bosworth
Aldridge
Wilnecote
Oadby
Wigston
Atherstone
Earl Shilton
Whetstone
Hinckley
Fleckney
Burbage
Handsworth Wood
Nuneaton
Coleshill
Birmingham
Bedworth
Market Harborough
Marston Green

13418		BAGWORTH MAY 2024								
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: 13418001	Site 1 - West Lane, Bardon Hill 52.692566, -1.338916	Channel: Southbound	Sat 18-May-24	Fri 24-May-24	50	24353	4119	3479	52.3	46.0
		Channel: Northbound	Sat 18-May-24	Fri 24-May-24		25090	4231	3584	46.7	40.4

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 18-May-24											
00:00	**34**	0	0.0	15	44.1	2	5.9	17	50.0	0	0.0
01:00	**11**	0	0.0	5	45.5	2	18.2	4	36.4	0	0.0
02:00	**23**	0	0.0	10	43.5	1	4.4	12	52.2	0	0.0
03:00	**18**	1	5.6	7	38.9	3	16.7	7	38.9	0	0.0
04:00	**16**	0	0.0	8	50.0	1	6.3	7	43.8	0	0.0
05:00	**35**	1	2.9	26	74.3	5	14.3	3	8.6	0	0.0
06:00	**57**	1	1.8	32	56.1	8	14.0	16	28.1	0	0.0
07:00	**90**	0	0.0	58	64.4	23	25.6	9	10.0	0	0.0
08:00	**106**	3	2.8	80	75.5	15	14.2	8	7.6	0	0.0
09:00	**130**	4	3.1	110	84.6	9	6.9	6	4.6	1	0.8
10:00	**151**	2	1.3	129	85.4	17	11.3	3	2.0	0	0.0
11:00	**139**	2	1.4	123	88.5	11	7.9	3	2.2	0	0.0
12:00	**147**	0	0.0	128	87.1	18	12.2	1	0.7	0	0.0
13:00	**133**	2	1.5	120	90.2	9	6.8	2	1.5	0	0.0
14:00	**139**	4	2.9	122	87.8	10	7.2	3	2.2	0	0.0
15:00	**135**	2	1.5	127	94.1	5	3.7	1	0.7	0	0.0
16:00	**132**	2	1.5	122	92.4	7	5.3	1	0.8	0	0.0
17:00	**123**	3	2.4	112	91.1	6	4.9	2	1.6	0	0.0
18:00	**131**	2	1.5	125	95.4	4	3.1	0	0.0	0	0.0
19:00	**94**	0	0.0	87	92.6	5	5.3	2	2.1	0	0.0
20:00	**38**	0	0.0	34	89.5	4	10.5	0	0.0	0	0.0
21:00	**37**	0	0.0	35	94.6	2	5.4	0	0.0	0	0.0
22:00	**48**	0	0.0	45	93.8	3	6.3	0	0.0	0	0.0
23:00	**26**	0	0.0	23	88.5	1	3.9	2	7.7	0	0.0
12H,7-19	**1556**	**26**	**1.7**	**1356**	**87.2**	**134**	**8.6**	**39**	**2.5**	**1**	**0.1**
16H,6-22	**1782**	**27**	**1.5**	**1544**	**86.6**	**153**	**8.6**	**57**	**3.2**	**1**	**0.1**
18H,6-24	**1856**	**27**	**1.5**	**1612**	**86.9**	**157**	**8.5**	**59**	**3.2**	**1**	**0.1**
24H,0-24	**1993**	**29**	**1.5**	**1683**	**84.5**	**171**	**8.6**	**109**	**5.5**	**1**	**0.1**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH			Site No: 13418001		Location	Site 1 - West Lane, Bardon Hill			
Sat 18-May-24 to Fri 24-May-24					Channel: Southbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 19-May-24											
00:00	**18**	0	0.0	15	83.3	2	11.1	1	5.6	0	0.0
01:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
02:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
03:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
04:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	**16**	0	0.0	13	81.3	2	12.5	1	6.3	0	0.0
06:00	**17**	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
07:00	**51**	0	0.0	42	82.4	6	11.8	3	5.9	0	0.0
08:00	**110**	0	0.0	97	88.2	8	7.3	5	4.6	0	0.0
09:00	**111**	5	4.5	97	87.4	7	6.3	2	1.8	0	0.0
10:00	**115**	3	2.6	97	84.4	10	8.7	5	4.4	0	0.0
11:00	**111**	5	4.5	94	84.7	11	9.9	1	0.9	0	0.0
12:00	**156**	4	2.6	146	93.6	3	1.9	3	1.9	0	0.0
13:00	**170**	0	0.0	159	93.5	11	6.5	0	0.0	0	0.0
14:00	**129**	2	1.6	117	90.7	9	7.0	1	0.8	0	0.0
15:00	**136**	4	2.9	122	89.7	7	5.2	3	2.2	0	0.0
16:00	**134**	1	0.8	126	94.0	4	3.0	3	2.2	0	0.0
17:00	**126**	2	1.6	114	90.5	8	6.4	2	1.6	0	0.0
18:00	**99**	4	4.0	87	87.9	7	7.1	1	1.0	0	0.0
19:00	**77**	0	0.0	73	94.8	4	5.2	0	0.0	0	0.0
20:00	**55**	0	0.0	49	89.1	6	10.9	0	0.0	0	0.0
21:00	**65**	0	0.0	62	95.4	3	4.6	0	0.0	0	0.0
22:00	**25**	0	0.0	23	92.0	2	8.0	0	0.0	0	0.0
23:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
12H,7-19	**1448**	**30**	**2.1**	**1298**	**89.6**	**91**	**6.3**	**29**	**2.0**	**0**	**0.0**
16H,6-22	**1662**	**30**	**1.8**	**1497**	**90.1**	**106**	**6.4**	**29**	**1.7**	**0**	**0.0**
18H,6-24	**1700**	**30**	**1.8**	**1532**	**90.1**	**109**	**6.4**	**29**	**1.7**	**0**	**0.0**
24H,0-24	**1765**	**30**	**1.7**	**1589**	**90.0**	**115**	**6.5**	**31**	**1.8**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 20-May-24											
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	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
03:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
04:00	**32**	1	3.1	24	75.0	1	3.1	6	18.8	0	0.0
05:00	**127**	1	0.8	102	80.3	14	11.0	9	7.1	1	0.8
06:00	**202**	9	4.5	140	69.3	28	13.9	25	12.4	0	0.0
07:00	**327**	1	0.3	249	76.2	48	14.7	26	8.0	3	0.9
08:00	**329**	3	0.9	255	77.5	41	12.5	30	9.1	0	0.0
09:00	**217**	3	1.4	138	63.6	30	13.8	46	21.2	0	0.0
10:00	**180**	1	0.6	116	64.4	23	12.8	40	22.2	0	0.0
11:00	**190**	2	1.1	119	62.6	27	14.2	40	21.1	2	1.1
12:00	**187**	1	0.5	126	67.4	25	13.4	32	17.1	3	1.6
13:00	**196**	3	1.5	134	68.4	29	14.8	27	13.8	3	1.5
14:00	**272**	2	0.7	204	75.0	29	10.7	36	13.2	1	0.4
15:00	**262**	2	0.8	202	77.1	29	11.1	27	10.3	2	0.8
16:00	**325**	1	0.3	276	84.9	32	9.9	13	4.0	3	0.9
17:00	**367**	7	1.9	321	87.5	22	6.0	17	4.6	0	0.0
18:00	**204**	2	1.0	179	87.8	8	3.9	14	6.9	1	0.5
19:00	**117**	2	1.7	84	71.8	12	10.3	19	16.2	0	0.0
20:00	**119**	0	0.0	84	70.6	4	3.4	31	26.1	0	0.0
21:00	**156**	0	0.0	102	65.4	5	3.2	48	30.8	1	0.6
22:00	**69**	0	0.0	38	55.1	2	2.9	28	40.6	1	1.5
23:00	**35**	0	0.0	14	40.0	1	2.9	20	57.1	0	0.0
12H,7-19	**3056**	**28**	**0.9**	**2319**	**75.9**	**343**	**11.2**	**348**	**11.4**	**18**	**0.6**
16H,6-22	**3650**	**39**	**1.1**	**2729**	**74.8**	**392**	**10.7**	**471**	**12.9**	**19**	**0.5**
18H,6-24	**3754**	**39**	**1.0**	**2781**	**74.1**	**395**	**10.5**	**519**	**13.8**	**20**	**0.5**
24H,0-24	**3942**	**41**	**1.0**	**2933**	**74.4**	**413**	**10.5**	**534**	**13.6**	**21**	**0.5**

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 21-May-24											
00:00	**33**	0	0.0	6	18.2	8	24.2	19	57.6	0	0.0
01:00	**22**	0	0.0	6	27.3	4	18.2	12	54.6	0	0.0
02:00	**30**	0	0.0	13	43.3	6	20.0	11	36.7	0	0.0
03:00	**35**	0	0.0	21	60.0	6	17.1	8	22.9	0	0.0
04:00	**49**	1	2.0	31	63.3	4	8.2	13	26.5	0	0.0
05:00	**128**	0	0.0	102	79.7	12	9.4	14	10.9	0	0.0
06:00	**213**	8	3.8	158	74.2	24	11.3	23	10.8	0	0.0
07:00	**343**	2	0.6	261	76.1	57	16.6	22	6.4	1	0.3
08:00	**331**	1	0.3	247	74.6	47	14.2	35	10.6	1	0.3
09:00	**215**	1	0.5	147	68.4	27	12.6	38	17.7	2	0.9
10:00	**204**	0	0.0	131	64.2	27	13.2	43	21.1	3	1.5
11:00	**181**	1	0.6	129	71.3	21	11.6	28	15.5	2	1.1
12:00	**214**	1	0.5	136	63.6	35	16.4	41	19.2	1	0.5
13:00	**196**	2	1.0	124	63.3	31	15.8	37	18.9	2	1.0
14:00	**308**	1	0.3	212	68.8	39	12.7	53	17.2	3	1.0
15:00	**251**	1	0.4	186	74.1	30	12.0	34	13.6	0	0.0
16:00	**369**	1	0.3	306	82.9	36	9.8	25	6.8	1	0.3
17:00	**357**	4	1.1	317	88.8	19	5.3	17	4.8	0	0.0
18:00	**228**	4	1.8	190	83.3	14	6.1	20	8.8	0	0.0
19:00	**103**	3	2.9	76	73.8	4	3.9	19	18.5	1	1.0
20:00	**118**	0	0.0	80	67.8	6	5.1	32	27.1	0	0.0
21:00	**149**	0	0.0	97	65.1	4	2.7	47	31.5	1	0.7
22:00	**82**	0	0.0	51	62.2	3	3.7	28	34.2	0	0.0
23:00	**43**	0	0.0	21	48.8	2	4.7	20	46.5	0	0.0
12H,7-19	**3197**	**19**	**0.6**	**2386**	**74.6**	**383**	**12.0**	**393**	**12.3**	**16**	**0.5**
16H,6-22	**3780**	**30**	**0.8**	**2797**	**74.0**	**421**	**11.1**	**514**	**13.6**	**18**	**0.5**
18H,6-24	**3905**	**30**	**0.8**	**2869**	**73.5**	**426**	**10.9**	**562**	**14.4**	**18**	**0.5**
24H,0-24	**4202**	**31**	**0.7**	**3048**	**72.5**	**466**	**11.1**	**639**	**15.2**	**18**	**0.4**

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 22-May-24											
00:00	**29**	0	0.0	12	41.4	3	10.3	14	48.3	0	0.0
01:00	**16**	0	0.0	4	25.0	2	12.5	10	62.5	0	0.0
02:00	**30**	0	0.0	12	40.0	4	13.3	14	46.7	0	0.0
03:00	**31**	0	0.0	18	58.1	5	16.1	8	25.8	0	0.0
04:00	**35**	1	2.9	23	65.7	3	8.6	8	22.9	0	0.0
05:00	**157**	1	0.6	118	75.2	12	7.6	26	16.6	0	0.0
06:00	**198**	5	2.5	147	74.2	18	9.1	28	14.1	0	0.0
07:00	**282**	2	0.7	217	77.0	31	11.0	32	11.4	0	0.0
08:00	**336**	0	0.0	269	80.1	29	8.6	34	10.1	4	1.2
09:00	**188**	2	1.1	119	63.3	34	18.1	32	17.0	1	0.5
10:00	**187**	0	0.0	104	55.6	30	16.0	53	28.3	0	0.0
11:00	**168**	2	1.2	102	60.7	31	18.5	33	19.6	0	0.0
12:00	**209**	0	0.0	126	60.3	38	18.2	43	20.6	2	1.0
13:00	**225**	1	0.4	155	68.9	25	11.1	43	19.1	1	0.4
14:00	**296**	0	0.0	221	74.7	34	11.5	40	13.5	1	0.3
15:00	**293**	0	0.0	232	79.2	32	10.9	27	9.2	2	0.7
16:00	**315**	0	0.0	270	85.7	28	8.9	17	5.4	0	0.0
17:00	**367**	1	0.3	325	88.6	20	5.5	19	5.2	2	0.5
18:00	**232**	0	0.0	200	86.2	8	3.5	24	10.3	0	0.0
19:00	**104**	0	0.0	79	76.0	7	6.7	18	17.3	0	0.0
20:00	**148**	0	0.0	113	76.4	3	2.0	32	21.6	0	0.0
21:00	**147**	0	0.0	101	68.7	6	4.1	39	26.5	1	0.7
22:00	**80**	0	0.0	45	56.3	3	3.8	32	40.0	0	0.0
23:00	**38**	0	0.0	16	42.1	2	5.3	20	52.6	0	0.0
12H,7-19	**3098**	**8**	**0.3**	**2340**	**75.5**	**340**	**11.0**	**397**	**12.8**	**13**	**0.4**
16H,6-22	**3695**	**13**	**0.4**	**2780**	**75.2**	**374**	**10.1**	**514**	**13.9**	**14**	**0.4**
18H,6-24	**3813**	**13**	**0.3**	**2841**	**74.5**	**379**	**9.9**	**566**	**14.8**	**14**	**0.4**
24H,0-24	**4111**	**15**	**0.4**	**3028**	**73.7**	**408**	**9.9**	**646**	**15.7**	**14**	**0.3**

Data produced by
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13418		BAGWORTH			Site No: 13418001		Location	Site 1 - West Lane, Bardon Hill			
Sat 18-May-24 to Fri 24-May-24					Channel: Southbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 23-May-24											
00:00	**31**	0	0.0	14	45.2	3	9.7	14	45.2	0	0.0
01:00	**32**	0	0.0	13	40.6	5	15.6	14	43.8	0	0.0
02:00	**30**	0	0.0	14	46.7	4	13.3	11	36.7	1	3.3
03:00	**36**	0	0.0	26	72.2	3	8.3	7	19.4	0	0.0
04:00	**44**	1	2.3	32	72.7	3	6.8	8	18.2	0	0.0
05:00	**132**	1	0.8	102	77.3	9	6.8	20	15.2	0	0.0
06:00	**219**	5	2.3	156	71.2	30	13.7	28	12.8	0	0.0
07:00	**375**	4	1.1	288	76.8	42	11.2	39	10.4	2	0.5
08:00	**323**	1	0.3	243	75.2	38	11.8	40	12.4	1	0.3
09:00	**231**	0	0.0	156	67.5	33	14.3	40	17.3	2	0.9
10:00	**176**	2	1.1	113	64.2	31	17.6	29	16.5	1	0.6
11:00	**194**	2	1.0	129	66.5	31	16.0	31	16.0	1	0.5
12:00	**204**	2	1.0	137	67.2	28	13.7	34	16.7	3	1.5
13:00	**224**	1	0.5	152	67.9	27	12.1	42	18.8	2	0.9
14:00	**297**	5	1.7	227	76.4	33	11.1	30	10.1	2	0.7
15:00	**241**	1	0.4	182	75.5	29	12.0	29	12.0	0	0.0
16:00	**323**	2	0.6	257	79.6	30	9.3	31	9.6	3	0.9
17:00	**367**	5	1.4	322	87.7	20	5.5	18	4.9	2	0.5
18:00	**212**	0	0.0	187	88.2	11	5.2	14	6.6	0	0.0
19:00	**150**	2	1.3	117	78.0	8	5.3	22	14.7	1	0.7
20:00	**112**	2	1.8	78	69.6	7	6.3	25	22.3	0	0.0
21:00	**164**	0	0.0	107	65.2	6	3.7	50	30.5	1	0.6
22:00	**86**	0	0.0	44	51.2	4	4.7	38	44.2	0	0.0
23:00	**36**	0	0.0	16	44.4	2	5.6	18	50.0	0	0.0
12H,7-19	**3167**	**25**	**0.8**	**2393**	**75.6**	**353**	**11.2**	**377**	**11.9**	**19**	**0.6**
16H,6-22	**3812**	**34**	**0.9**	**2851**	**74.8**	**404**	**10.6**	**502**	**13.2**	**21**	**0.6**
18H,6-24	**3934**	**34**	**0.9**	**2911**	**74.0**	**410**	**10.4**	**558**	**14.2**	**21**	**0.5**
24H,0-24	**4239**	**36**	**0.9**	**3112**	**73.4**	**437**	**10.3**	**632**	**14.9**	**22**	**0.5**

Data produced by
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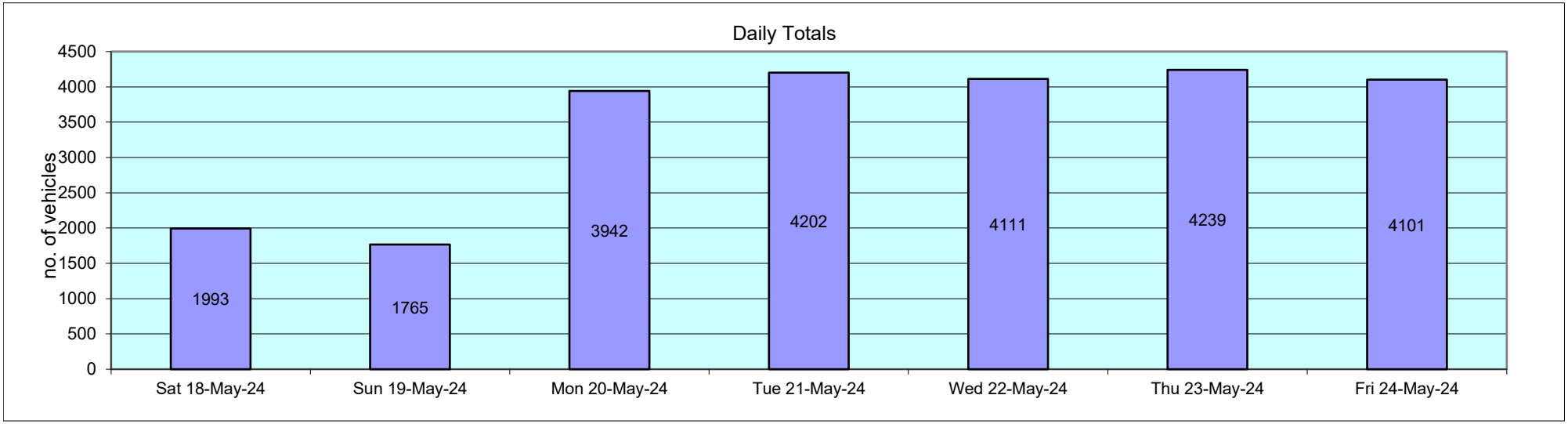
13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 24-May-24											
00:00	**21**	0	0.0	3	14.3	3	14.3	15	71.4	0	0.0
01:00	**29**	0	0.0	15	51.7	3	10.3	11	37.9	0	0.0
02:00	**28**	0	0.0	13	46.4	3	10.7	12	42.9	0	0.0
03:00	**42**	0	0.0	31	73.8	3	7.1	8	19.1	0	0.0
04:00	**63**	1	1.6	49	77.8	5	7.9	8	12.7	0	0.0
05:00	**137**	0	0.0	110	80.3	6	4.4	21	15.3	0	0.0
06:00	**251**	7	2.8	178	70.9	27	10.8	39	15.5	0	0.0
07:00	**266**	0	0.0	184	69.2	42	15.8	36	13.5	4	1.5
08:00	**285**	2	0.7	205	71.9	45	15.8	32	11.2	1	0.4
09:00	**203**	0	0.0	129	63.6	22	10.8	51	25.1	1	0.5
10:00	**220**	4	1.8	140	63.6	34	15.5	41	18.6	1	0.5
11:00	**189**	3	1.6	118	62.4	33	17.5	34	18.0	1	0.5
12:00	**181**	0	0.0	133	73.5	21	11.6	25	13.8	2	1.1
13:00	**257**	4	1.6	186	72.4	29	11.3	37	14.4	1	0.4
14:00	**301**	1	0.3	233	77.4	30	10.0	37	12.3	0	0.0
15:00	**266**	3	1.1	211	79.3	27	10.2	24	9.0	1	0.4
16:00	**295**	1	0.3	237	80.3	36	12.2	19	6.4	2	0.7
17:00	**302**	3	1.0	263	87.1	22	7.3	14	4.6	0	0.0
18:00	**202**	3	1.5	170	84.2	10	5.0	19	9.4	0	0.0
19:00	**142**	1	0.7	117	82.4	10	7.0	13	9.2	1	0.7
20:00	**150**	1	0.7	116	77.3	6	4.0	27	18.0	0	0.0
21:00	**134**	0	0.0	78	58.2	9	6.7	46	34.3	1	0.8
22:00	**85**	0	0.0	51	60.0	1	1.2	33	38.8	0	0.0
23:00	**52**	1	1.9	29	55.8	3	5.8	19	36.5	0	0.0
12H,7-19	**2967**	**24**	**0.8**	**2209**	**74.5**	**351**	**11.8**	**369**	**12.4**	**14**	**0.5**
16H,6-22	**3644**	**33**	**0.9**	**2698**	**74.0**	**403**	**11.1**	**494**	**13.6**	**16**	**0.4**
18H,6-24	**3781**	**34**	**0.9**	**2778**	**73.5**	**407**	**10.8**	**546**	**14.4**	**16**	**0.4**
24H,0-24	**4101**	**35**	**0.9**	**2999**	**73.1**	**430**	**10.5**	**621**	**15.1**	**16**	**0.4**

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13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Sat 18-May-24	**1993**	29	1.5	1683	84.5	171	8.6	109	5.5	1	0.1
Sun 19-May-24	**1765**	30	1.7	1589	90.0	115	6.5	31	1.8	0	0.0
Mon 20-May-24	**3942**	41	1.0	2933	74.4	413	10.5	534	13.6	21	0.5
Tue 21-May-24	**4202**	31	0.7	3048	72.5	466	11.1	639	15.2	18	0.4
Wed 22-May-24	**4111**	15	0.4	3028	73.7	408	9.9	646	15.7	14	0.3
Thu 23-May-24	**4239**	36	0.9	3112	73.4	437	10.3	632	14.9	22	0.5
Fri 24-May-24	**4101**	35	0.9	2999	73.1	430	10.5	621	15.1	16	0.4
Total Vehicles											
[--]	**24353**	217	1.0	18392	77.4	2440	9.6	3212	11.7	92	0.3

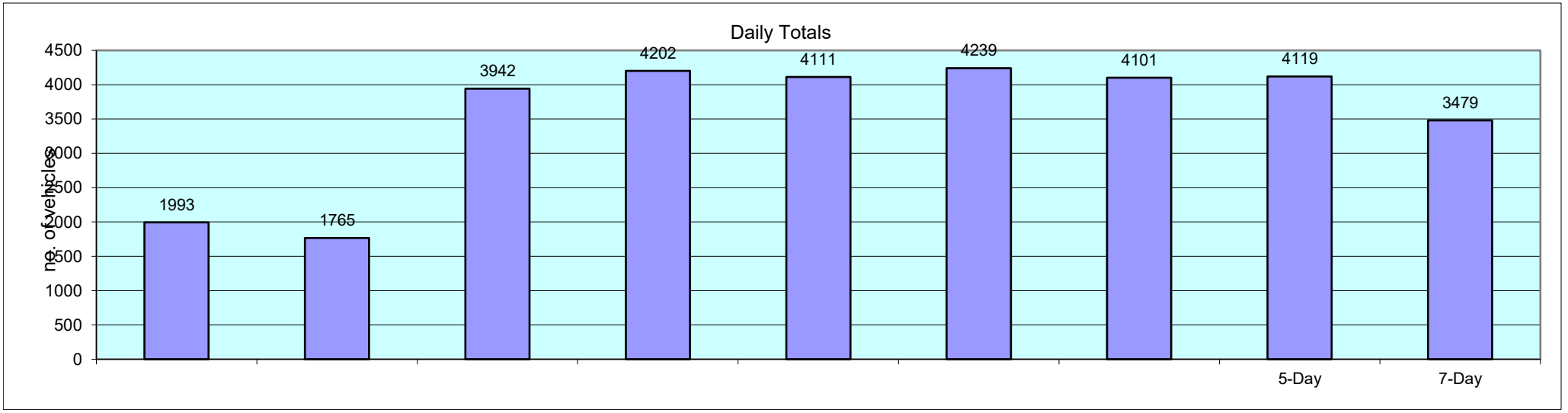


13418		BAGWORTH		Site No: 13418001 Channel: Southbound		Location	Site 1 - West Lane, Bardon Hill		
TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av
Week Begin: 18-May-24									
00:00	**34**	18	7	33	29	31	21	24	25
01:00	**11**	11	3	22	16	32	29	20	18
02:00	**23**	8	8	30	30	30	28	25	22
03:00	**18**	6	11	35	31	36	42	31	26
04:00	**16**	6	32	49	35	44	63	45	35
05:00	**35**	16	127	128	157	132	137	136	105
06:00	**57**	17	202	213	198	219	251	217	165
07:00	**90**	51	327	343	282	375	266	319	248
08:00	**106**	110	329	331	336	323	285	321	260
09:00	**130**	111	217	215	188	231	203	211	185
10:00	**151**	115	180	204	187	176	220	193	176
11:00	**139**	111	190	181	168	194	189	184	167
12:00	**147**	156	187	214	209	204	181	199	185
13:00	**133**	170	196	196	225	224	257	220	200
14:00	**139**	129	272	308	296	297	301	295	249
15:00	**135**	136	262	251	293	241	266	263	226
16:00	**132**	134	325	369	315	323	295	325	270
17:00	**123**	126	367	357	367	367	302	352	287
18:00	**131**	99	204	228	232	212	202	216	187
19:00	**94**	77	117	103	104	150	142	123	112
20:00	**38**	55	119	118	148	112	150	129	106
21:00	**37**	65	156	149	147	164	134	150	122
22:00	**48**	25	69	82	80	86	85	80	68
23:00	**26**	13	35	43	38	36	52	41	35
12H,7-19	**1556**	**1448**	**3056**	**3197**	**3098**	**3167**	**2967**	**3097**	**2641**
16H,6-22	**1782**	**1662**	**3650**	**3780**	**3695**	**3812**	**3644**	**3716**	**3146**
18H,6-24	**1856**	**1700**	**3754**	**3905**	**3813**	**3934**	**3781**	**3837**	**3249**
24H,0-24	**1993**	**1765**	**3942**	**4202**	**4111**	**4239**	**4101**	**4119**	**3479**
Am	**10:00**	**10:00**	**08:00**	**07:00**	**08:00**	**07:00**	**08:00**		
Peak	**151**	**115**	**329**	**343**	**336**	**375**	**285**		
Pm	**12:00**	**13:00**	**17:00**	**16:00**	**17:00**	**17:00**	**17:00**		
Peak	**147**	**170**	**367**	**369**	**367**	**367**	**302**		

Data produced by
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13418	BAGWORTH	Site No: 13418001 Channel: Southbound	Location	Site 1 - West Lane, Bardon Hill

TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av



13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 18-May-24											
00:00	**50**	0	0.0	37	74.0	1	2.0	11	22.0	1	2.0
01:00	**50**	0	0.0	41	82.0	0	0.0	8	16.0	1	2.0
02:00	**69**	0	0.0	48	69.6	3	4.4	18	26.1	0	0.0
03:00	**96**	0	0.0	69	71.9	2	2.1	25	26.0	0	0.0
04:00	**72**	0	0.0	64	88.9	0	0.0	8	11.1	0	0.0
05:00	**61**	0	0.0	53	86.9	5	8.2	3	4.9	0	0.0
06:00	**72**	0	0.0	63	87.5	4	5.6	5	6.9	0	0.0
07:00	**82**	0	0.0	68	82.9	7	8.5	7	8.5	0	0.0
08:00	**109**	1	0.9	89	81.7	12	11.0	7	6.4	0	0.0
09:00	**170**	1	0.6	157	92.4	8	4.7	4	2.4	0	0.0
10:00	**155**	1	0.7	141	91.0	12	7.7	1	0.7	0	0.0
11:00	**157**	3	1.9	145	92.4	6	3.8	3	1.9	0	0.0
12:00	**131**	2	1.5	117	89.3	9	6.9	3	2.3	0	0.0
13:00	**153**	1	0.7	127	83.0	20	13.1	5	3.3	0	0.0
14:00	**111**	1	0.9	104	93.7	4	3.6	2	1.8	0	0.0
15:00	**92**	1	1.1	86	93.5	3	3.3	2	2.2	0	0.0
16:00	**120**	1	0.8	109	90.8	9	7.5	1	0.8	0	0.0
17:00	**133**	0	0.0	118	88.7	13	9.8	2	1.5	0	0.0
18:00	**106**	0	0.0	102	96.2	4	3.8	0	0.0	0	0.0
19:00	**83**	0	0.0	79	95.2	4	4.8	0	0.0	0	0.0
20:00	**58**	1	1.7	48	82.8	9	15.5	0	0.0	0	0.0
21:00	**39**	0	0.0	37	94.9	2	5.1	0	0.0	0	0.0
22:00	**31**	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
23:00	**15**	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
12H,7-19	**1519**	**12**	**0.8**	**1363**	**89.7**	**107**	**7.0**	**37**	**2.4**	**0**	**0.0**
16H,6-22	**1771**	**13**	**0.7**	**1590**	**89.8**	**126**	**7.1**	**42**	**2.4**	**0**	**0.0**
18H,6-24	**1817**	**13**	**0.7**	**1631**	**89.8**	**130**	**7.2**	**43**	**2.4**	**0**	**0.0**
24H,0-24	**2215**	**13**	**0.6**	**1943**	**87.7**	**141**	**6.4**	**116**	**5.2**	**2**	**0.1**

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 19-May-24											
00:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
01:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	2	40.0	2	40.0	1	20.0	0	0.0
03:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
05:00	**25**	0	0.0	22	88.0	1	4.0	2	8.0	0	0.0
06:00	**38**	0	0.0	34	89.5	3	7.9	1	2.6	0	0.0
07:00	**35**	0	0.0	31	88.6	3	8.6	1	2.9	0	0.0
08:00	**64**	0	0.0	57	89.1	6	9.4	1	1.6	0	0.0
09:00	**119**	1	0.8	110	92.4	6	5.0	2	1.7	0	0.0
10:00	**137**	4	2.9	121	88.3	11	8.0	1	0.7	0	0.0
11:00	**141**	4	2.8	128	90.8	8	5.7	1	0.7	0	0.0
12:00	**159**	9	5.7	143	89.9	6	3.8	1	0.6	0	0.0
13:00	**143**	5	3.5	132	92.3	2	1.4	4	2.8	0	0.0
14:00	**125**	3	2.4	118	94.4	4	3.2	0	0.0	0	0.0
15:00	**132**	1	0.8	121	91.7	8	6.1	2	1.5	0	0.0
16:00	**115**	0	0.0	104	90.4	9	7.8	2	1.7	0	0.0
17:00	**196**	2	1.0	119	60.7	59	30.1	16	8.2	0	0.0
18:00	**94**	1	1.1	82	87.2	9	9.6	2	2.1	0	0.0
19:00	**59**	1	1.7	56	94.9	2	3.4	0	0.0	0	0.0
20:00	**35**	1	2.9	32	91.4	2	5.7	0	0.0	0	0.0
21:00	**33**	2	6.1	27	81.8	4	12.1	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	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
12H,7-19	**1460**	**30**	**2.1**	**1266**	**86.7**	**131**	**9.0**	**33**	**2.3**	**0**	**0.0**
16H,6-22	**1625**	**34**	**2.1**	**1415**	**87.1**	**142**	**8.7**	**34**	**2.1**	**0**	**0.0**
18H,6-24	**1652**	**34**	**2.1**	**1441**	**87.2**	**143**	**8.7**	**34**	**2.1**	**0**	**0.0**
24H,0-24	**1721**	**34**	**2.0**	**1501**	**87.2**	**149**	**8.7**	**37**	**2.2**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 20-May-24											
00:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
02:00	**3**	0	0.0	1	33.3	0	0.0	2	66.7	0	0.0
03:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
04:00	**29**	0	0.0	26	89.7	1	3.5	2	6.9	0	0.0
05:00	**108**	1	0.9	94	87.0	5	4.6	8	7.4	0	0.0
06:00	**201**	1	0.5	165	82.1	15	7.5	19	9.5	1	0.5
07:00	**288**	0	0.0	239	83.0	24	8.3	25	8.7	0	0.0
08:00	**348**	2	0.6	300	86.2	22	6.3	23	6.6	1	0.3
09:00	**222**	0	0.0	175	78.8	24	10.8	23	10.4	0	0.0
10:00	**204**	0	0.0	151	74.0	22	10.8	31	15.2	0	0.0
11:00	**201**	3	1.5	143	71.1	27	13.4	28	13.9	0	0.0
12:00	**187**	1	0.5	134	71.7	22	11.8	30	16.0	0	0.0
13:00	**232**	0	0.0	181	78.0	19	8.2	30	12.9	2	0.9
14:00	**270**	2	0.7	213	78.9	27	10.0	26	9.6	2	0.7
15:00	**274**	2	0.7	219	79.9	29	10.6	24	8.8	0	0.0
16:00	**282**	2	0.7	240	85.1	26	9.2	12	4.3	2	0.7
17:00	**269**	3	1.1	231	85.9	13	4.8	21	7.8	1	0.4
18:00	**157**	4	2.6	140	89.2	8	5.1	5	3.2	0	0.0
19:00	**112**	1	0.9	94	83.9	11	9.8	6	5.4	0	0.0
20:00	**87**	0	0.0	75	86.2	7	8.1	5	5.8	0	0.0
21:00	**88**	0	0.0	79	89.8	2	2.3	7	8.0	0	0.0
22:00	**74**	1	1.4	58	78.4	1	1.4	14	18.9	0	0.0
23:00	**114**	0	0.0	94	82.5	1	0.9	17	14.9	2	1.8
12H,7-19	**2934**	**19**	**0.7**	**2366**	**80.6**	**263**	**9.0**	**278**	**9.5**	**8**	**0.3**
16H,6-22	**3422**	**21**	**0.6**	**2779**	**81.2**	**298**	**8.7**	**315**	**9.2**	**9**	**0.3**
18H,6-24	**3610**	**22**	**0.6**	**2931**	**81.2**	**300**	**8.3**	**346**	**9.6**	**11**	**0.3**
24H,0-24	**3760**	**23**	**0.6**	**3060**	**81.4**	**306**	**8.1**	**360**	**9.6**	**11**	**0.3**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH			Site No: 13418001		Location	Site 1 - West Lane, Bardon Hill			
Sat 18-May-24 to Fri 24-May-24					Channel: Northbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 21-May-24											
00:00	**49**	0	0.0	42	85.7	0	0.0	7	14.3	0	0.0
01:00	**47**	0	0.0	34	72.3	0	0.0	13	27.7	0	0.0
02:00	**80**	0	0.0	70	87.5	2	2.5	8	10.0	0	0.0
03:00	**120**	0	0.0	103	85.8	0	0.0	17	14.2	0	0.0
04:00	**115**	0	0.0	91	79.1	2	1.7	22	19.1	0	0.0
05:00	**172**	0	0.0	157	91.3	3	1.7	12	7.0	0	0.0
06:00	**235**	3	1.3	211	89.8	10	4.3	11	4.7	0	0.0
07:00	**325**	1	0.3	293	90.2	15	4.6	16	4.9	0	0.0
08:00	**297**	2	0.7	258	86.9	21	7.1	16	5.4	0	0.0
09:00	**259**	3	1.2	230	88.8	8	3.1	16	6.2	2	0.8
10:00	**227**	3	1.3	181	79.7	19	8.4	24	10.6	0	0.0
11:00	**254**	1	0.4	212	83.5	17	6.7	23	9.1	1	0.4
12:00	**225**	1	0.4	184	81.8	18	8.0	21	9.3	1	0.4
13:00	**235**	1	0.4	184	78.3	25	10.6	24	10.2	1	0.4
14:00	**318**	0	0.0	256	80.5	28	8.8	34	10.7	0	0.0
15:00	**252**	1	0.4	193	76.6	24	9.5	34	13.5	0	0.0
16:00	**280**	2	0.7	242	86.4	20	7.1	16	5.7	0	0.0
17:00	**261**	2	0.8	235	90.0	16	6.1	8	3.1	0	0.0
18:00	**147**	2	1.4	127	86.4	10	6.8	8	5.4	0	0.0
19:00	**130**	1	0.8	114	87.7	8	6.2	7	5.4	0	0.0
20:00	**87**	3	3.5	65	74.7	9	10.3	10	11.5	0	0.0
21:00	**59**	0	0.0	49	83.1	3	5.1	7	11.9	0	0.0
22:00	**64**	1	1.6	53	82.8	3	4.7	7	10.9	0	0.0
23:00	**89**	0	0.0	70	78.7	1	1.1	17	19.1	1	1.1
12H,7-19	**3080**	**19**	**0.6**	**2595**	**84.3**	**221**	**7.2**	**240**	**7.8**	**5**	**0.2**
16H,6-22	**3591**	**26**	**0.7**	**3034**	**84.5**	**251**	**7.0**	**275**	**7.7**	**5**	**0.1**
18H,6-24	**3744**	**27**	**0.7**	**3157**	**84.3**	**255**	**6.8**	**299**	**8.0**	**6**	**0.2**
24H,0-24	**4327**	**27**	**0.6**	**3654**	**84.5**	**262**	**6.1**	**378**	**8.7**	**6**	**0.1**

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 22-May-24											
00:00	**41**	0	0.0	28	68.3	1	2.4	12	29.3	0	0.0
01:00	**42**	0	0.0	30	71.4	0	0.0	12	28.6	0	0.0
02:00	**57**	0	0.0	42	73.7	0	0.0	15	26.3	0	0.0
03:00	**81**	0	0.0	61	75.3	1	1.2	19	23.5	0	0.0
04:00	**121**	0	0.0	96	79.3	2	1.7	23	19.0	0	0.0
05:00	**182**	0	0.0	164	90.1	6	3.3	12	6.6	0	0.0
06:00	**271**	0	0.0	243	89.7	14	5.2	14	5.2	0	0.0
07:00	**323**	0	0.0	286	88.5	18	5.6	18	5.6	1	0.3
08:00	**373**	0	0.0	331	88.7	22	5.9	20	5.4	0	0.0
09:00	**246**	0	0.0	207	84.2	15	6.1	24	9.8	0	0.0
10:00	**225**	0	0.0	176	78.2	23	10.2	25	11.1	1	0.4
11:00	**213**	1	0.5	170	79.8	22	10.3	20	9.4	0	0.0
12:00	**211**	0	0.0	162	76.8	21	10.0	27	12.8	1	0.5
13:00	**243**	0	0.0	196	80.7	25	10.3	22	9.1	0	0.0
14:00	**286**	1	0.4	221	77.3	29	10.1	34	11.9	1	0.4
15:00	**267**	1	0.4	218	81.7	23	8.6	25	9.4	0	0.0
16:00	**294**	1	0.3	254	86.4	20	6.8	18	6.1	1	0.3
17:00	**326**	1	0.3	290	89.0	25	7.7	10	3.1	0	0.0
18:00	**161**	0	0.0	145	90.1	8	5.0	8	5.0	0	0.0
19:00	**97**	1	1.0	83	85.6	7	7.2	6	6.2	0	0.0
20:00	**97**	0	0.0	82	84.5	5	5.2	10	10.3	0	0.0
21:00	**67**	1	1.5	52	77.6	4	6.0	10	14.9	0	0.0
22:00	**52**	0	0.0	45	86.5	1	1.9	6	11.5	0	0.0
23:00	**105**	0	0.0	93	88.6	2	1.9	10	9.5	0	0.0
12H,7-19	**3168**	**5**	**0.2**	**2656**	**83.8**	**251**	**7.9**	**251**	**7.9**	**5**	**0.2**
16H,6-22	**3700**	**7**	**0.2**	**3116**	**84.2**	**281**	**7.6**	**291**	**7.9**	**5**	**0.1**
18H,6-24	**3857**	**7**	**0.2**	**3254**	**84.4**	**284**	**7.4**	**307**	**8.0**	**5**	**0.1**
24H,0-24	**4381**	**7**	**0.2**	**3675**	**83.9**	**294**	**6.7**	**400**	**9.1**	**5**	**0.1**

Data produced by
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13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 23-May-24											
00:00	**68**	0	0.0	50	73.5	2	2.9	16	23.5	0	0.0
01:00	**43**	0	0.0	39	90.7	0	0.0	4	9.3	0	0.0
02:00	**57**	0	0.0	37	64.9	0	0.0	20	35.1	0	0.0
03:00	**79**	0	0.0	59	74.7	0	0.0	20	25.3	0	0.0
04:00	**93**	0	0.0	83	89.3	0	0.0	10	10.8	0	0.0
05:00	**208**	0	0.0	187	89.9	7	3.4	14	6.7	0	0.0
06:00	**251**	0	0.0	230	91.6	9	3.6	11	4.4	1	0.4
07:00	**357**	1	0.3	302	84.6	27	7.6	27	7.6	0	0.0
08:00	**340**	1	0.3	303	89.1	21	6.2	15	4.4	0	0.0
09:00	**230**	0	0.0	186	80.9	17	7.4	26	11.3	1	0.4
10:00	**210**	0	0.0	165	78.6	24	11.4	20	9.5	1	0.5
11:00	**206**	2	1.0	169	82.0	14	6.8	21	10.2	0	0.0
12:00	**229**	1	0.4	180	78.6	26	11.4	22	9.6	0	0.0
13:00	**222**	0	0.0	159	71.6	32	14.4	30	13.5	1	0.5
14:00	**285**	0	0.0	242	84.9	22	7.7	21	7.4	0	0.0
15:00	**314**	3	1.0	258	82.2	24	7.6	29	9.2	0	0.0
16:00	**285**	3	1.1	248	87.0	16	5.6	17	6.0	1	0.4
17:00	**261**	3	1.2	225	86.2	21	8.1	12	4.6	0	0.0
18:00	**169**	5	3.0	150	88.8	7	4.1	6	3.6	1	0.6
19:00	**130**	1	0.8	111	85.4	7	5.4	11	8.5	0	0.0
20:00	**96**	2	2.1	82	85.4	6	6.3	6	6.3	0	0.0
21:00	**67**	0	0.0	53	79.1	2	3.0	12	17.9	0	0.0
22:00	**73**	1	1.4	63	86.3	3	4.1	5	6.9	1	1.4
23:00	**103**	0	0.0	84	81.6	1	1.0	18	17.5	0	0.0
12H,7-19	**3108**	**19**	**0.6**	**2587**	**83.2**	**251**	**8.1**	**246**	**7.9**	**5**	**0.2**
16H,6-22	**3652**	**22**	**0.6**	**3063**	**83.9**	**275**	**7.5**	**286**	**7.8**	**6**	**0.2**
18H,6-24	**3828**	**23**	**0.6**	**3210**	**83.9**	**279**	**7.3**	**309**	**8.1**	**7**	**0.2**
24H,0-24	**4376**	**23**	**0.5**	**3665**	**83.8**	**288**	**6.6**	**393**	**9.0**	**7**	**0.2**

Data produced by
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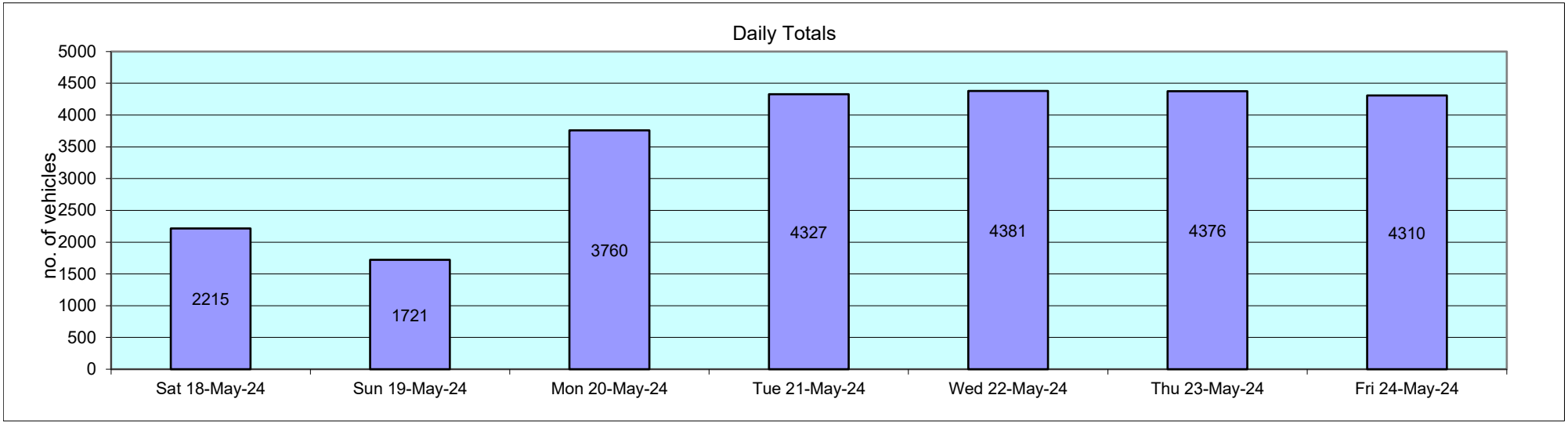
13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 24-May-24											
00:00	**51**	0	0.0	40	78.4	0	0.0	11	21.6	0	0.0
01:00	**32**	0	0.0	24	75.0	0	0.0	8	25.0	0	0.0
02:00	**65**	0	0.0	51	78.5	1	1.5	13	20.0	0	0.0
03:00	**77**	0	0.0	57	74.0	0	0.0	20	26.0	0	0.0
04:00	**116**	0	0.0	99	85.3	1	0.9	16	13.8	0	0.0
05:00	**192**	0	0.0	171	89.1	7	3.7	14	7.3	0	0.0
06:00	**230**	1	0.4	193	83.9	20	8.7	16	7.0	0	0.0
07:00	**295**	2	0.7	254	86.1	20	6.8	19	6.4	0	0.0
08:00	**328**	1	0.3	273	83.2	27	8.2	26	7.9	1	0.3
09:00	**260**	0	0.0	204	78.5	28	10.8	28	10.8	0	0.0
10:00	**233**	1	0.4	190	81.6	19	8.2	23	9.9	0	0.0
11:00	**226**	2	0.9	169	74.8	27	12.0	28	12.4	0	0.0
12:00	**247**	0	0.0	187	75.7	31	12.6	26	10.5	3	1.2
13:00	**244**	0	0.0	197	80.7	21	8.6	26	10.7	0	0.0
14:00	**299**	0	0.0	249	83.3	19	6.4	30	10.0	1	0.3
15:00	**288**	4	1.4	240	83.3	27	9.4	17	5.9	0	0.0
16:00	**246**	0	0.0	220	89.4	17	6.9	9	3.7	0	0.0
17:00	**238**	4	1.7	210	88.2	14	5.9	10	4.2	0	0.0
18:00	**181**	2	1.1	162	89.5	12	6.6	4	2.2	1	0.6
19:00	**111**	1	0.9	94	84.7	8	7.2	8	7.2	0	0.0
20:00	**98**	0	0.0	81	82.7	8	8.2	9	9.2	0	0.0
21:00	**102**	0	0.0	93	91.2	1	1.0	8	7.8	0	0.0
22:00	**42**	1	2.4	32	76.2	1	2.4	8	19.1	0	0.0
23:00	**109**	0	0.0	94	86.2	1	0.9	14	12.8	0	0.0
12H,7-19	**3085**	**16**	**0.5**	**2555**	**82.8**	**262**	**8.5**	**246**	**8.0**	**6**	**0.2**
16H,6-22	**3626**	**18**	**0.5**	**3016**	**83.2**	**299**	**8.3**	**287**	**7.9**	**6**	**0.2**
18H,6-24	**3777**	**19**	**0.5**	**3142**	**83.2**	**301**	**8.0**	**309**	**8.2**	**6**	**0.2**
24H,0-24	**4310**	**19**	**0.4**	**3584**	**83.2**	**310**	**7.2**	**391**	**9.1**	**6**	**0.1**

Data produced by
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13418	BAGWORTH	Site No: 13418001	Location	Site 1 - West Lane, Bardon Hill
Sat 18-May-24 to Fri 24-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Sat 18-May-24	**2215**	13	0.6	1943	87.7	141	6.4	116	5.2	2	0.1
Sun 19-May-24	**1721**	34	2.0	1501	87.2	149	8.7	37	2.2	0	0.0
Mon 20-May-24	**3760**	23	0.6	3060	81.4	306	8.1	360	9.6	11	0.3
Tue 21-May-24	**4327**	27	0.6	3654	84.5	262	6.1	378	8.7	6	0.1
Wed 22-May-24	**4381**	7	0.2	3675	83.9	294	6.7	400	9.1	5	0.1
Thu 23-May-24	**4376**	23	0.5	3665	83.8	288	6.6	393	9.0	7	0.2
Fri 24-May-24	**4310**	19	0.4	3584	83.2	310	7.2	391	9.1	6	0.1
Total Vehicles											
[--]	**25090**	146	0.7	21082	84.5	1750	7.1	2075	7.6	37	0.1



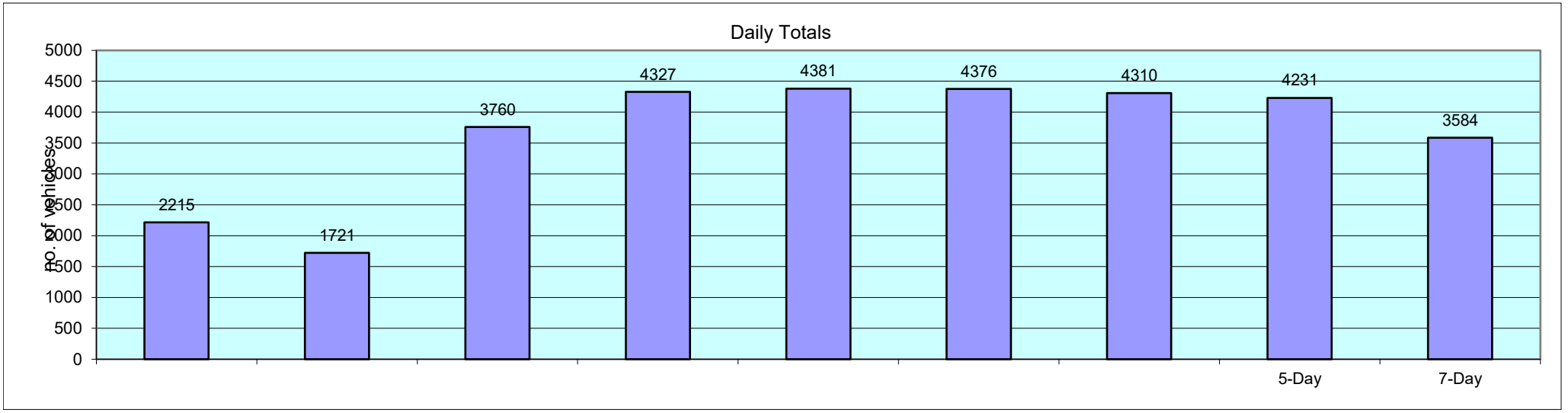
Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418001 Channel: Northbound		Location	Site 1 - West Lane, Bardon Hill		
TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av
Week Begin: 18-May-24									
00:00	**50**	14	3	49	41	68	51	42	39
01:00	**50**	8	5	47	42	43	32	34	32
02:00	**69**	5	3	80	57	57	65	52	48
03:00	**96**	5	2	120	81	79	77	72	66
04:00	**72**	12	29	115	121	93	116	95	80
05:00	**61**	25	108	172	182	208	192	172	135
06:00	**72**	38	201	235	271	251	230	238	185
07:00	**82**	35	288	325	323	357	295	318	244
08:00	**109**	64	348	297	373	340	328	337	266
09:00	**170**	119	222	259	246	230	260	243	215
10:00	**155**	137	204	227	225	210	233	220	199
11:00	**157**	141	201	254	213	206	226	220	200
12:00	**131**	159	187	225	211	229	247	220	198
13:00	**153**	143	232	235	243	222	244	235	210
14:00	**111**	125	270	318	286	285	299	292	242
15:00	**92**	132	274	252	267	314	288	279	231
16:00	**120**	115	282	280	294	285	246	277	232
17:00	**133**	196	269	261	326	261	238	271	241
18:00	**106**	94	157	147	161	169	181	163	145
19:00	**83**	59	112	130	97	130	111	116	103
20:00	**58**	35	87	87	97	96	98	93	80
21:00	**39**	33	88	59	67	67	102	77	65
22:00	**31**	19	74	64	52	73	42	61	51
23:00	**15**	8	114	89	105	103	109	104	78
12H,7-19	**1519**	**1460**	**2934**	**3080**	**3168**	**3108**	**3085**	**3075**	**2622**
16H,6-22	**1771**	**1625**	**3422**	**3591**	**3700**	**3652**	**3626**	**3598**	**3055**
18H,6-24	**1817**	**1652**	**3610**	**3744**	**3857**	**3828**	**3777**	**3763**	**3184**
24H,0-24	**2215**	**1721**	**3760**	**4327**	**4381**	**4376**	**4310**	**4231**	**3584**
Am	**09:00**	**11:00**	**08:00**	**07:00**	**08:00**	**07:00**	**08:00**		
Peak	**170**	**141**	**348**	**325**	**373**	**357**	**328**		
Pm	**13:00**	**17:00**	**16:00**	**14:00**	**17:00**	**15:00**	**14:00**		
Peak	**153**	**196**	**282**	**318**	**326**	**314**	**299**		

Data produced by
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13418	BAGWORTH	Site No: 13418001 Channel: Northbound	Location	Site 1 - West Lane, Bardon Hill

TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

13418		BAGWORTH MAY 2024								
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: 13418002	Site 2 - Station Rd, Bagworth 52.648021, -1.352044	Channel: Northbound	Sat 18-May-24	Fri 24-May-24	40	12924	1976	1846	44.9	38.8
		Channel: Southbound	Sat 18-May-24	Fri 24-May-24		13698	2104	1957	45.1	39.5

13418		BAGWORTH		Site No: 13418002		Location		Site 2 - Station Rd, Bagworth			
Sat 18-May-24 to Fri 24-May-24				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 18-May-24											
00:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	**5**	0	0.0	5	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	**3**	0	0.0	2	66.7	1	33.3	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	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
06:00	**28**	3	10.7	22	78.6	3	10.7	0	0.0	0	0.0
07:00	**66**	2	3.0	60	90.9	4	6.1	0	0.0	0	0.0
08:00	**87**	1	1.2	80	92.0	5	5.8	1	1.2	0	0.0
09:00	**143**	6	4.2	127	88.8	7	4.9	3	2.1	0	0.0
10:00	**144**	2	1.4	135	93.8	6	4.2	1	0.7	0	0.0
11:00	**148**	1	0.7	136	91.9	8	5.4	2	1.4	1	0.7
12:00	**141**	10	7.1	126	89.4	4	2.8	1	0.7	0	0.0
13:00	**113**	1	0.9	100	88.5	9	8.0	3	2.7	0	0.0
14:00	**116**	1	0.9	108	93.1	6	5.2	0	0.0	1	0.9
15:00	**100**	2	2.0	95	95.0	2	2.0	1	1.0	0	0.0
16:00	**100**	5	5.0	90	90.0	4	4.0	1	1.0	0	0.0
17:00	**122**	4	3.3	107	87.7	9	7.4	1	0.8	1	0.8
18:00	**99**	0	0.0	94	95.0	5	5.1	0	0.0	0	0.0
19:00	**95**	1	1.1	92	96.8	1	1.1	1	1.1	0	0.0
20:00	**58**	3	5.2	52	89.7	3	5.2	0	0.0	0	0.0
21:00	**42**	0	0.0	41	97.6	1	2.4	0	0.0	0	0.0
22:00	**24**	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
23:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
12H,7-19	**1379**	**35**	**2.5**	**1258**	**91.2**	**69**	**5.0**	**14**	**1.0**	**3**	**0.2**
16H,6-22	**1602**	**42**	**2.6**	**1465**	**91.5**	**77**	**4.8**	**15**	**0.9**	**3**	**0.2**
18H,6-24	**1638**	**42**	**2.6**	**1499**	**91.5**	**79**	**4.8**	**15**	**0.9**	**3**	**0.2**
24H,0-24	**1670**	**42**	**2.5**	**1529**	**91.6**	**81**	**4.9**	**15**	**0.9**	**3**	**0.2**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418002		Location	Site 2 - Station Rd, Bagworth				
Sat 18-May-24 to Fri 24-May-24				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 19-May-24											
00:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
01:00	**9**	0	0.0	9	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	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
06:00	**24**	1	4.2	23	95.8	0	0.0	0	0.0	0	0.0
07:00	**30**	0	0.0	28	93.3	2	6.7	0	0.0	0	0.0
08:00	**60**	9	15.0	47	78.3	4	6.7	0	0.0	0	0.0
09:00	**111**	6	5.4	102	91.9	2	1.8	1	0.9	0	0.0
10:00	**133**	7	5.3	121	91.0	5	3.8	0	0.0	0	0.0
11:00	**117**	6	5.1	106	90.6	5	4.3	0	0.0	0	0.0
12:00	**139**	6	4.3	126	90.7	7	5.0	0	0.0	0	0.0
13:00	**112**	13	11.6	96	85.7	3	2.7	0	0.0	0	0.0
14:00	**106**	3	2.8	98	92.5	5	4.7	0	0.0	0	0.0
15:00	**88**	2	2.3	81	92.1	5	5.7	0	0.0	0	0.0
16:00	**72**	1	1.4	69	95.8	1	1.4	1	1.4	0	0.0
17:00	**86**	2	2.3	82	95.4	2	2.3	0	0.0	0	0.0
18:00	**73**	2	2.7	66	90.4	5	6.9	0	0.0	0	0.0
19:00	**79**	3	3.8	71	89.9	5	6.3	0	0.0	0	0.0
20:00	**53**	2	3.8	46	86.8	5	9.4	0	0.0	0	0.0
21:00	**32**	3	9.4	25	78.1	4	12.5	0	0.0	0	0.0
22:00	**15**	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
23:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1127**	**57**	**5.1**	**1022**	**90.7**	**46**	**4.1**	**2**	**0.2**	**0**	**0.0**
16H,6-22	**1315**	**66**	**5.0**	**1187**	**90.3**	**60**	**4.6**	**2**	**0.2**	**0**	**0.0**
18H,6-24	**1332**	**66**	**5.0**	**1204**	**90.4**	**60**	**4.5**	**2**	**0.2**	**0**	**0.0**
24H,0-24	**1372**	**66**	**4.8**	**1243**	**90.6**	**61**	**4.5**	**2**	**0.2**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418002		Location		Site 2 - Station Rd, Bagworth			
Sat 18-May-24 to Fri 24-May-24				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 20-May-24											
00:00	**2**	0	0.0	2	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	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
04:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
05:00	**43**	1	2.3	39	90.7	3	7.0	0	0.0	0	0.0
06:00	**88**	4	4.6	74	84.1	10	11.4	0	0.0	0	0.0
07:00	**158**	2	1.3	144	91.1	7	4.4	5	3.2	0	0.0
08:00	**211**	1	0.5	197	93.4	7	3.3	5	2.4	1	0.5
09:00	**126**	1	0.8	110	87.3	12	9.5	3	2.4	0	0.0
10:00	**103**	1	1.0	90	87.4	10	9.7	1	1.0	1	1.0
11:00	**99**	1	1.0	81	81.8	13	13.1	1	1.0	3	3.0
12:00	**106**	3	2.8	90	84.9	10	9.4	3	2.8	0	0.0
13:00	**101**	0	0.0	94	93.1	5	5.0	1	1.0	1	1.0
14:00	**139**	1	0.7	126	90.7	10	7.2	1	0.7	1	0.7
15:00	**178**	2	1.1	155	87.1	13	7.3	8	4.5	0	0.0
16:00	**165**	7	4.2	147	89.1	8	4.9	2	1.2	1	0.6
17:00	**164**	5	3.1	147	89.6	9	5.5	2	1.2	1	0.6
18:00	**119**	2	1.7	112	94.1	3	2.5	1	0.8	1	0.8
19:00	**70**	1	1.4	67	95.7	2	2.9	0	0.0	0	0.0
20:00	**67**	1	1.5	60	89.6	6	9.0	0	0.0	0	0.0
21:00	**37**	0	0.0	35	94.6	2	5.4	0	0.0	0	0.0
22:00	**15**	0	0.0	14	93.3	1	6.7	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	**1669**	**26**	**1.6**	**1493**	**89.5**	**107**	**6.4**	**33**	**2.0**	**10**	**0.6**
16H,6-22	**1931**	**32**	**1.7**	**1729**	**89.5**	**127**	**6.6**	**33**	**1.7**	**10**	**0.5**
18H,6-24	**1953**	**32**	**1.6**	**1750**	**89.6**	**128**	**6.6**	**33**	**1.7**	**10**	**0.5**
24H,0-24	**2016**	**33**	**1.6**	**1807**	**89.6**	**133**	**6.6**	**33**	**1.6**	**10**	**0.5**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH			Site No: 13418002		Location	Site 2 - Station Rd, Bagworth			
Sat 18-May-24 to Fri 24-May-24					Channel: Northbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 21-May-24											
00:00	**4**	1	25.0	3	75.0	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	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**5**	0	0.0	3	60.0	2	40.0	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	**32**	0	0.0	30	93.8	2	6.3	0	0.0	0	0.0
06:00	**82**	3	3.7	72	87.8	6	7.3	0	0.0	1	1.2
07:00	**182**	2	1.1	165	90.7	11	6.0	3	1.7	1	0.6
08:00	**187**	2	1.1	173	92.5	12	6.4	0	0.0	0	0.0
09:00	**126**	3	2.4	115	91.3	6	4.8	1	0.8	1	0.8
10:00	**93**	0	0.0	75	80.7	14	15.1	3	3.2	1	1.1
11:00	**99**	0	0.0	84	84.9	12	12.1	3	3.0	0	0.0
12:00	**98**	2	2.0	86	87.8	9	9.2	0	0.0	1	1.0
13:00	**100**	1	1.0	82	82.0	14	14.0	2	2.0	1	1.0
14:00	**136**	1	0.7	120	88.2	13	9.6	2	1.5	0	0.0
15:00	**155**	0	0.0	138	89.0	12	7.7	4	2.6	1	0.7
16:00	**155**	4	2.6	140	90.3	7	4.5	3	1.9	1	0.7
17:00	**124**	2	1.6	112	90.3	9	7.3	0	0.0	1	0.8
18:00	**134**	2	1.5	128	95.5	3	2.2	1	0.8	0	0.0
19:00	**86**	0	0.0	80	93.0	5	5.8	0	0.0	1	1.2
20:00	**44**	0	0.0	42	95.5	2	4.6	0	0.0	0	0.0
21:00	**30**	0	0.0	30	100.0	0	0.0	0	0.0	0	0.0
22:00	**13**	0	0.0	12	92.3	1	7.7	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	**1589**	**19**	**1.2**	**1418**	**89.2**	**122**	**7.7**	**22**	**1.4**	**8**	**0.5**
16H,6-22	**1831**	**22**	**1.2**	**1642**	**89.7**	**135**	**7.4**	**22**	**1.2**	**10**	**0.6**
18H,6-24	**1848**	**22**	**1.2**	**1658**	**89.7**	**136**	**7.4**	**22**	**1.2**	**10**	**0.5**
24H,0-24	**1899**	**23**	**1.2**	**1704**	**89.7**	**140**	**7.4**	**22**	**1.2**	**10**	**0.5**

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13418		BAGWORTH			Site No: 13418002		Location	Site 2 - Station Rd, Bagworth			
Sat 18-May-24 to Fri 24-May-24					Channel: Northbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 22-May-24											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	4	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	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
05:00	**34**	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
06:00	**87**	1	1.2	80	92.0	5	5.8	0	0.0	1	1.2
07:00	**173**	1	0.6	155	89.6	15	8.7	2	1.2	0	0.0
08:00	**199**	0	0.0	191	96.0	5	2.5	3	1.5	0	0.0
09:00	**106**	0	0.0	95	89.6	6	5.7	3	2.8	2	1.9
10:00	**120**	1	0.8	103	85.8	14	11.7	2	1.7	0	0.0
11:00	**104**	1	1.0	88	84.6	13	12.5	2	1.9	0	0.0
12:00	**98**	1	1.0	87	88.8	9	9.2	0	0.0	1	1.0
13:00	**102**	2	2.0	87	85.3	12	11.8	1	1.0	0	0.0
14:00	**120**	1	0.8	108	90.0	7	5.8	4	3.3	0	0.0
15:00	**154**	1	0.7	140	90.9	7	4.6	4	2.6	2	1.3
16:00	**124**	4	3.2	109	87.9	8	6.5	2	1.6	1	0.8
17:00	**138**	0	0.0	129	93.5	6	4.4	2	1.5	1	0.7
18:00	**109**	1	0.9	103	94.5	4	3.7	1	0.9	0	0.0
19:00	**68**	0	0.0	59	86.8	7	10.3	1	1.5	1	1.5
20:00	**48**	0	0.0	46	95.8	2	4.2	0	0.0	0	0.0
21:00	**29**	0	0.0	26	89.7	2	6.9	1	3.5	0	0.0
22:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
23:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1547**	**13**	**0.8**	**1395**	**90.2**	**106**	**6.9**	**26**	**1.7**	**7**	**0.5**
16H,6-22	**1779**	**14**	**0.8**	**1606**	**90.3**	**122**	**6.9**	**28**	**1.6**	**9**	**0.5**
18H,6-24	**1802**	**14**	**0.8**	**1628**	**90.3**	**123**	**6.8**	**28**	**1.6**	**9**	**0.5**
24H,0-24	**1854**	**14**	**0.8**	**1677**	**90.5**	**126**	**6.8**	**28**	**1.5**	**9**	**0.5**

Data produced by
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13418		BAGWORTH			Site No: 13418002		Location	Site 2 - Station Rd, Bagworth			
Sat 18-May-24 to Fri 24-May-24					Channel: Northbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 23-May-24											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	4	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	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
04:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	**27**	1	3.7	21	77.8	5	18.5	0	0.0	0	0.0
06:00	**81**	2	2.5	74	91.4	4	4.9	1	1.2	0	0.0
07:00	**170**	3	1.8	156	91.8	7	4.1	4	2.4	0	0.0
08:00	**191**	0	0.0	177	92.7	11	5.8	2	1.1	1	0.5
09:00	**157**	1	0.6	140	89.2	11	7.0	5	3.2	0	0.0
10:00	**98**	1	1.0	89	90.8	7	7.1	1	1.0	0	0.0
11:00	**114**	3	2.6	102	89.5	8	7.0	0	0.0	1	0.9
12:00	**134**	0	0.0	124	92.5	7	5.2	3	2.2	0	0.0
13:00	**97**	0	0.0	87	89.7	7	7.2	3	3.1	0	0.0
14:00	**107**	0	0.0	96	89.7	9	8.4	1	0.9	1	0.9
15:00	**171**	0	0.0	152	88.9	14	8.2	4	2.3	1	0.6
16:00	**162**	3	1.9	144	88.9	13	8.0	2	1.2	0	0.0
17:00	**126**	3	2.4	115	91.3	6	4.8	2	1.6	0	0.0
18:00	**132**	3	2.3	122	92.4	2	1.5	5	3.8	0	0.0
19:00	**104**	1	1.0	96	92.3	7	6.7	0	0.0	0	0.0
20:00	**52**	2	3.9	48	92.3	1	1.9	1	1.9	0	0.0
21:00	**40**	1	2.5	39	97.5	0	0.0	0	0.0	0	0.0
22:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
23:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1659**	**17**	**1.0**	**1504**	**90.7**	**102**	**6.2**	**32**	**1.9**	**4**	**0.2**
16H,6-22	**1936**	**23**	**1.2**	**1761**	**91.0**	**114**	**5.9**	**34**	**1.8**	**4**	**0.2**
18H,6-24	**1958**	**23**	**1.2**	**1783**	**91.1**	**114**	**5.8**	**34**	**1.7**	**4**	**0.2**
24H,0-24	**2007**	**24**	**1.2**	**1824**	**90.9**	**121**	**6.0**	**34**	**1.7**	**4**	**0.2**

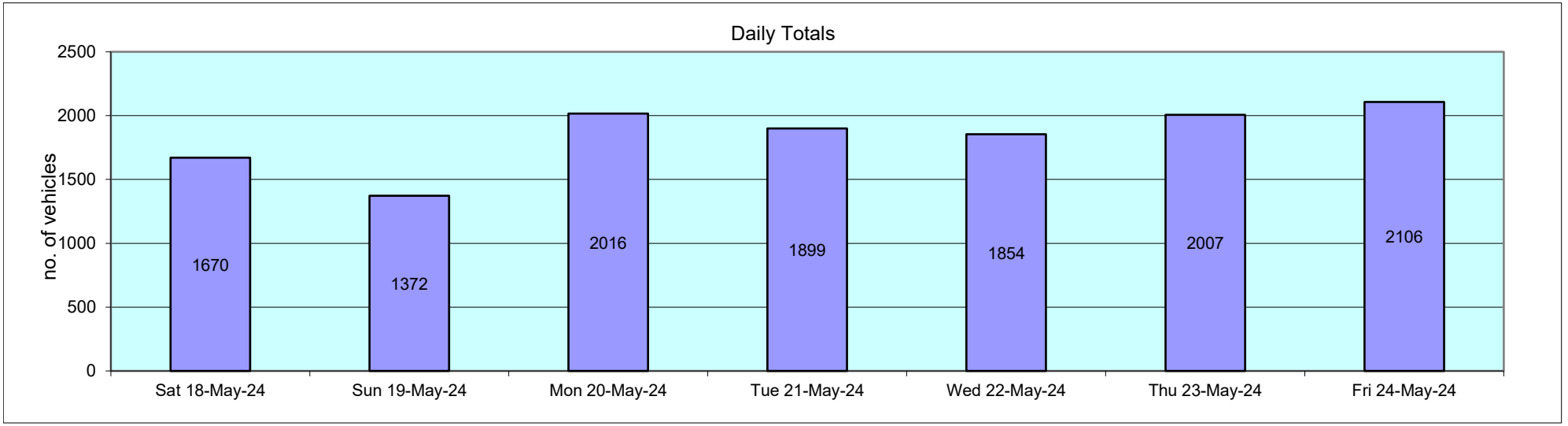
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13418		BAGWORTH		Site No: 13418002		Location	Site 2 - Station Rd, Bagworth				
Sat 18-May-24 to Fri 24-May-24				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 24-May-24											
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	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
05:00	**35**	1	2.9	32	91.4	2	5.7	0	0.0	0	0.0
06:00	**85**	3	3.5	75	88.2	6	7.1	1	1.2	0	0.0
07:00	**145**	1	0.7	128	88.3	11	7.6	5	3.5	0	0.0
08:00	**187**	2	1.1	170	90.9	12	6.4	2	1.1	1	0.5
09:00	**134**	0	0.0	123	91.8	9	6.7	2	1.5	0	0.0
10:00	**134**	3	2.2	116	86.6	11	8.2	3	2.2	1	0.8
11:00	**122**	1	0.8	109	89.3	11	9.0	1	0.8	0	0.0
12:00	**131**	1	0.8	113	86.3	15	11.5	2	1.5	0	0.0
13:00	**133**	2	1.5	121	91.0	6	4.5	4	3.0	0	0.0
14:00	**155**	3	1.9	144	92.9	8	5.2	0	0.0	0	0.0
15:00	**157**	1	0.6	133	84.7	15	9.6	7	4.5	1	0.6
16:00	**146**	3	2.1	132	90.4	9	6.2	2	1.4	0	0.0
17:00	**134**	4	3.0	121	90.3	8	6.0	1	0.8	0	0.0
18:00	**134**	0	0.0	127	94.8	6	4.5	1	0.8	0	0.0
19:00	**91**	1	1.1	84	92.3	4	4.4	2	2.2	0	0.0
20:00	**72**	1	1.4	68	94.4	3	4.2	0	0.0	0	0.0
21:00	**48**	0	0.0	47	97.9	1	2.1	0	0.0	0	0.0
22:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
23:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
12H,7-19	**1712**	**21**	**1.2**	**1537**	**89.8**	**121**	**7.1**	**30**	**1.8**	**3**	**0.2**
16H,6-22	**2008**	**26**	**1.3**	**1811**	**90.2**	**135**	**6.7**	**33**	**1.6**	**3**	**0.2**
18H,6-24	**2050**	**26**	**1.3**	**1851**	**90.3**	**137**	**6.7**	**33**	**1.6**	**3**	**0.2**
24H,0-24	**2106**	**27**	**1.3**	**1904**	**90.4**	**139**	**6.6**	**33**	**1.6**	**3**	**0.1**

Data produced by
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13418	BAGWORTH	Site No: 13418002	Location	Site 2 - Station Rd, Bagworth
Sat 18-May-24 to Fri 24-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Sat 18-May-24	**1670**	42	2.5	1529	91.6	81	4.9	15	0.9	3	0.2
Sun 19-May-24	**1372**	66	4.8	1243	90.6	61	4.5	2	0.2	0	0.0
Mon 20-May-24	**2016**	33	1.6	1807	89.6	133	6.6	33	1.6	10	0.5
Tue 21-May-24	**1899**	23	1.2	1704	89.7	140	7.4	22	1.2	10	0.5
Wed 22-May-24	**1854**	14	0.8	1677	90.5	126	6.8	28	1.5	9	0.5
Thu 23-May-24	**2007**	24	1.2	1824	90.9	121	6.0	34	1.7	4	0.2
Fri 24-May-24	**2106**	27	1.3	1904	90.4	139	6.6	33	1.6	3	0.1
Total Vehicles											
[--]	**12924**	229	1.9	11688	90.5	801	6.1	167	1.2	39	0.3



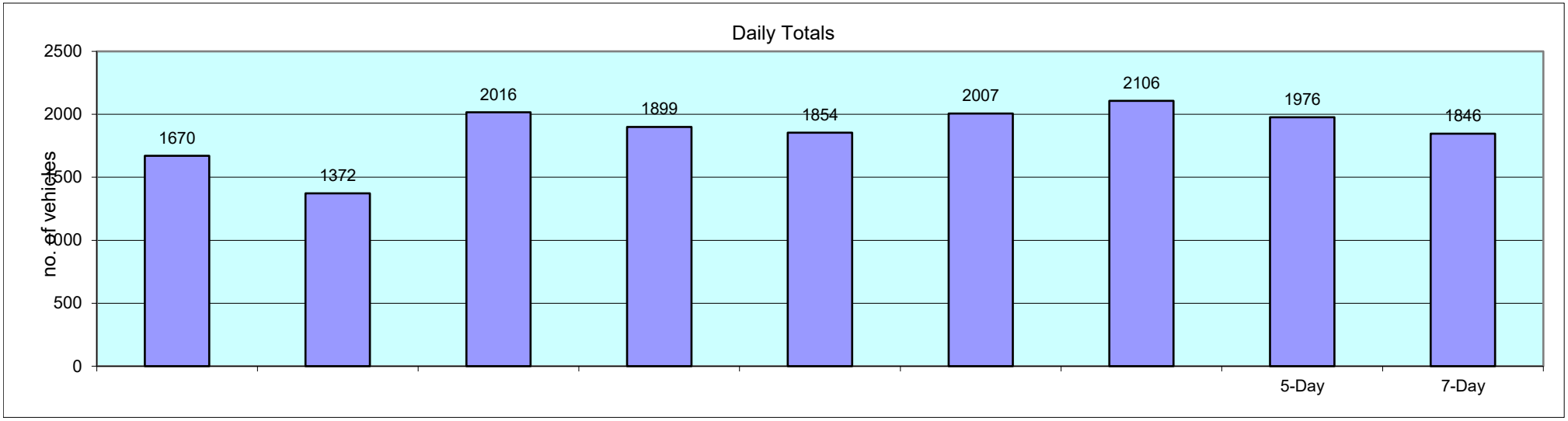
Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418002 Channel: Northbound		Location	Site 2 - Station Rd, Bagworth		
TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av
Week Begin: 18-May-24									
00:00	**3**	12	2	4	1	1	3	2	4
01:00	**5**	9	3	3	4	4	2	3	4
02:00	**1**	3	0	2	1	1	3	1	2
03:00	**3**	1	4	5	5	9	4	5	4
04:00	**4**	6	11	5	7	7	9	8	7
05:00	**16**	9	43	32	34	27	35	34	28
06:00	**28**	24	88	82	87	81	85	85	68
07:00	**66**	30	158	182	173	170	145	166	132
08:00	**87**	60	211	187	199	191	187	195	160
09:00	**143**	111	126	126	106	157	134	130	129
10:00	**144**	133	103	93	120	98	134	110	118
11:00	**148**	117	99	99	104	114	122	108	115
12:00	**141**	139	106	98	98	134	131	113	121
13:00	**113**	112	101	100	102	97	133	107	108
14:00	**116**	106	139	136	120	107	155	131	126
15:00	**100**	88	178	155	154	171	157	163	143
16:00	**100**	72	165	155	124	162	146	150	132
17:00	**122**	86	164	124	138	126	134	137	128
18:00	**99**	73	119	134	109	132	134	126	114
19:00	**95**	79	70	86	68	104	91	84	85
20:00	**58**	53	67	44	48	52	72	57	56
21:00	**42**	32	37	30	29	40	48	37	37
22:00	**24**	15	15	13	14	13	23	16	17
23:00	**12**	2	7	4	9	9	19	10	9
12H,7-19	**1379**	**1127**	**1669**	**1589**	**1547**	**1659**	**1712**	**1635**	**1526**
16H,6-22	**1602**	**1315**	**1931**	**1831**	**1779**	**1936**	**2008**	**1897**	**1772**
18H,6-24	**1638**	**1332**	**1953**	**1848**	**1802**	**1958**	**2050**	**1922**	**1797**
24H,0-24	**1670**	**1372**	**2016**	**1899**	**1854**	**2007**	**2106**	**1976**	**1846**
Am	**11:00**	**10:00**	**08:00**	**08:00**	**08:00**	**08:00**	**08:00**		
Peak	**148**	**133**	**211**	**187**	**199**	**191**	**187**		
Pm	**12:00**	**12:00**	**15:00**	**16:00**	**15:00**	**15:00**	**15:00**		
Peak	**141**	**139**	**178**	**155**	**154**	**171**	**157**		

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418002 Channel: Northbound	Location	Site 2 - Station Rd, Bagworth

TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418002		Location		Site 2 - Station Rd, Bagworth			
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 18-May-24											
00:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	4	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	**7**	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
04:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
05:00	**10**	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
06:00	**16**	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
07:00	**34**	0	0.0	27	79.4	5	14.7	2	5.9	0	0.0
08:00	**69**	2	2.9	56	81.2	10	14.5	1	1.5	0	0.0
09:00	**102**	2	2.0	91	89.2	7	6.9	2	2.0	0	0.0
10:00	**132**	6	4.6	119	90.2	6	4.6	0	0.0	1	0.8
11:00	**119**	10	8.4	105	88.2	3	2.5	1	0.8	0	0.0
12:00	**154**	5	3.3	137	89.0	9	5.8	3	2.0	0	0.0
13:00	**125**	1	0.8	117	93.6	5	4.0	1	0.8	1	0.8
14:00	**124**	2	1.6	117	94.4	4	3.2	1	0.8	0	0.0
15:00	**117**	3	2.6	107	91.5	6	5.1	1	0.9	0	0.0
16:00	**123**	3	2.4	110	89.4	8	6.5	1	0.8	1	0.8
17:00	**141**	8	5.7	126	89.4	3	2.1	4	2.8	0	0.0
18:00	**110**	2	1.8	106	96.4	2	1.8	0	0.0	0	0.0
19:00	**114**	2	1.8	111	97.4	1	0.9	0	0.0	0	0.0
20:00	**70**	2	2.9	66	94.3	2	2.9	0	0.0	0	0.0
21:00	**57**	1	1.8	54	94.7	1	1.8	1	1.8	0	0.0
22:00	**37**	0	0.0	36	97.3	1	2.7	0	0.0	0	0.0
23:00	**27**	0	0.0	26	96.3	0	0.0	1	3.7	0	0.0
12H,7-19	**1350**	**44**	**3.3**	**1218**	**90.2**	**68**	**5.0**	**17**	**1.3**	**3**	**0.2**
16H,6-22	**1607**	**49**	**3.1**	**1462**	**91.0**	**75**	**4.7**	**18**	**1.1**	**3**	**0.2**
18H,6-24	**1671**	**49**	**2.9**	**1524**	**91.2**	**76**	**4.6**	**19**	**1.1**	**3**	**0.2**
24H,0-24	**1712**	**50**	**2.9**	**1560**	**91.1**	**78**	**4.6**	**21**	**1.2**	**3**	**0.2**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418002		Location		Site 2 - Station Rd, Bagworth			
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 19-May-24											
00:00	**21**	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
01:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
02:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
05:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
06:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
07:00	**25**	0	0.0	24	96.0	1	4.0	0	0.0	0	0.0
08:00	**44**	3	6.8	36	81.8	5	11.4	0	0.0	0	0.0
09:00	**72**	2	2.8	65	90.3	4	5.6	1	1.4	0	0.0
10:00	**102**	9	8.8	84	82.4	7	6.9	2	2.0	0	0.0
11:00	**119**	6	5.0	106	89.1	6	5.0	1	0.8	0	0.0
12:00	**135**	10	7.4	121	89.6	4	3.0	0	0.0	0	0.0
13:00	**138**	4	2.9	131	94.9	3	2.2	0	0.0	0	0.0
14:00	**111**	5	4.5	99	89.2	5	4.5	2	1.8	0	0.0
15:00	**111**	4	3.6	103	92.8	2	1.8	2	1.8	0	0.0
16:00	**105**	4	3.8	98	93.3	3	2.9	0	0.0	0	0.0
17:00	**105**	4	3.8	98	93.3	2	1.9	1	1.0	0	0.0
18:00	**95**	8	8.4	80	84.2	6	6.3	1	1.1	0	0.0
19:00	**75**	2	2.7	70	93.3	3	4.0	0	0.0	0	0.0
20:00	**71**	2	2.8	65	91.6	3	4.2	1	1.4	0	0.0
21:00	**35**	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
22:00	**33**	0	0.0	31	93.9	1	3.0	1	3.0	0	0.0
23:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1162**	**59**	**5.1**	**1045**	**89.9**	**48**	**4.1**	**10**	**0.9**	**0**	**0.0**
16H,6-22	**1353**	**63**	**4.7**	**1222**	**90.3**	**57**	**4.2**	**11**	**0.8**	**0**	**0.0**
18H,6-24	**1393**	**63**	**4.5**	**1260**	**90.5**	**58**	**4.2**	**12**	**0.9**	**0**	**0.0**
24H,0-24	**1464**	**63**	**4.3**	**1327**	**90.6**	**62**	**4.2**	**12**	**0.8**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418002		Location	Site 2 - Station Rd, Bagworth				
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 20-May-24											
00:00	**5**	0	0.0	5	100.0	0	0.0	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	**2**	0	0.0	2	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**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	**38**	2	5.3	33	86.8	3	7.9	0	0.0	0	0.0
06:00	**68**	2	2.9	58	85.3	8	11.8	0	0.0	0	0.0
07:00	**119**	2	1.7	105	88.2	7	5.9	5	4.2	0	0.0
08:00	**172**	1	0.6	159	92.4	10	5.8	2	1.2	0	0.0
09:00	**114**	0	0.0	103	90.4	9	7.9	1	0.9	1	0.9
10:00	**98**	4	4.1	78	79.6	13	13.3	3	3.1	0	0.0
11:00	**96**	1	1.0	83	86.5	10	10.4	2	2.1	0	0.0
12:00	**122**	2	1.6	105	86.1	14	11.5	0	0.0	1	0.8
13:00	**116**	2	1.7	102	87.9	11	9.5	0	0.0	1	0.9
14:00	**136**	1	0.7	125	91.9	6	4.4	4	2.9	0	0.0
15:00	**171**	2	1.2	155	90.6	9	5.3	3	1.8	2	1.2
16:00	**217**	5	2.3	195	89.9	16	7.4	0	0.0	1	0.5
17:00	**213**	7	3.3	199	93.4	7	3.3	0	0.0	0	0.0
18:00	**130**	1	0.8	123	94.6	6	4.6	0	0.0	0	0.0
19:00	**111**	2	1.8	105	94.6	4	3.6	0	0.0	0	0.0
20:00	**71**	2	2.8	65	91.6	2	2.8	2	2.8	0	0.0
21:00	**68**	0	0.0	68	100.0	0	0.0	0	0.0	0	0.0
22:00	**35**	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
23:00	**15**	0	0.0	14	93.3	0	0.0	1	6.7	0	0.0
12H,7-19	**1704**	**28**	**1.6**	**1532**	**89.9**	**118**	**6.9**	**20**	**1.2**	**6**	**0.4**
16H,6-22	**2022**	**34**	**1.7**	**1828**	**90.4**	**132**	**6.5**	**22**	**1.1**	**6**	**0.3**
18H,6-24	**2072**	**34**	**1.6**	**1875**	**90.5**	**134**	**6.5**	**23**	**1.1**	**6**	**0.3**
24H,0-24	**2127**	**36**	**1.7**	**1924**	**90.5**	**138**	**6.5**	**23**	**1.1**	**6**	**0.3**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418002		Location		Site 2 - Station Rd, Bagworth			
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 21-May-24											
00:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
01:00	**3**	0	0.0	2	66.7	1	33.3	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	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
05:00	**33**	2	6.1	27	81.8	4	12.1	0	0.0	0	0.0
06:00	**71**	1	1.4	60	84.5	7	9.9	3	4.2	0	0.0
07:00	**122**	2	1.6	104	85.3	13	10.7	2	1.6	1	0.8
08:00	**176**	0	0.0	159	90.3	13	7.4	4	2.3	0	0.0
09:00	**89**	2	2.3	75	84.3	9	10.1	2	2.3	1	1.1
10:00	**85**	1	1.2	72	84.7	10	11.8	2	2.4	0	0.0
11:00	**79**	0	0.0	67	84.8	11	13.9	1	1.3	0	0.0
12:00	**121**	1	0.8	103	85.1	14	11.6	1	0.8	2	1.7
13:00	**103**	0	0.0	91	88.4	8	7.8	4	3.9	0	0.0
14:00	**134**	1	0.8	117	87.3	14	10.5	1	0.8	1	0.8
15:00	**173**	3	1.7	155	89.6	12	6.9	2	1.2	1	0.6
16:00	**205**	1	0.5	187	91.2	16	7.8	1	0.5	0	0.0
17:00	**208**	4	1.9	191	91.8	10	4.8	2	1.0	1	0.5
18:00	**142**	3	2.1	129	90.9	9	6.3	1	0.7	0	0.0
19:00	**103**	1	1.0	99	96.1	3	2.9	0	0.0	0	0.0
20:00	**68**	0	0.0	66	97.1	2	2.9	0	0.0	0	0.0
21:00	**65**	0	0.0	63	96.9	2	3.1	0	0.0	0	0.0
22:00	**28**	1	3.6	26	92.9	1	3.6	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	**1637**	**18**	**1.1**	**1450**	**88.6**	**139**	**8.5**	**23**	**1.4**	**7**	**0.4**
16H,6-22	**1944**	**20**	**1.0**	**1738**	**89.4**	**153**	**7.9**	**26**	**1.3**	**7**	**0.4**
18H,6-24	**1980**	**21**	**1.1**	**1772**	**89.5**	**154**	**7.8**	**26**	**1.3**	**7**	**0.4**
24H,0-24	**2028**	**24**	**1.2**	**1810**	**89.3**	**161**	**7.9**	**26**	**1.3**	**7**	**0.4**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH			Site No: 13418002		Location	Site 2 - Station Rd, Bagworth			
Sat 18-May-24 to Fri 24-May-24					Channel: Southbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 22-May-24											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	4	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	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**33**	2	6.1	29	87.9	2	6.1	0	0.0	0	0.0
06:00	**75**	0	0.0	64	85.3	9	12.0	2	2.7	0	0.0
07:00	**104**	1	1.0	93	89.4	8	7.7	2	1.9	0	0.0
08:00	**155**	0	0.0	135	87.1	13	8.4	5	3.2	2	1.3
09:00	**91**	0	0.0	82	90.1	6	6.6	3	3.3	0	0.0
10:00	**95**	1	1.1	85	89.5	7	7.4	2	2.1	0	0.0
11:00	**96**	0	0.0	83	86.5	10	10.4	3	3.1	0	0.0
12:00	**104**	1	1.0	94	90.4	8	7.7	1	1.0	0	0.0
13:00	**152**	1	0.7	134	88.2	15	9.9	2	1.3	0	0.0
14:00	**146**	1	0.7	135	92.5	9	6.2	0	0.0	1	0.7
15:00	**160**	0	0.0	145	90.6	12	7.5	2	1.3	1	0.6
16:00	**184**	2	1.1	171	92.9	8	4.4	3	1.6	0	0.0
17:00	**208**	1	0.5	198	95.2	7	3.4	2	1.0	0	0.0
18:00	**147**	2	1.4	140	95.2	3	2.0	2	1.4	0	0.0
19:00	**86**	1	1.2	84	97.7	1	1.2	0	0.0	0	0.0
20:00	**67**	0	0.0	63	94.0	3	4.5	1	1.5	0	0.0
21:00	**43**	0	0.0	43	100.0	0	0.0	0	0.0	0	0.0
22:00	**39**	0	0.0	36	92.3	1	2.6	2	5.1	0	0.0
23:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1642**	**10**	**0.6**	**1495**	**91.1**	**106**	**6.5**	**27**	**1.6**	**4**	**0.2**
16H,6-22	**1913**	**11**	**0.6**	**1749**	**91.4**	**119**	**6.2**	**30**	**1.6**	**4**	**0.2**
18H,6-24	**1960**	**11**	**0.6**	**1793**	**91.5**	**120**	**6.1**	**32**	**1.6**	**4**	**0.2**
24H,0-24	**2004**	**13**	**0.7**	**1833**	**91.5**	**122**	**6.1**	**32**	**1.6**	**4**	**0.2**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418002		Location	Site 2 - Station Rd, Bagworth				
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 23-May-24											
00:00	**5**	0	0.0	5	100.0	0	0.0	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	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
05:00	**32**	2	6.3	28	87.5	2	6.3	0	0.0	0	0.0
06:00	**74**	0	0.0	70	94.6	3	4.1	1	1.4	0	0.0
07:00	**110**	2	1.8	96	87.3	8	7.3	3	2.7	1	0.9
08:00	**167**	0	0.0	150	89.8	14	8.4	3	1.8	0	0.0
09:00	**105**	3	2.9	93	88.6	8	7.6	1	1.0	0	0.0
10:00	**106**	2	1.9	93	87.7	8	7.6	2	1.9	1	0.9
11:00	**101**	1	1.0	88	87.1	11	10.9	1	1.0	0	0.0
12:00	**131**	3	2.3	119	90.8	6	4.6	3	2.3	0	0.0
13:00	**103**	0	0.0	96	93.2	6	5.8	1	1.0	0	0.0
14:00	**119**	5	4.2	105	88.2	8	6.7	1	0.8	0	0.0
15:00	**172**	1	0.6	155	90.1	11	6.4	3	1.7	2	1.2
16:00	**192**	3	1.6	169	88.0	16	8.3	2	1.0	2	1.0
17:00	**240**	7	2.9	217	90.4	14	5.8	2	0.8	0	0.0
18:00	**141**	4	2.8	132	93.6	5	3.6	0	0.0	0	0.0
19:00	**128**	0	0.0	126	98.4	2	1.6	0	0.0	0	0.0
20:00	**68**	3	4.4	63	92.7	1	1.5	1	1.5	0	0.0
21:00	**67**	1	1.5	63	94.0	2	3.0	1	1.5	0	0.0
22:00	**33**	0	0.0	33	100.0	0	0.0	0	0.0	0	0.0
23:00	**18**	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1687**	**31**	**1.8**	**1513**	**89.7**	**115**	**6.8**	**22**	**1.3**	**6**	**0.4**
16H,6-22	**2024**	**35**	**1.7**	**1835**	**90.7**	**123**	**6.1**	**25**	**1.2**	**6**	**0.3**
18H,6-24	**2075**	**35**	**1.7**	**1886**	**90.9**	**123**	**5.9**	**25**	**1.2**	**6**	**0.3**
24H,0-24	**2123**	**37**	**1.7**	**1929**	**90.9**	**125**	**5.9**	**26**	**1.2**	**6**	**0.3**

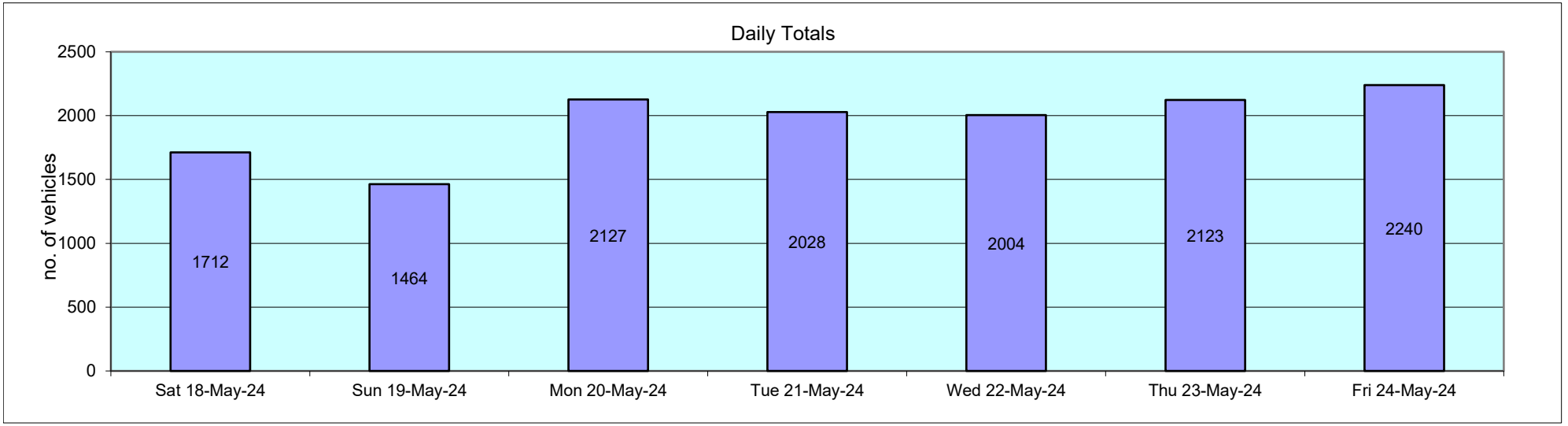
Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418002		Location	Site 2 - Station Rd, Bagworth				
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 24-May-24											
00:00	**2**	0	0.0	2	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	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
05:00	**30**	1	3.3	27	90.0	2	6.7	0	0.0	0	0.0
06:00	**64**	0	0.0	57	89.1	4	6.3	3	4.7	0	0.0
07:00	**97**	2	2.1	85	87.6	4	4.1	5	5.2	1	1.0
08:00	**145**	0	0.0	129	89.0	14	9.7	1	0.7	1	0.7
09:00	**109**	0	0.0	100	91.7	5	4.6	3	2.8	1	0.9
10:00	**116**	1	0.9	101	87.1	13	11.2	1	0.9	0	0.0
11:00	**120**	0	0.0	105	87.5	13	10.8	2	1.7	0	0.0
12:00	**157**	3	1.9	141	89.8	12	7.6	1	0.6	0	0.0
13:00	**123**	2	1.6	113	91.9	7	5.7	1	0.8	0	0.0
14:00	**138**	1	0.7	129	93.5	6	4.4	2	1.5	0	0.0
15:00	**228**	4	1.8	206	90.4	11	4.8	5	2.2	2	0.9
16:00	**163**	6	3.7	146	89.6	10	6.1	1	0.6	0	0.0
17:00	**221**	5	2.3	205	92.8	9	4.1	2	0.9	0	0.0
18:00	**160**	2	1.3	152	95.0	6	3.8	0	0.0	0	0.0
19:00	**110**	2	1.8	104	94.6	4	3.6	0	0.0	0	0.0
20:00	**105**	2	1.9	101	96.2	2	1.9	0	0.0	0	0.0
21:00	**77**	1	1.3	73	94.8	2	2.6	1	1.3	0	0.0
22:00	**40**	0	0.0	40	100.0	0	0.0	0	0.0	0	0.0
23:00	**23**	0	0.0	22	95.7	0	0.0	1	4.4	0	0.0
12H,7-19	**1777**	**26**	**1.5**	**1612**	**90.7**	**110**	**6.2**	**24**	**1.4**	**5**	**0.3**
16H,6-22	**2133**	**31**	**1.5**	**1947**	**91.3**	**122**	**5.7**	**28**	**1.3**	**5**	**0.2**
18H,6-24	**2196**	**31**	**1.4**	**2009**	**91.5**	**122**	**5.6**	**29**	**1.3**	**5**	**0.2**
24H,0-24	**2240**	**32**	**1.4**	**2049**	**91.5**	**124**	**5.5**	**30**	**1.3**	**5**	**0.2**

Data produced by
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13418	BAGWORTH	Site No: 13418002	Location	Site 2 - Station Rd, Bagworth
Sat 18-May-24 to Fri 24-May-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Sat 18-May-24	**1712**	50	2.9	1560	91.1	78	4.6	21	1.2	3	0.2
Sun 19-May-24	**1464**	63	4.3	1327	90.6	62	4.2	12	0.8	0	0.0
Mon 20-May-24	**2127**	36	1.7	1924	90.5	138	6.5	23	1.1	6	0.3
Tue 21-May-24	**2028**	24	1.2	1810	89.3	161	7.9	26	1.3	7	0.4
Wed 22-May-24	**2004**	13	0.7	1833	91.5	122	6.1	32	1.6	4	0.2
Thu 23-May-24	**2123**	37	1.7	1929	90.9	125	5.9	26	1.2	6	0.3
Fri 24-May-24	**2240**	32	1.4	2049	91.5	124	5.5	30	1.3	5	0.2
Total Vehicles											
[--]	**13698**	255	2.0	12432	90.8	810	5.8	170	1.2	31	0.2



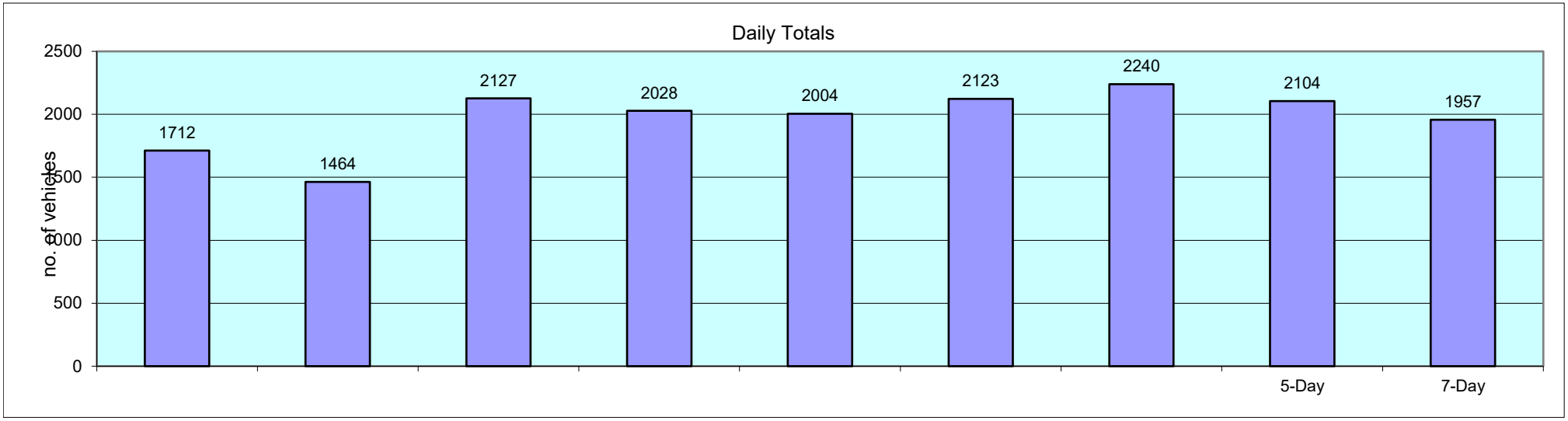
Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418002 Channel: Southbound		Location	Site 2 - Station Rd, Bagworth		
TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av
Week Begin: 18-May-24									
00:00	**10**	21	5	5	2	5	2	4	7
01:00	**4**	19	1	3	4	1	3	2	5
02:00	**2**	6	2	2	2	3	2	2	3
03:00	**7**	2	3	3	2	2	2	2	3
04:00	**8**	8	6	2	1	5	5	4	5
05:00	**10**	15	38	33	33	32	30	33	27
06:00	**16**	10	68	71	75	74	64	70	54
07:00	**34**	25	119	122	104	110	97	110	87
08:00	**69**	44	172	176	155	167	145	163	133
09:00	**102**	72	114	89	91	105	109	102	97
10:00	**132**	102	98	85	95	106	116	100	105
11:00	**119**	119	96	79	96	101	120	98	104
12:00	**154**	135	122	121	104	131	157	127	132
13:00	**125**	138	116	103	152	103	123	119	123
14:00	**124**	111	136	134	146	119	138	135	130
15:00	**117**	111	171	173	160	172	228	181	162
16:00	**123**	105	217	205	184	192	163	192	170
17:00	**141**	105	213	208	208	240	221	218	191
18:00	**110**	95	130	142	147	141	160	144	132
19:00	**114**	75	111	103	86	128	110	108	104
20:00	**70**	71	71	68	67	68	105	76	74
21:00	**57**	35	68	65	43	67	77	64	59
22:00	**37**	33	35	28	39	33	40	35	35
23:00	**27**	7	15	8	8	18	23	14	15
12H,7-19	**1350**	**1162**	**1704**	**1637**	**1642**	**1687**	**1777**	**1689**	**1566**
16H,6-22	**1607**	**1353**	**2022**	**1944**	**1913**	**2024**	**2133**	**2007**	**1857**
18H,6-24	**1671**	**1393**	**2072**	**1980**	**1960**	**2075**	**2196**	**2057**	**1907**
24H,0-24	**1712**	**1464**	**2127**	**2028**	**2004**	**2123**	**2240**	**2104**	**1957**
Am	**10:00**	**11:00**	**08:00**	**08:00**	**08:00**	**08:00**	**08:00**		
Peak	**132**	**119**	**172**	**176**	**155**	**167**	**145**		
Pm	**12:00**	**13:00**	**16:00**	**17:00**	**17:00**	**17:00**	**15:00**		
Peak	**154**	**138**	**217**	**208**	**208**	**240**	**228**		

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418002 Channel: Southbound	Location	Site 2 - Station Rd, Bagworth

TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

13418		BAGWORTH MAY 2024								
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: 13418003	Site 3 - Wood Rd, Battram 52.682017, -1.359366	Channel: Southbound	Sat 18-May-24	Fri 24-May-24	50	19104	3116	2729	49.9	43.4
		Channel: Northbound	Sat 18-May-24	Fri 24-May-24		17986	2931	2569	48.4	42.0

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 18-May-24											
00:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
01:00	**11**	0	0.0	10	90.9	1	9.1	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	**13**	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
04:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
05:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
06:00	**32**	1	3.1	25	78.1	4	12.5	2	6.3	0	0.0
07:00	**78**	2	2.6	62	79.5	12	15.4	2	2.6	0	0.0
08:00	**106**	5	4.7	86	81.1	14	13.2	1	0.9	0	0.0
09:00	**130**	4	3.1	111	85.4	11	8.5	4	3.1	0	0.0
10:00	**152**	5	3.3	130	85.5	13	8.6	4	2.6	0	0.0
11:00	**144**	4	2.8	119	82.6	18	12.5	3	2.1	0	0.0
12:00	**157**	5	3.2	136	86.6	15	9.6	1	0.6	0	0.0
13:00	**142**	3	2.1	124	87.3	14	9.9	1	0.7	0	0.0
14:00	**124**	6	4.8	108	87.1	7	5.7	3	2.4	0	0.0
15:00	**128**	2	1.6	118	92.2	6	4.7	2	1.6	0	0.0
16:00	**131**	2	1.5	119	90.8	8	6.1	2	1.5	0	0.0
17:00	**110**	3	2.7	99	90.0	4	3.6	4	3.6	0	0.0
18:00	**125**	3	2.4	115	92.0	7	5.6	0	0.0	0	0.0
19:00	**83**	0	0.0	78	94.0	4	4.8	1	1.2	0	0.0
20:00	**49**	0	0.0	47	95.9	1	2.0	1	2.0	0	0.0
21:00	**41**	0	0.0	38	92.7	3	7.3	0	0.0	0	0.0
22:00	**51**	0	0.0	47	92.2	4	7.8	0	0.0	0	0.0
23:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1527**	**44**	**2.9**	**1327**	**86.9**	**129**	**8.5**	**27**	**1.8**	**0**	**0.0**
16H,6-22	**1732**	**45**	**2.6**	**1515**	**87.5**	**141**	**8.1**	**31**	**1.8**	**0**	**0.0**
18H,6-24	**1795**	**45**	**2.5**	**1574**	**87.7**	**145**	**8.1**	**31**	**1.7**	**0**	**0.0**
24H,0-24	**1853**	**46**	**2.5**	**1627**	**87.8**	**148**	**8.0**	**32**	**1.7**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 19-May-24											
00:00	**11**	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
01:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
04:00	**7**	0	0.0	7	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	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
07:00	**34**	0	0.0	31	91.2	2	5.9	1	2.9	0	0.0
08:00	**97**	2	2.1	85	87.6	8	8.3	2	2.1	0	0.0
09:00	**112**	6	5.4	96	85.7	6	5.4	4	3.6	0	0.0
10:00	**135**	10	7.4	106	78.5	13	9.6	6	4.4	0	0.0
11:00	**120**	9	7.5	102	85.0	8	6.7	1	0.8	0	0.0
12:00	**150**	9	6.0	136	90.7	3	2.0	2	1.3	0	0.0
13:00	**154**	2	1.3	143	92.9	9	5.8	0	0.0	0	0.0
14:00	**128**	4	3.1	117	91.4	6	4.7	1	0.8	0	0.0
15:00	**115**	5	4.4	103	89.6	7	6.1	0	0.0	0	0.0
16:00	**132**	2	1.5	125	94.7	2	1.5	3	2.3	0	0.0
17:00	**126**	3	2.4	110	87.3	11	8.7	2	1.6	0	0.0
18:00	**93**	4	4.3	84	90.3	4	4.3	1	1.1	0	0.0
19:00	**85**	0	0.0	80	94.1	5	5.9	0	0.0	0	0.0
20:00	**55**	0	0.0	50	90.9	5	9.1	0	0.0	0	0.0
21:00	**39**	0	0.0	37	94.9	2	5.1	0	0.0	0	0.0
22:00	**21**	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
23:00	**10**	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1396**	**56**	**4.0**	**1238**	**88.7**	**79**	**5.7**	**23**	**1.7**	**0**	**0.0**
16H,6-22	**1586**	**56**	**3.5**	**1416**	**89.3**	**91**	**5.7**	**23**	**1.5**	**0**	**0.0**
18H,6-24	**1617**	**57**	**3.5**	**1445**	**89.4**	**92**	**5.7**	**23**	**1.4**	**0**	**0.0**
24H,0-24	**1671**	**57**	**3.4**	**1495**	**89.5**	**95**	**5.7**	**24**	**1.4**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 20-May-24											
00:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
03:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
04:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
05:00	**47**	1	2.1	40	85.1	4	8.5	2	4.3	0	0.0
06:00	**149**	7	4.7	107	71.8	27	18.1	8	5.4	0	0.0
07:00	**302**	4	1.3	238	78.8	39	12.9	21	7.0	0	0.0
08:00	**282**	0	0.0	233	82.6	31	11.0	17	6.0	1	0.4
09:00	**149**	4	2.7	101	67.8	27	18.1	17	11.4	0	0.0
10:00	**149**	1	0.7	105	70.5	24	16.1	18	12.1	1	0.7
11:00	**149**	2	1.3	99	66.4	27	18.1	19	12.8	2	1.3
12:00	**150**	3	2.0	103	68.7	21	14.0	20	13.3	3	2.0
13:00	**154**	1	0.7	114	74.0	17	11.0	20	13.0	2	1.3
14:00	**219**	1	0.5	174	79.5	23	10.5	17	7.8	4	1.8
15:00	**229**	4	1.8	184	80.4	29	12.7	12	5.2	0	0.0
16:00	**286**	2	0.7	246	86.0	29	10.1	7	2.5	2	0.7
17:00	**285**	5	1.8	257	90.2	20	7.0	3	1.1	0	0.0
18:00	**161**	1	0.6	147	91.3	11	6.8	1	0.6	1	0.6
19:00	**85**	2	2.4	71	83.5	12	14.1	0	0.0	0	0.0
20:00	**68**	0	0.0	66	97.1	2	2.9	0	0.0	0	0.0
21:00	**46**	0	0.0	39	84.8	6	13.0	1	2.2	0	0.0
22:00	**32**	0	0.0	32	100.0	0	0.0	0	0.0	0	0.0
23:00	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
12H,7-19	**2515**	**28**	**1.1**	**2001**	**79.6**	**298**	**11.9**	**172**	**6.8**	**16**	**0.6**
16H,6-22	**2863**	**37**	**1.3**	**2284**	**79.8**	**345**	**12.1**	**181**	**6.3**	**16**	**0.6**
18H,6-24	**2911**	**37**	**1.3**	**2331**	**80.1**	**346**	**11.9**	**181**	**6.2**	**16**	**0.6**
24H,0-24	**2993**	**38**	**1.3**	**2402**	**80.3**	**354**	**11.8**	**183**	**6.1**	**16**	**0.5**

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418003	Location	Site 3 - Wood Rd, Battram
Sat 18-May-24 to Fri 24-May-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 21-May-24											
00:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
01:00	**13**	0	0.0	8	61.5	2	15.4	3	23.1	0	0.0
02:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
03:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
04:00	**21**	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
05:00	**47**	0	0.0	39	83.0	5	10.6	3	6.4	0	0.0
06:00	**144**	5	3.5	110	76.4	21	14.6	8	5.6	0	0.0
07:00	**308**	4	1.3	241	78.3	55	17.9	7	2.3	1	0.3
08:00	**298**	1	0.3	254	85.2	29	9.7	13	4.4	1	0.3
09:00	**176**	3	1.7	132	75.0	29	16.5	11	6.3	1	0.6
10:00	**141**	1	0.7	100	70.9	27	19.2	10	7.1	3	2.1
11:00	**155**	0	0.0	118	76.1	24	15.5	11	7.1	2	1.3
12:00	**171**	4	2.3	132	77.2	19	11.1	16	9.4	0	0.0
13:00	**176**	1	0.6	124	70.5	28	15.9	22	12.5	1	0.6
14:00	**233**	2	0.9	190	81.6	25	10.7	12	5.2	4	1.7
15:00	**234**	2	0.9	184	78.6	30	12.8	18	7.7	0	0.0
16:00	**327**	0	0.0	285	87.2	32	9.8	9	2.8	1	0.3
17:00	**317**	3	1.0	292	92.1	15	4.7	6	1.9	1	0.3
18:00	**168**	0	0.0	154	91.7	8	4.8	6	3.6	0	0.0
19:00	**71**	3	4.2	61	85.9	5	7.0	2	2.8	0	0.0
20:00	**54**	0	0.0	47	87.0	4	7.4	3	5.6	0	0.0
21:00	**34**	0	0.0	30	88.2	4	11.8	0	0.0	0	0.0
22:00	**29**	0	0.0	27	93.1	2	6.9	0	0.0	0	0.0
23:00	**12**	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
12H,7-19	**2704**	**21**	**0.8**	**2206**	**81.6**	**321**	**11.9**	**141**	**5.2**	**15**	**0.6**
16H,6-22	**3007**	**29**	**1.0**	**2454**	**81.6**	**355**	**11.8**	**154**	**5.1**	**15**	**0.5**
18H,6-24	**3048**	**29**	**1.0**	**2490**	**81.7**	**360**	**11.8**	**154**	**5.1**	**15**	**0.5**
24H,0-24	**3160**	**29**	**0.9**	**2583**	**81.7**	**373**	**11.8**	**160**	**5.1**	**15**	**0.5**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 22-May-24											
00:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
01:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
02:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	**16**	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
04:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
05:00	**65**	0	0.0	53	81.5	3	4.6	9	13.9	0	0.0
06:00	**158**	2	1.3	121	76.6	18	11.4	17	10.8	0	0.0
07:00	**265**	1	0.4	220	83.0	29	10.9	14	5.3	1	0.4
08:00	**305**	1	0.3	257	84.3	28	9.2	18	5.9	1	0.3
09:00	**184**	0	0.0	134	72.8	36	19.6	14	7.6	0	0.0
10:00	**140**	0	0.0	94	67.1	28	20.0	16	11.4	2	1.4
11:00	**140**	0	0.0	104	74.3	26	18.6	10	7.1	0	0.0
12:00	**170**	0	0.0	125	73.5	28	16.5	16	9.4	1	0.6
13:00	**150**	2	1.3	102	68.0	22	14.7	24	16.0	0	0.0
14:00	**220**	4	1.8	164	74.6	35	15.9	16	7.3	1	0.5
15:00	**242**	0	0.0	195	80.6	30	12.4	15	6.2	2	0.8
16:00	**284**	1	0.4	249	87.7	26	9.2	7	2.5	1	0.4
17:00	**298**	0	0.0	273	91.6	20	6.7	4	1.3	1	0.3
18:00	**178**	0	0.0	162	91.0	10	5.6	6	3.4	0	0.0
19:00	**93**	0	0.0	83	89.3	10	10.8	0	0.0	0	0.0
20:00	**62**	0	0.0	56	90.3	4	6.5	2	3.2	0	0.0
21:00	**42**	0	0.0	35	83.3	7	16.7	0	0.0	0	0.0
22:00	**29**	0	0.0	27	93.1	2	6.9	0	0.0	0	0.0
23:00	**15**	1	6.7	13	86.7	1	6.7	0	0.0	0	0.0
12H,7-19	**2576**	**9**	**0.4**	**2079**	**80.7**	**318**	**12.3**	**160**	**6.2**	**10**	**0.4**
16H,6-22	**2931**	**11**	**0.4**	**2374**	**81.0**	**357**	**12.2**	**179**	**6.1**	**10**	**0.3**
18H,6-24	**2975**	**12**	**0.4**	**2414**	**81.1**	**360**	**12.1**	**179**	**6.0**	**10**	**0.3**
24H,0-24	**3088**	**12**	**0.4**	**2512**	**81.4**	**365**	**11.8**	**189**	**6.1**	**10**	**0.3**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 23-May-24											
00:00	**11**	0	0.0	9	81.8	0	0.0	2	18.2	0	0.0
01:00	**8**	0	0.0	2	25.0	2	25.0	4	50.0	0	0.0
02:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
03:00	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
04:00	**20**	0	0.0	16	80.0	1	5.0	3	15.0	0	0.0
05:00	**51**	1	2.0	42	82.4	3	5.9	5	9.8	0	0.0
06:00	**155**	2	1.3	123	79.4	22	14.2	8	5.2	0	0.0
07:00	**309**	5	1.6	229	74.1	51	16.5	22	7.1	2	0.7
08:00	**295**	0	0.0	226	76.6	38	12.9	29	9.8	2	0.7
09:00	**173**	1	0.6	124	71.7	27	15.6	20	11.6	1	0.6
10:00	**158**	2	1.3	106	67.1	37	23.4	13	8.2	0	0.0
11:00	**151**	0	0.0	101	66.9	26	17.2	24	15.9	0	0.0
12:00	**173**	1	0.6	123	71.1	30	17.3	18	10.4	1	0.6
13:00	**180**	3	1.7	128	71.1	25	13.9	23	12.8	1	0.6
14:00	**261**	2	0.8	205	78.5	26	10.0	23	8.8	5	1.9
15:00	**223**	1	0.5	177	79.4	31	13.9	14	6.3	0	0.0
16:00	**285**	1	0.4	240	84.2	31	10.9	11	3.9	2	0.7
17:00	**291**	1	0.3	264	90.7	22	7.6	4	1.4	0	0.0
18:00	**170**	0	0.0	158	92.9	9	5.3	3	1.8	0	0.0
19:00	**96**	2	2.1	83	86.5	7	7.3	2	2.1	2	2.1
20:00	**74**	3	4.1	66	89.2	5	6.8	0	0.0	0	0.0
21:00	**55**	1	1.8	48	87.3	5	9.1	1	1.8	0	0.0
22:00	**31**	0	0.0	30	96.8	1	3.2	0	0.0	0	0.0
23:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2669**	**17**	**0.6**	**2081**	**78.0**	**353**	**13.2**	**204**	**7.6**	**14**	**0.5**
16H,6-22	**3049**	**25**	**0.8**	**2401**	**78.8**	**392**	**12.9**	**215**	**7.1**	**16**	**0.5**
18H,6-24	**3091**	**25**	**0.8**	**2442**	**79.0**	**393**	**12.7**	**215**	**7.0**	**16**	**0.5**
24H,0-24	**3204**	**26**	**0.8**	**2532**	**79.0**	**401**	**12.5**	**229**	**7.2**	**16**	**0.5**

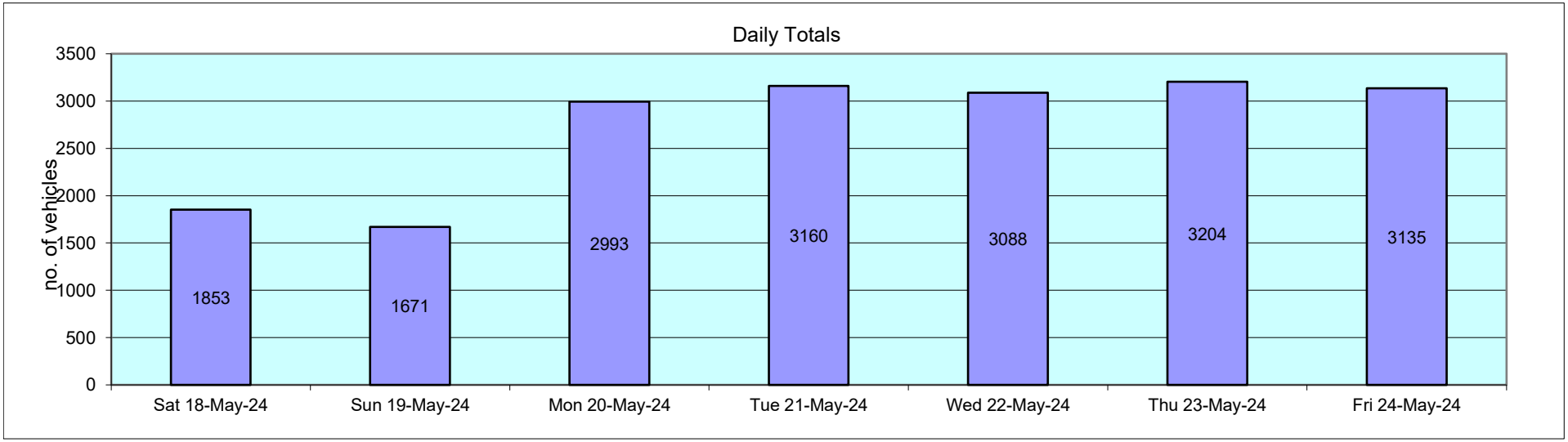
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13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 24-May-24											
00:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
01:00	**13**	0	0.0	8	61.5	2	15.4	3	23.1	0	0.0
02:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
03:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
04:00	**25**	0	0.0	23	92.0	1	4.0	1	4.0	0	0.0
05:00	**46**	0	0.0	40	87.0	1	2.2	5	10.9	0	0.0
06:00	**177**	5	2.8	126	71.2	32	18.1	14	7.9	0	0.0
07:00	**253**	1	0.4	187	73.9	43	17.0	19	7.5	3	1.2
08:00	**262**	3	1.2	206	78.6	39	14.9	14	5.3	0	0.0
09:00	**176**	0	0.0	130	73.9	25	14.2	20	11.4	1	0.6
10:00	**175**	4	2.3	129	73.7	26	14.9	15	8.6	1	0.6
11:00	**166**	2	1.2	116	69.9	35	21.1	12	7.2	1	0.6
12:00	**150**	0	0.0	113	75.3	28	18.7	8	5.3	1	0.7
13:00	**202**	2	1.0	154	76.2	28	13.9	16	7.9	2	1.0
14:00	**261**	2	0.8	201	77.0	34	13.0	19	7.3	5	1.9
15:00	**261**	3	1.2	216	82.8	33	12.6	9	3.5	0	0.0
16:00	**273**	3	1.1	238	87.2	25	9.2	6	2.2	1	0.4
17:00	**245**	2	0.8	224	91.4	17	6.9	2	0.8	0	0.0
18:00	**151**	2	1.3	138	91.4	11	7.3	0	0.0	0	0.0
19:00	**102**	1	1.0	94	92.2	7	6.9	0	0.0	0	0.0
20:00	**80**	2	2.5	69	86.3	8	10.0	1	1.3	0	0.0
21:00	**49**	0	0.0	42	85.7	7	14.3	0	0.0	0	0.0
22:00	**28**	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
23:00	**17**	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2575**	**24**	**0.9**	**2052**	**79.7**	**344**	**13.4**	**140**	**5.4**	**15**	**0.6**
16H,6-22	**2983**	**32**	**1.1**	**2383**	**79.9**	**398**	**13.3**	**155**	**5.2**	**15**	**0.5**
18H,6-24	**3028**	**32**	**1.1**	**2427**	**80.2**	**399**	**13.2**	**155**	**5.1**	**15**	**0.5**
24H,0-24	**3135**	**32**	**1.0**	**2520**	**80.4**	**403**	**12.9**	**165**	**5.3**	**15**	**0.5**

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418003	Location	Site 3 - Wood Rd, Battram
Sat 18-May-24 to Fri 24-May-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Sat 18-May-24	**1853**	46	2.5	1627	87.8	148	8.0	32	1.7	0	0.0
Sun 19-May-24	**1671**	57	3.4	1495	89.5	95	5.7	24	1.4	0	0.0
Mon 20-May-24	**2993**	38	1.3	2402	80.3	354	11.8	183	6.1	16	0.5
Tue 21-May-24	**3160**	29	0.9	2583	81.7	373	11.8	160	5.1	15	0.5
Wed 22-May-24	**3088**	12	0.4	2512	81.4	365	11.8	189	6.1	10	0.3
Thu 23-May-24	**3204**	26	0.8	2532	79.0	401	12.5	229	7.2	16	0.5
Fri 24-May-24	**3135**	32	1.0	2520	80.4	403	12.9	165	5.3	15	0.5
Total Vehicles											
[--]	**19104**	240	1.5	15671	82.9	2139	10.6	982	4.7	72	0.3



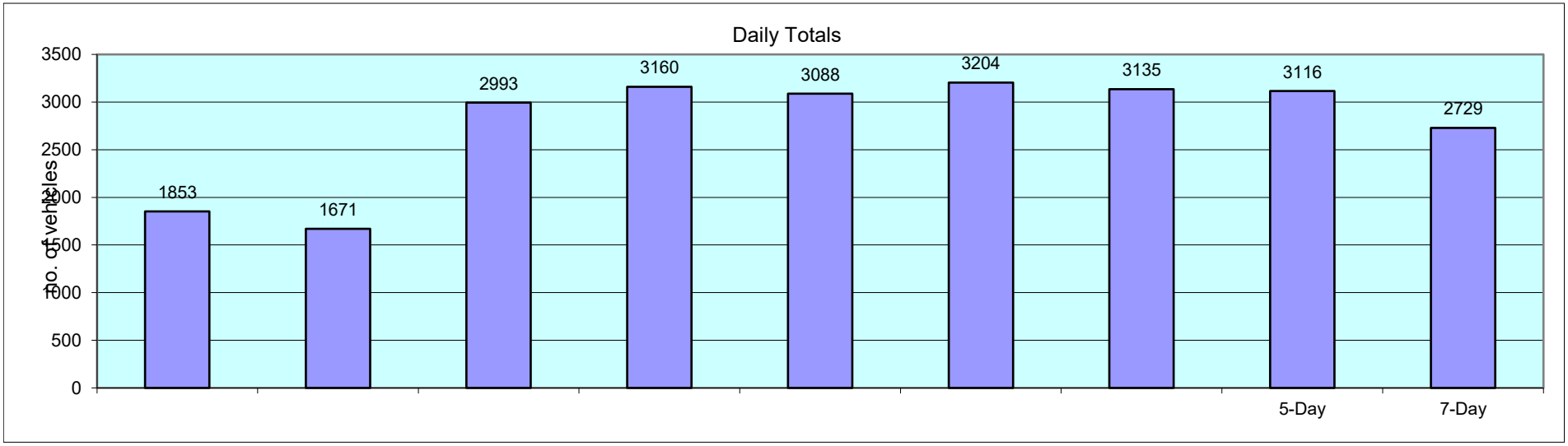
Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003 Channel: Southbound		Location	Site 3 - Wood Rd, Battram		
TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av
Week Begin: 18-May-24									
00:00	**12**	11	7	10	9	11	7	9	10
01:00	**11**	9	4	13	6	8	13	9	9
02:00	**3**	5	5	6	4	7	7	6	5
03:00	**13**	8	7	15	16	16	9	13	12
04:00	**4**	7	12	21	13	20	25	18	15
05:00	**15**	14	47	47	65	51	46	51	41
06:00	**32**	11	149	144	158	155	177	157	118
07:00	**78**	34	302	308	265	309	253	287	221
08:00	**106**	97	282	298	305	295	262	288	235
09:00	**130**	112	149	176	184	173	176	172	157
10:00	**152**	135	149	141	140	158	175	153	150
11:00	**144**	120	149	155	140	151	166	152	146
12:00	**157**	150	150	171	170	173	150	163	160
13:00	**142**	154	154	176	150	180	202	172	165
14:00	**124**	128	219	233	220	261	261	239	207
15:00	**128**	115	229	234	242	223	261	238	205
16:00	**131**	132	286	327	284	285	273	291	245
17:00	**110**	126	285	317	298	291	245	287	239
18:00	**125**	93	161	168	178	170	151	166	149
19:00	**83**	85	85	71	93	96	102	89	88
20:00	**49**	55	68	54	62	74	80	68	63
21:00	**41**	39	46	34	42	55	49	45	44
22:00	**51**	21	32	29	29	31	28	30	32
23:00	**12**	10	16	12	15	11	17	14	13
12H,7-19	**1527**	**1396**	**2515**	**2704**	**2576**	**2669**	**2575**	**2608**	**2280**
16H,6-22	**1732**	**1586**	**2863**	**3007**	**2931**	**3049**	**2983**	**2967**	**2593**
18H,6-24	**1795**	**1617**	**2911**	**3048**	**2975**	**3091**	**3028**	**3011**	**2638**
24H,0-24	**1853**	**1671**	**2993**	**3160**	**3088**	**3204**	**3135**	**3116**	**2729**
Am	**10:00**	**10:00**	**07:00**	**07:00**	**08:00**	**07:00**	**08:00**		
Peak	**152**	**135**	**302**	**308**	**305**	**309**	**262**		
Pm	**12:00**	**13:00**	**16:00**	**16:00**	**17:00**	**17:00**	**16:00**		
Peak	**157**	**154**	**286**	**327**	**298**	**291**	**273**		

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418003	Location	Site 3 - Wood Rd, Battram
		Channel: Southbound		

TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 18-May-24											
00:00	**12**	0	0.0	10	83.3	0	0.0	2	16.7	0	0.0
01:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
04:00	**3**	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
05:00	**27**	0	0.0	21	77.8	5	18.5	1	3.7	0	0.0
06:00	**53**	1	1.9	45	84.9	2	3.8	5	9.4	0	0.0
07:00	**60**	1	1.7	48	80.0	8	13.3	3	5.0	0	0.0
08:00	**94**	0	0.0	79	84.0	13	13.8	2	2.1	0	0.0
09:00	**156**	3	1.9	138	88.5	12	7.7	3	1.9	0	0.0
10:00	**161**	3	1.9	141	87.6	14	8.7	3	1.9	0	0.0
11:00	**169**	11	6.5	139	82.3	15	8.9	4	2.4	0	0.0
12:00	**149**	3	2.0	136	91.3	10	6.7	0	0.0	0	0.0
13:00	**145**	5	3.5	119	82.1	20	13.8	1	0.7	0	0.0
14:00	**107**	6	5.6	98	91.6	2	1.9	0	0.0	1	0.9
15:00	**110**	1	0.9	104	94.6	4	3.6	1	0.9	0	0.0
16:00	**99**	2	2.0	92	92.9	5	5.1	0	0.0	0	0.0
17:00	**126**	3	2.4	111	88.1	10	7.9	2	1.6	0	0.0
18:00	**109**	1	0.9	105	96.3	3	2.8	0	0.0	0	0.0
19:00	**65**	3	4.6	57	87.7	5	7.7	0	0.0	0	0.0
20:00	**47**	1	2.1	43	91.5	3	6.4	0	0.0	0	0.0
21:00	**35**	0	0.0	33	94.3	1	2.9	1	2.9	0	0.0
22:00	**22**	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
23:00	**17**	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
12H,7-19	**1485**	**39**	**2.6**	**1310**	**88.2**	**116**	**7.8**	**19**	**1.3**	**1**	**0.1**
16H,6-22	**1685**	**44**	**2.6**	**1488**	**88.3**	**127**	**7.5**	**25**	**1.5**	**1**	**0.1**
18H,6-24	**1724**	**44**	**2.6**	**1524**	**88.4**	**130**	**7.5**	**25**	**1.5**	**1**	**0.1**
24H,0-24	**1781**	**45**	**2.5**	**1569**	**88.1**	**138**	**7.8**	**28**	**1.6**	**1**	**0.1**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 19-May-24											
00:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
01:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	2	40.0	3	60.0	0	0.0	0	0.0
03:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	**9**	0	0.0	6	66.7	1	11.1	2	22.2	0	0.0
05:00	**21**	0	0.0	16	76.2	3	14.3	2	9.5	0	0.0
06:00	**25**	0	0.0	23	92.0	1	4.0	1	4.0	0	0.0
07:00	**38**	0	0.0	34	89.5	3	7.9	1	2.6	0	0.0
08:00	**55**	1	1.8	46	83.6	7	12.7	1	1.8	0	0.0
09:00	**112**	4	3.6	95	84.8	11	9.8	2	1.8	0	0.0
10:00	**116**	3	2.6	100	86.2	13	11.2	0	0.0	0	0.0
11:00	**143**	8	5.6	130	90.9	4	2.8	1	0.7	0	0.0
12:00	**142**	14	9.9	125	88.0	2	1.4	1	0.7	0	0.0
13:00	**147**	2	1.4	141	95.9	3	2.0	1	0.7	0	0.0
14:00	**128**	6	4.7	117	91.4	5	3.9	0	0.0	0	0.0
15:00	**111**	6	5.4	98	88.3	5	4.5	2	1.8	0	0.0
16:00	**113**	2	1.8	103	91.2	6	5.3	2	1.8	0	0.0
17:00	**105**	6	5.7	94	89.5	4	3.8	1	1.0	0	0.0
18:00	**81**	5	6.2	73	90.1	2	2.5	1	1.2	0	0.0
19:00	**62**	1	1.6	57	91.9	4	6.5	0	0.0	0	0.0
20:00	**51**	2	3.9	48	94.1	1	2.0	0	0.0	0	0.0
21:00	**27**	0	0.0	26	96.3	0	0.0	1	3.7	0	0.0
22:00	**25**	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
23:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
12H,7-19	**1291**	**57**	**4.4**	**1156**	**89.5**	**65**	**5.0**	**13**	**1.0**	**0**	**0.0**
16H,6-22	**1456**	**60**	**4.1**	**1310**	**90.0**	**71**	**4.9**	**15**	**1.0**	**0**	**0.0**
18H,6-24	**1493**	**60**	**4.0**	**1343**	**90.0**	**75**	**5.0**	**15**	**1.0**	**0**	**0.0**
24H,0-24	**1552**	**60**	**3.9**	**1391**	**89.6**	**82**	**5.3**	**19**	**1.2**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 20-May-24											
00:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	**4**	0	0.0	4	100.0	0	0.0	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	**20**	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
05:00	**72**	2	2.8	61	84.7	6	8.3	3	4.2	0	0.0
06:00	**128**	1	0.8	109	85.2	9	7.0	8	6.3	1	0.8
07:00	**257**	2	0.8	204	79.4	33	12.8	18	7.0	0	0.0
08:00	**277**	2	0.7	224	80.9	30	10.8	19	6.9	2	0.7
09:00	**168**	1	0.6	123	73.2	24	14.3	19	11.3	1	0.6
10:00	**182**	2	1.1	136	74.7	23	12.6	21	11.5	0	0.0
11:00	**151**	3	2.0	103	68.2	25	16.6	20	13.3	0	0.0
12:00	**166**	2	1.2	124	74.7	25	15.1	15	9.0	0	0.0
13:00	**172**	3	1.7	121	70.4	19	11.1	26	15.1	3	1.7
14:00	**198**	3	1.5	153	77.3	31	15.7	11	5.6	0	0.0
15:00	**229**	3	1.3	183	79.9	27	11.8	16	7.0	0	0.0
16:00	**256**	4	1.6	223	87.1	24	9.4	5	2.0	0	0.0
17:00	**242**	5	2.1	216	89.3	19	7.9	2	0.8	0	0.0
18:00	**133**	6	4.5	119	89.5	5	3.8	3	2.3	0	0.0
19:00	**96**	3	3.1	81	84.4	11	11.5	1	1.0	0	0.0
20:00	**65**	2	3.1	58	89.2	4	6.2	1	1.5	0	0.0
21:00	**55**	0	0.0	54	98.2	1	1.8	0	0.0	0	0.0
22:00	**21**	0	0.0	19	90.5	1	4.8	1	4.8	0	0.0
23:00	**15**	0	0.0	11	73.3	0	0.0	4	26.7	0	0.0
12H,7-19	**2431**	**36**	**1.5**	**1929**	**79.4**	**285**	**11.7**	**175**	**7.2**	**6**	**0.3**
16H,6-22	**2775**	**42**	**1.5**	**2231**	**80.4**	**310**	**11.2**	**185**	**6.7**	**7**	**0.3**
18H,6-24	**2811**	**42**	**1.5**	**2261**	**80.4**	**311**	**11.1**	**190**	**6.8**	**7**	**0.3**
24H,0-24	**2918**	**44**	**1.5**	**2354**	**80.7**	**320**	**11.0**	**193**	**6.6**	**7**	**0.2**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 21-May-24											
00:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
01:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
02:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
03:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
04:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
05:00	**83**	2	2.4	69	83.1	7	8.4	5	6.0	0	0.0
06:00	**129**	1	0.8	115	89.2	10	7.8	3	2.3	0	0.0
07:00	**245**	1	0.4	205	83.7	27	11.0	12	4.9	0	0.0
08:00	**299**	0	0.0	257	86.0	18	6.0	24	8.0	0	0.0
09:00	**215**	1	0.5	175	81.4	17	7.9	19	8.8	3	1.4
10:00	**154**	1	0.7	109	70.8	26	16.9	16	10.4	2	1.3
11:00	**166**	0	0.0	120	72.3	19	11.5	26	15.7	1	0.6
12:00	**166**	2	1.2	115	69.3	20	12.1	29	17.5	0	0.0
13:00	**148**	1	0.7	104	70.3	25	16.9	18	12.2	0	0.0
14:00	**167**	1	0.6	128	76.7	24	14.4	14	8.4	0	0.0
15:00	**222**	0	0.0	183	82.4	19	8.6	19	8.6	1	0.5
16:00	**275**	2	0.7	240	87.3	24	8.7	9	3.3	0	0.0
17:00	**241**	4	1.7	217	90.0	16	6.6	4	1.7	0	0.0
18:00	**121**	1	0.8	111	91.7	7	5.8	2	1.7	0	0.0
19:00	**77**	2	2.6	67	87.0	7	9.1	1	1.3	0	0.0
20:00	**61**	2	3.3	52	85.3	6	9.8	1	1.6	0	0.0
21:00	**36**	0	0.0	33	91.7	3	8.3	0	0.0	0	0.0
22:00	**18**	0	0.0	16	88.9	0	0.0	2	11.1	0	0.0
23:00	**12**	0	0.0	8	66.7	0	0.0	4	33.3	0	0.0
12H,7-19	**2419**	**14**	**0.6**	**1964**	**81.2**	**242**	**10.0**	**192**	**7.9**	**7**	**0.3**
16H,6-22	**2722**	**19**	**0.7**	**2231**	**82.0**	**268**	**9.9**	**197**	**7.2**	**7**	**0.3**
18H,6-24	**2752**	**19**	**0.7**	**2255**	**81.9**	**268**	**9.7**	**203**	**7.4**	**7**	**0.3**
24H,0-24	**2880**	**21**	**0.7**	**2365**	**82.1**	**277**	**9.6**	**210**	**7.3**	**7**	**0.2**

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418003	Location	Site 3 - Wood Rd, Battram
Sat 18-May-24 to Fri 24-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 22-May-24											
00:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
01:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
02:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
04:00	**25**	0	0.0	22	88.0	1	4.0	2	8.0	0	0.0
05:00	**76**	1	1.3	63	82.9	5	6.6	7	9.2	0	0.0
06:00	**142**	0	0.0	119	83.8	9	6.3	11	7.8	3	2.1
07:00	**240**	0	0.0	203	84.6	24	10.0	13	5.4	0	0.0
08:00	**330**	0	0.0	277	83.9	23	7.0	27	8.2	3	0.9
09:00	**179**	0	0.0	139	77.7	16	8.9	23	12.9	1	0.6
10:00	**166**	0	0.0	108	65.1	30	18.1	28	16.9	0	0.0
11:00	**146**	0	0.0	102	69.9	23	15.8	21	14.4	0	0.0
12:00	**170**	1	0.6	131	77.1	20	11.8	18	10.6	0	0.0
13:00	**147**	0	0.0	112	76.2	18	12.2	17	11.6	0	0.0
14:00	**199**	0	0.0	145	72.9	25	12.6	29	14.6	0	0.0
15:00	**230**	0	0.0	195	84.8	19	8.3	15	6.5	1	0.4
16:00	**277**	3	1.1	233	84.1	19	6.9	20	7.2	2	0.7
17:00	**277**	1	0.4	245	88.5	19	6.9	12	4.3	0	0.0
18:00	**146**	0	0.0	135	92.5	7	4.8	4	2.7	0	0.0
19:00	**70**	1	1.4	65	92.9	4	5.7	0	0.0	0	0.0
20:00	**73**	0	0.0	63	86.3	8	11.0	2	2.7	0	0.0
21:00	**28**	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
22:00	**24**	0	0.0	21	87.5	0	0.0	3	12.5	0	0.0
23:00	**11**	0	0.0	9	81.8	0	0.0	2	18.2	0	0.0
12H,7-19	**2507**	**5**	**0.2**	**2025**	**80.8**	**243**	**9.7**	**227**	**9.1**	**7**	**0.3**
16H,6-22	**2820**	**6**	**0.2**	**2299**	**81.5**	**265**	**9.4**	**240**	**8.5**	**10**	**0.4**
18H,6-24	**2855**	**6**	**0.2**	**2329**	**81.6**	**265**	**9.3**	**245**	**8.6**	**10**	**0.4**
24H,0-24	**2984**	**7**	**0.2**	**2437**	**81.7**	**274**	**9.2**	**256**	**8.6**	**10**	**0.3**

Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 23-May-24											
00:00	**11**	0	0.0	7	63.6	1	9.1	3	27.3	0	0.0
01:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**9**	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
04:00	**21**	1	4.8	19	90.5	1	4.8	0	0.0	0	0.0
05:00	**81**	1	1.2	67	82.7	9	11.1	4	4.9	0	0.0
06:00	**136**	0	0.0	111	81.6	10	7.4	13	9.6	2	1.5
07:00	**250**	0	0.0	204	81.6	31	12.4	15	6.0	0	0.0
08:00	**293**	2	0.7	238	81.2	27	9.2	25	8.5	1	0.3
09:00	**191**	0	0.0	140	73.3	24	12.6	24	12.6	3	1.6
10:00	**184**	1	0.5	139	75.5	23	12.5	21	11.4	0	0.0
11:00	**180**	2	1.1	128	71.1	21	11.7	29	16.1	0	0.0
12:00	**178**	1	0.6	133	74.7	23	12.9	21	11.8	0	0.0
13:00	**152**	1	0.7	109	71.7	21	13.8	21	13.8	0	0.0
14:00	**178**	0	0.0	135	75.8	19	10.7	24	13.5	0	0.0
15:00	**235**	1	0.4	189	80.4	20	8.5	24	10.2	1	0.4
16:00	**276**	4	1.5	234	84.8	26	9.4	10	3.6	2	0.7
17:00	**218**	4	1.8	193	88.5	16	7.3	5	2.3	0	0.0
18:00	**141**	0	0.0	132	93.6	6	4.3	3	2.1	0	0.0
19:00	**93**	0	0.0	89	95.7	4	4.3	0	0.0	0	0.0
20:00	**71**	1	1.4	66	93.0	4	5.6	0	0.0	0	0.0
21:00	**53**	1	1.9	48	90.6	4	7.6	0	0.0	0	0.0
22:00	**36**	0	0.0	34	94.4	1	2.8	1	2.8	0	0.0
23:00	**20**	0	0.0	14	70.0	0	0.0	6	30.0	0	0.0
12H,7-19	**2476**	**16**	**0.7**	**1974**	**79.7**	**257**	**10.4**	**222**	**9.0**	**7**	**0.3**
16H,6-22	**2829**	**18**	**0.6**	**2288**	**80.9**	**279**	**9.9**	**235**	**8.3**	**9**	**0.3**
18H,6-24	**2885**	**18**	**0.6**	**2336**	**81.0**	**280**	**9.7**	**242**	**8.4**	**9**	**0.3**
24H,0-24	**3015**	**20**	**0.7**	**2443**	**81.0**	**291**	**9.7**	**252**	**8.4**	**9**	**0.3**

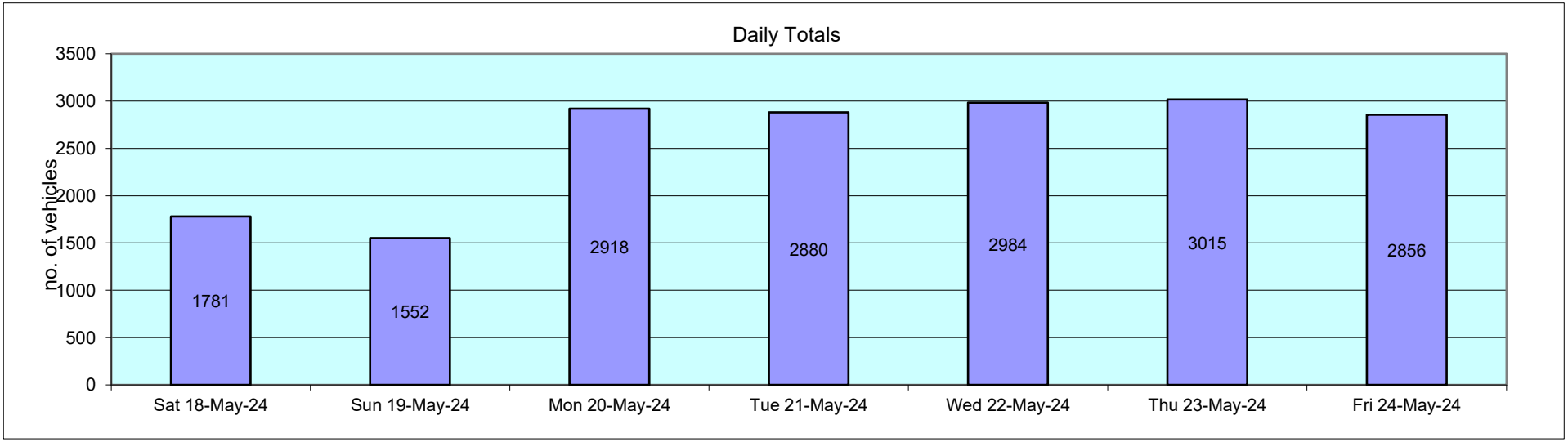
Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003		Location		Site 3 - Wood Rd, Battram			
Sat 18-May-24 to Fri 24-May-24				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 24-May-24											
00:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
01:00	**8**	0	0.0	5	62.5	1	12.5	2	25.0	0	0.0
02:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
04:00	**23**	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0
05:00	**73**	1	1.4	60	82.2	6	8.2	6	8.2	0	0.0
06:00	**108**	1	0.9	91	84.3	11	10.2	4	3.7	1	0.9
07:00	**205**	0	0.0	166	81.0	22	10.7	17	8.3	0	0.0
08:00	**263**	1	0.4	208	79.1	26	9.9	25	9.5	3	1.1
09:00	**178**	1	0.6	141	79.2	25	14.0	11	6.2	0	0.0
10:00	**190**	1	0.5	138	72.6	28	14.7	22	11.6	1	0.5
11:00	**169**	2	1.2	117	69.2	32	18.9	18	10.7	0	0.0
12:00	**189**	0	0.0	146	77.3	29	15.3	10	5.3	4	2.1
13:00	**188**	1	0.5	150	79.8	21	11.2	16	8.5	0	0.0
14:00	**183**	0	0.0	144	78.7	24	13.1	14	7.7	1	0.6
15:00	**270**	5	1.9	224	83.0	24	8.9	16	5.9	1	0.4
16:00	**216**	2	0.9	191	88.4	19	8.8	4	1.9	0	0.0
17:00	**206**	2	1.0	185	89.8	17	8.3	2	1.0	0	0.0
18:00	**158**	2	1.3	146	92.4	5	3.2	5	3.2	0	0.0
19:00	**83**	2	2.4	76	91.6	5	6.0	0	0.0	0	0.0
20:00	**53**	0	0.0	45	84.9	6	11.3	2	3.8	0	0.0
21:00	**26**	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
22:00	**30**	0	0.0	27	90.0	1	3.3	2	6.7	0	0.0
23:00	**25**	0	0.0	20	80.0	0	0.0	5	20.0	0	0.0
12H,7-19	**2415**	**17**	**0.7**	**1956**	**81.0**	**272**	**11.3**	**160**	**6.6**	**10**	**0.4**
16H,6-22	**2685**	**20**	**0.7**	**2192**	**81.6**	**296**	**11.0**	**166**	**6.2**	**11**	**0.4**
18H,6-24	**2740**	**20**	**0.7**	**2239**	**81.7**	**297**	**10.8**	**173**	**6.3**	**11**	**0.4**
24H,0-24	**2856**	**21**	**0.7**	**2333**	**81.7**	**308**	**10.8**	**183**	**6.4**	**11**	**0.4**

Data produced by
Auto Surveys Ltd

13418	BAGWORTH	Site No: 13418003	Location	Site 3 - Wood Rd, Battram
Sat 18-May-24 to Fri 24-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Sat 18-May-24	**1781**	45	2.5	1569	88.1	138	7.8	28	1.6	1	0.1
Sun 19-May-24	**1552**	60	3.9	1391	89.6	82	5.3	19	1.2	0	0.0
Mon 20-May-24	**2918**	44	1.5	2354	80.7	320	11.0	193	6.6	7	0.2
Tue 21-May-24	**2880**	21	0.7	2365	82.1	277	9.6	210	7.3	7	0.2
Wed 22-May-24	**2984**	7	0.2	2437	81.7	274	9.2	256	8.6	10	0.3
Thu 23-May-24	**3015**	20	0.7	2443	81.0	291	9.7	252	8.4	9	0.3
Fri 24-May-24	**2856**	21	0.7	2333	81.7	308	10.8	183	6.4	11	0.4
Total Vehicles											
[--]	**17986**	218	1.5	14892	83.6	1690	9.0	1141	5.7	45	0.2



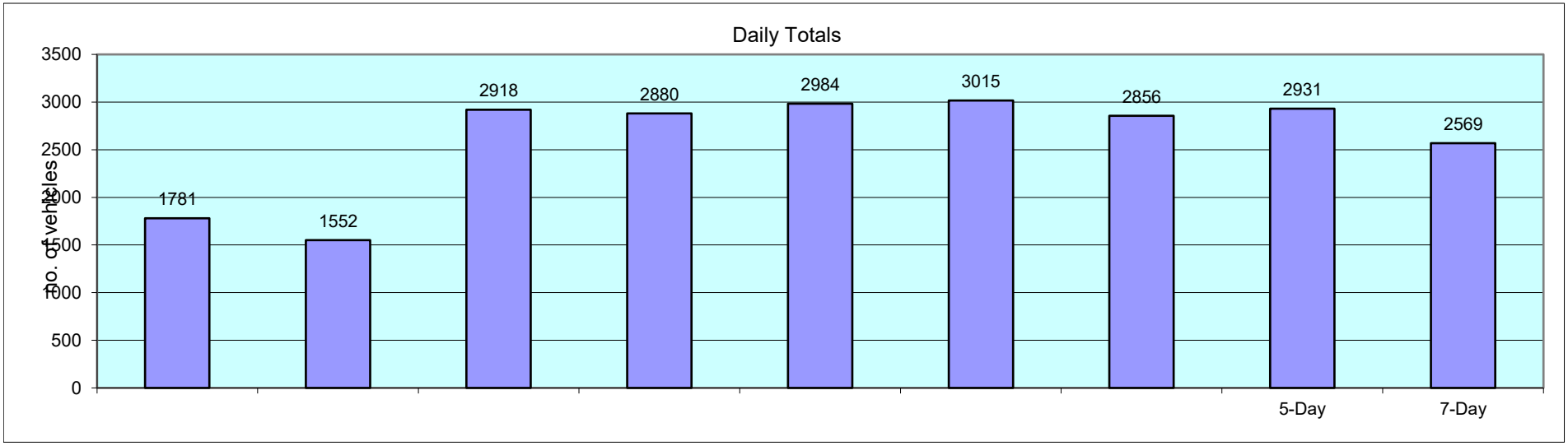
Data produced by
Auto Surveys Ltd

13418		BAGWORTH		Site No: 13418003 Channel: Northbound		Location	Site 3 - Wood Rd, Battram		
TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av
Week Begin: 18-May-24									
00:00	**12**	8	4	8	8	11	4	7	8
01:00	**8**	12	4	6	7	7	8	6	7
02:00	**1**	5	4	5	3	1	2	3	3
03:00	**6**	4	3	7	10	9	6	7	6
04:00	**3**	9	20	19	25	21	23	22	17
05:00	**27**	21	72	83	76	81	73	77	62
06:00	**53**	25	128	129	142	136	108	129	103
07:00	**60**	38	257	245	240	250	205	239	185
08:00	**94**	55	277	299	330	293	263	292	230
09:00	**156**	112	168	215	179	191	178	186	171
10:00	**161**	116	182	154	166	184	190	175	165
11:00	**169**	143	151	166	146	180	169	162	161
12:00	**149**	142	166	166	170	178	189	174	166
13:00	**145**	147	172	148	147	152	188	161	157
14:00	**107**	128	198	167	199	178	183	185	166
15:00	**110**	111	229	222	230	235	270	237	201
16:00	**99**	113	256	275	277	276	216	260	216
17:00	**126**	105	242	241	277	218	206	237	202
18:00	**109**	81	133	121	146	141	158	140	127
19:00	**65**	62	96	77	70	93	83	84	78
20:00	**47**	51	65	61	73	71	53	65	60
21:00	**35**	27	55	36	28	53	26	40	37
22:00	**22**	25	21	18	24	36	30	26	25
23:00	**17**	12	15	12	11	20	25	17	16
12H,7-19	**1485**	**1291**	**2431**	**2419**	**2507**	**2476**	**2415**	**2450**	**2146**
16H,6-22	**1685**	**1456**	**2775**	**2722**	**2820**	**2829**	**2685**	**2766**	**2425**
18H,6-24	**1724**	**1493**	**2811**	**2752**	**2855**	**2885**	**2740**	**2809**	**2466**
24H,0-24	**1781**	**1552**	**2918**	**2880**	**2984**	**3015**	**2856**	**2931**	**2569**
Am	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**	**08:00**	**08:00**		
Peak	**169**	**143**	**277**	**299**	**330**	**293**	**263**		
Pm	**12:00**	**13:00**	**16:00**	**16:00**	**17:00**	**16:00**	**15:00**		
Peak	**149**	**147**	**256**	**275**	**277**	**276**	**270**		

Data produced by
Auto Surveys Ltd

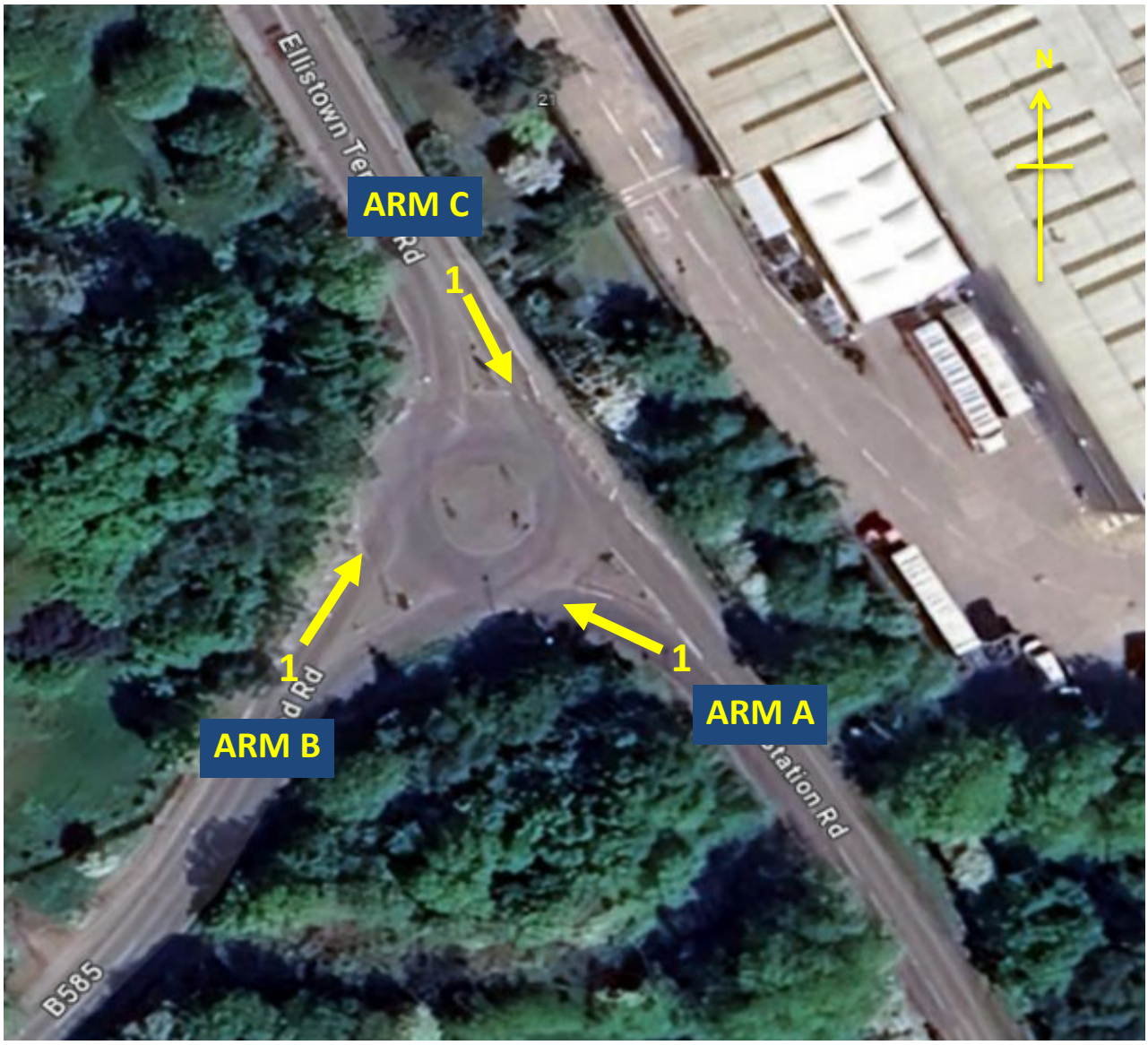
13418	BAGWORTH	Site No: 13418003 Channel: Northbound	Location	Site 3 - Wood Rd, Battram

TIME PERIOD	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Wed 22-May-24	Thu 23-May-24	Fri 24-May-24	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

SITE:		DATE:
1	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	23/05/2024
LOCATION:		**DAY:**
STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD		THURSDAY



JOB TITLE:		JOB NUMBER:
BAGWORTH		13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	A TO A FROM STATION ROAD TO STATION ROAD								A TO B FROM STATION ROAD TO WOOD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
07:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
07:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	20	5	0	0	0	0	0	25
08:00	1	0	0	0	0	0	0	1	6	0	0	1	1	0	0	8
08:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	12
08:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
H/TOT	1	0	0	0	0	0	0	1	36	1	1	1	1	0	0	40
09:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:15	1	0	0	0	0	0	0	1	2	1	1	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	12	3	1	0	0	0	0	16
P/TOT	2	0	0	0	0	0	0	2	68	9	2	1	1	0	0	81

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	A TO A FROM STATION ROAD TO STATION ROAD								A TO B FROM STATION ROAD TO WOOD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
16:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	18	2	1	0	0	0	0	21
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
P/TOT	0	0	0	0	0	0	0	0	36	4	1	0	0	0	0	41

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	A TO C FROM STATION ROAD TO ELLISTOWN TERRACE ROAD								B TO A FROM WOOD ROAD TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	14	3	1	0	0	0	0	18	2	1	0	0	0	0	0	3
07:15	18	5	0	1	0	1	1	26	0	1	0	0	0	0	0	1
07:30	38	3	2	0	0	0	0	43	3	0	0	0	0	0	0	3
07:45	36	9	3	0	1	0	0	49	3	1	0	0	0	0	0	4
H/TOT	106	20	6	1	1	1	1	136	8	3	0	0	0	0	0	11
08:00	28	3	1	0	0	0	1	33	5	0	0	0	0	0	0	5
08:15	40	5	2	0	0	0	0	47	6	0	0	0	0	0	0	6
08:30	35	3	1	0	0	0	0	39	5	2	0	0	1	0	0	8
08:45	32	5	0	0	0	0	0	37	11	0	0	0	0	0	0	11
H/TOT	135	16	4	0	0	0	1	156	27	2	0	0	1	0	0	30
09:00	30	6	0	0	0	0	0	36	7	0	0	0	0	0	0	7
09:15	25	8	1	0	1	0	0	35	1	1	0	0	0	0	0	2
09:30	29	6	1	1	0	0	0	37	2	1	1	0	0	0	0	4
09:45	32	3	1	0	1	0	0	37	5	2	0	0	0	0	0	7
H/TOT	116	23	3	1	2	0	0	145	15	4	1	0	0	0	0	20
P/TOT	357	59	13	2	3	1	2	437	50	9	1	0	1	0	0	61

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	A TO C FROM STATION ROAD TO ELLISTOWN TERRACE ROAD								B TO A FROM WOOD ROAD TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	29	0	0	0	1	0	0	30	4	1	2	0	0	0	0	7
16:15	30	8	3	0	1	1	0	43	11	2	0	0	0	0	0	13
16:30	22	5	0	0	0	0	1	28	7	2	0	0	0	0	0	9
16:45	25	7	1	0	0	2	0	35	3	0	0	0	0	0	0	3
H/TOT	106	20	4	0	2	3	1	136	25	5	2	0	0	0	0	32
17:00	26	2	1	0	1	1	0	31	7	0	0	0	0	0	0	7
17:15	26	7	0	0	1	0	0	34	7	2	0	0	0	0	0	9
17:30	18	5	0	0	0	0	1	24	1	3	0	0	0	1	0	5
17:45	20	2	0	0	0	0	0	22	6	2	0	0	0	0	0	8
H/TOT	90	16	1	0	2	1	1	111	21	7	0	0	0	1	0	29
18:00	33	1	1	0	1	0	0	36	5	0	0	0	0	0	0	5
18:15	22	4	0	0	0	2	1	29	3	0	0	0	0	0	0	3
18:30	25	2	0	0	0	3	0	30	2	0	0	0	0	0	0	2
18:45	23	1	1	0	0	1	0	26	2	0	0	0	0	0	0	2
H/TOT	103	8	2	0	1	6	1	121	12	0	0	0	0	0	0	12
P/TOT	299	44	7	0	5	10	3	368	58	12	2	0	0	1	0	73

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	B TO B FROM WOOD ROAD TO WOOD ROAD								B TO C FROM WOOD ROAD TO ELLISTOWN TERRACE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	31	12	4	0	0	0	0	47
07:15	0	0	0	0	0	0	0	0	37	14	2	1	0	0	0	54
07:30	0	0	0	0	0	0	0	0	52	14	4	0	0	0	0	70
07:45	0	0	0	0	0	0	0	0	48	13	2	3	0	0	0	66
H/TOT	0	0	0	0	0	0	0	0	168	53	12	4	0	0	0	237
08:00	0	0	0	0	0	0	0	0	47	8	3	4	1	0	0	63
08:15	0	0	0	0	0	0	0	0	56	3	3	4	1	0	0	67
08:30	0	0	0	0	0	0	0	0	48	9	2	6	2	0	0	67
08:45	0	0	0	0	0	0	0	0	50	10	1	5	3	1	0	70
H/TOT	0	0	0	0	0	0	0	0	201	30	9	19	7	1	0	267
09:00	0	0	0	0	0	0	0	0	42	6	6	1	0	0	0	55
09:15	0	0	0	0	0	0	0	0	34	2	5	5	1	0	0	47
09:30	0	0	0	0	0	0	0	0	21	7	5	5	0	0	0	38
09:45	0	0	0	0	0	0	0	0	14	13	2	5	0	0	0	34
H/TOT	0	0	0	0	0	0	0	0	111	28	18	16	1	0	0	174
P/TOT	0	0	0	0	0	0	0	0	480	111	39	39	8	1	0	678

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	B TO B FROM WOOD ROAD TO WOOD ROAD								B TO C FROM WOOD ROAD TO ELLISTOWN TERRACE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	36	17	2	5	1	0	0	61
16:15	0	0	0	0	0	0	0	0	43	6	0	3	0	5	0	57
16:30	0	0	0	0	0	0	0	0	56	10	1	0	0	0	0	67
16:45	0	0	0	0	0	0	0	0	41	13	1	3	0	0	0	58
H/TOT	0	0	0	0	0	0	0	0	176	46	4	11	1	5	0	243
17:00	0	0	0	0	0	0	0	0	44	2	2	0	0	1	0	49
17:15	0	0	0	0	0	0	0	0	46	9	0	1	0	1	1	58
17:30	0	0	0	0	0	0	0	0	40	9	1	1	0	1	0	52
17:45	0	0	0	0	0	0	0	0	37	4	1	0	0	1	0	43
H/TOT	0	0	0	0	0	0	0	0	167	24	4	2	0	4	1	202
18:00	0	0	0	0	0	0	0	0	33	8	1	2	0	0	0	44
18:15	0	0	0	0	0	0	0	0	30	7	0	0	0	1	0	38
18:30	0	0	0	0	0	0	0	0	24	2	1	0	0	2	0	29
18:45	0	0	0	0	0	0	0	0	23	3	1	0	0	0	0	27
H/TOT	0	0	0	0	0	0	0	0	110	20	3	2	0	3	0	138
P/TOT	0	0	0	0	0	0	0	0	453	90	11	15	1	12	1	583

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	C TO A FROM ELLISTOWN TERRACE ROAD TO STATION ROAD								C TO B FROM ELLISTOWN TERRACE ROAD TO WOOD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	7	1	0	1	0	1	18	31	13	2	1	0	1	0	48
07:15	17	3	1	0	1	1	0	23	38	20	3	2	1	2	0	66
07:30	18	2	3	0	0	0	0	23	46	27	4	4	0	1	0	82
07:45	26	6	1	0	3	0	0	36	47	15	2	9	1	0	1	75
H/TOT	69	18	6	0	5	1	1	100	162	75	11	16	2	4	1	271
08:00	21	6	1	0	0	0	0	28	56	18	4	9	0	0	0	87
08:15	36	16	0	0	1	0	0	53	47	5	4	6	0	0	0	62
08:30	18	1	4	0	0	0	0	23	32	11	7	6	0	0	0	56
08:45	20	3	2	1	0	0	0	26	31	9	3	6	0	0	0	49
H/TOT	95	26	7	1	1	0	0	130	166	43	18	27	0	0	0	254
09:00	17	5	1	0	0	0	0	23	32	12	3	6	0	0	0	53
09:15	16	6	0	0	0	0	1	23	29	12	2	6	0	0	0	49
09:30	16	3	1	0	0	1	0	21	20	3	3	3	0	0	0	29
09:45	16	6	0	0	0	0	0	22	18	7	1	5	0	0	0	31
H/TOT	65	20	2	0	0	1	1	89	99	34	9	20	0	0	0	162
P/TOT	229	64	15	1	6	2	2	319	427	152	38	63	2	4	1	687

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	C TO A FROM ELLISTOWN TERRACE ROAD TO STATION ROAD								C TO B FROM ELLISTOWN TERRACE ROAD TO WOOD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	9	0	0	0	1	0	35	48	11	1	4	1	1	0	66
16:15	30	4	1	0	2	1	0	38	46	6	1	3	0	0	0	56
16:30	40	5	1	0	0	0	0	46	58	14	4	3	0	0	0	79
16:45	37	5	2	0	0	0	0	44	49	10	2	2	0	0	0	63
H/TOT	132	23	4	0	2	2	0	163	201	41	8	12	1	1	0	264
17:00	48	4	1	0	0	0	1	54	59	15	2	1	0	0	1	78
17:15	59	3	2	0	1	2	1	68	74	4	1	1	0	0	0	80
17:30	45	9	0	0	0	1	0	55	56	11	1	0	0	1	1	70
17:45	27	7	0	0	0	0	0	34	50	5	0	1	0	0	0	56
H/TOT	179	23	3	0	1	3	2	211	239	35	4	3	0	1	2	284
18:00	30	4	0	0	0	0	1	35	58	6	0	1	0	0	0	65
18:15	25	2	0	0	0	1	0	28	37	8	3	0	0	0	0	48
18:30	30	3	1	0	0	2	0	36	20	1	0	1	0	0	0	22
18:45	23	3	1	0	0	0	0	27	23	2	0	1	0	0	0	26
H/TOT	108	12	2	0	0	3	1	126	138	17	3	3	0	0	0	161
P/TOT	419	58	9	0	3	8	3	500	578	93	15	18	1	2	2	709

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	C TO C FROM ELLISTOWN TERRACE ROAD TO ELLISTOWN TERRACE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	C TO C FROM ELLISTOWN TERRACE ROAD TO ELLISTOWN TERRACE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	TO ARM A STATION ROAD								FROM ARM A STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	8	1	0	1	0	1	21	18	4	1	0	0	0	0	23
07:15	17	4	1	0	1	1	0	24	21	6	0	1	0	1	1	30
07:30	21	2	3	0	0	0	0	26	45	5	2	0	0	0	0	52
07:45	29	7	1	0	3	0	0	40	42	10	3	0	1	0	0	56
H/TOT	77	21	6	0	5	1	1	111	126	25	6	1	1	1	1	161
08:00	27	6	1	0	0	0	0	34	35	3	1	1	1	0	1	42
08:15	42	16	0	0	1	0	0	59	45	5	2	0	0	0	0	52
08:30	23	3	4	0	1	0	0	31	45	4	2	0	0	0	0	51
08:45	31	3	2	1	0	0	0	37	47	5	0	0	0	0	0	52
H/TOT	123	28	7	1	2	0	0	161	172	17	5	1	1	0	1	197
09:00	24	5	1	0	0	0	0	30	35	6	0	0	0	0	0	41
09:15	18	7	0	0	0	0	1	26	28	9	2	0	1	0	0	40
09:30	18	4	2	0	0	1	0	25	33	8	1	1	0	0	0	43
09:45	21	8	0	0	0	0	0	29	33	3	1	0	1	0	0	38
H/TOT	81	24	3	0	0	1	1	110	129	26	4	1	2	0	0	162
P/TOT	281	73	16	1	7	2	2	382	427	68	15	3	4	1	2	520

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	TO ARM A STATION ROAD								FROM ARM A STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	29	10	2	0	0	1	0	42	38	0	0	0	1	0	0	39
16:15	41	6	1	0	2	1	0	51	33	9	3	0	1	1	0	47
16:30	47	7	1	0	0	0	0	55	25	5	0	0	0	0	1	31
16:45	40	5	2	0	0	0	0	47	28	8	2	0	0	2	0	40
H/TOT	157	28	6	0	2	2	0	195	124	22	5	0	2	3	1	157
17:00	55	4	1	0	0	0	1	61	29	2	1	0	1	1	0	34
17:15	66	5	2	0	1	2	1	77	28	7	0	0	1	0	0	36
17:30	46	12	0	0	0	2	0	60	20	6	0	0	0	0	1	27
17:45	33	9	0	0	0	0	0	42	21	3	0	0	0	0	0	24
H/TOT	200	30	3	0	1	4	2	240	98	18	1	0	2	1	1	121
18:00	35	4	0	0	0	0	1	40	37	1	1	0	1	0	0	40
18:15	28	2	0	0	0	1	0	31	25	4	0	0	0	2	1	32
18:30	32	3	1	0	0	2	0	38	27	2	0	0	0	3	0	32
18:45	25	3	1	0	0	0	0	29	24	1	1	0	0	1	0	27
H/TOT	120	12	2	0	0	3	1	138	113	8	2	0	1	6	1	131
P/TOT	477	70	11	0	3	9	3	573	335	48	8	0	5	10	3	409

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	TO ARM B WOOD ROAD								FROM ARM B WOOD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	14	2	1	0	1	0	53	33	13	4	0	0	0	0	50
07:15	41	21	3	2	1	2	0	70	37	15	2	1	0	0	0	55
07:30	53	29	4	4	0	1	0	91	55	14	4	0	0	0	0	73
07:45	53	16	2	9	1	0	1	82	51	14	2	3	0	0	0	70
H/TOT	182	80	11	16	2	4	1	296	176	56	12	4	0	0	0	248
08:00	62	18	4	10	1	0	0	95	52	8	3	4	1	0	0	68
08:15	52	5	4	6	0	0	0	67	62	3	3	4	1	0	0	73
08:30	42	12	8	6	0	0	0	68	53	11	2	6	3	0	0	75
08:45	46	9	3	6	0	0	0	64	61	10	1	5	3	1	0	81
H/TOT	202	44	19	28	1	0	0	294	228	32	9	19	8	1	0	297
09:00	37	12	3	6	0	0	0	58	49	6	6	1	0	0	0	62
09:15	31	13	3	6	0	0	0	53	35	3	5	5	1	0	0	49
09:30	24	5	3	3	0	0	0	35	23	8	6	5	0	0	0	42
09:45	19	7	1	5	0	0	0	32	19	15	2	5	0	0	0	41
H/TOT	111	37	10	20	0	0	0	178	126	32	19	16	1	0	0	194
P/TOT	495	161	40	64	3	4	1	768	530	120	40	39	9	1	0	739

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	TO ARM B WOOD ROAD								FROM ARM B WOOD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	57	11	1	4	1	1	0	75	40	18	4	5	1	0	0	68
16:15	49	7	1	3	0	0	0	60	54	8	0	3	0	5	0	70
16:30	61	14	4	3	0	0	0	82	63	12	1	0	0	0	0	76
16:45	52	11	3	2	0	0	0	68	44	13	1	3	0	0	0	61
H/TOT	219	43	9	12	1	1	0	285	201	51	6	11	1	5	0	275
17:00	62	15	2	1	0	0	1	81	51	2	2	0	0	1	0	56
17:15	76	4	1	1	0	0	0	82	53	11	0	1	0	1	1	67
17:30	58	12	1	0	0	1	1	73	41	12	1	1	0	2	0	57
17:45	51	6	0	1	0	0	0	58	43	6	1	0	0	1	0	51
H/TOT	247	37	4	3	0	1	2	294	188	31	4	2	0	5	1	231
18:00	62	6	0	1	0	0	0	69	38	8	1	2	0	0	0	49
18:15	40	8	3	0	0	0	0	51	33	7	0	0	0	1	0	41
18:30	22	1	0	1	0	0	0	24	26	2	1	0	0	2	0	31
18:45	24	2	0	1	0	0	0	27	25	3	1	0	0	0	0	29
H/TOT	148	17	3	3	0	0	0	171	122	20	3	2	0	3	0	150
P/TOT	614	97	16	18	1	2	2	750	511	102	13	15	1	13	1	656

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	TO ARM C ELLISTOWN TERRACE ROAD								FROM ARM C ELLISTOWN TERRACE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	45	15	5	0	0	0	0	65	39	20	3	1	1	1	1	66
07:15	55	19	2	2	0	1	1	80	55	23	4	2	2	3	0	89
07:30	90	17	6	0	0	0	0	113	64	29	7	4	0	1	0	105
07:45	84	22	5	3	1	0	0	115	73	21	3	9	4	0	1	111
H/TOT	274	73	18	5	1	1	1	373	231	93	17	16	7	5	2	371
08:00	75	11	4	4	1	0	1	96	77	24	5	9	0	0	0	115
08:15	96	8	5	4	1	0	0	114	83	21	4	6	1	0	0	115
08:30	83	12	3	6	2	0	0	106	50	12	11	6	0	0	0	79
08:45	82	15	1	5	3	1	0	107	51	12	5	7	0	0	0	75
H/TOT	336	46	13	19	7	1	1	423	261	69	25	28	1	0	0	384
09:00	72	12	6	1	0	0	0	91	49	17	4	6	0	0	0	76
09:15	59	10	6	5	2	0	0	82	45	18	2	6	0	0	1	72
09:30	50	13	6	6	0	0	0	75	36	6	4	3	0	1	0	50
09:45	46	16	3	5	1	0	0	71	34	13	1	5	0	0	0	53
H/TOT	227	51	21	17	3	0	0	319	164	54	11	20	0	1	1	251
P/TOT	837	170	52	41	11	2	2	1115	656	216	53	64	8	6	3	1006

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

TIME	TO ARM C ELLISTOWN TERRACE ROAD								FROM ARM C ELLISTOWN TERRACE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	65	17	2	5	2	0	0	91	73	20	1	4	1	2	0	101
16:15	74	14	3	3	1	6	0	101	77	10	2	3	2	1	0	95
16:30	78	15	1	0	0	0	1	95	98	19	5	3	0	0	0	125
16:45	66	20	2	3	0	2	0	93	86	15	4	2	0	0	0	107
H/TOT	283	66	8	11	3	8	1	380	334	64	12	12	3	3	0	428
17:00	70	4	3	0	1	2	0	80	107	19	3	1	0	0	2	132
17:15	72	16	0	1	1	1	1	92	133	7	3	1	1	2	1	148
17:30	58	14	1	1	0	1	1	76	101	20	1	0	0	2	1	125
17:45	57	6	1	0	0	1	0	65	77	12	0	1	0	0	0	90
H/TOT	257	40	5	2	2	5	2	313	418	58	7	3	1	4	4	495
18:00	66	9	2	2	1	0	0	80	88	10	0	1	0	0	1	100
18:15	52	11	0	0	0	3	1	67	62	10	3	0	0	1	0	76
18:30	49	4	1	0	0	5	0	59	50	4	1	1	0	2	0	58
18:45	46	4	2	0	0	1	0	53	46	5	1	1	0	0	0	53
H/TOT	213	28	5	2	1	9	1	259	246	29	5	3	0	3	1	287
P/TOT	753	134	18	15	6	22	4	952	998	151	24	18	4	10	5	1210

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

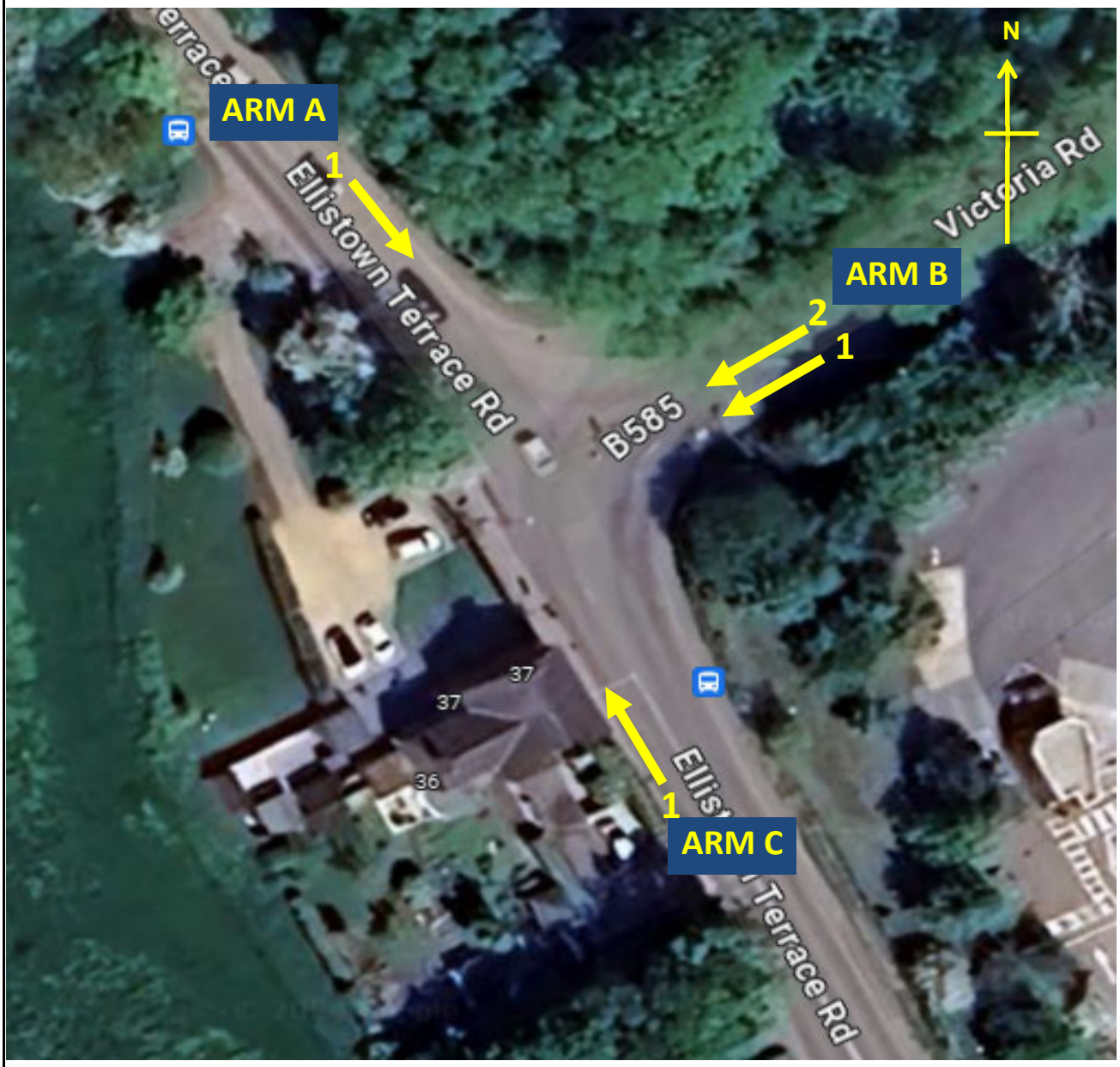
SITE: 1 **DATE:** 23/05/2024

LOCATION: STATION ROAD / WOOD ROAD / ELLISTOWN TERRACE ROAD **DAY:** THURSDAY

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

TIME	ARM A STATION ROAD	ARM B WOOD ROAD	ARM C ELLISTOWN TERRACE ROAD	TIME	ARM A STATION ROAD	ARM B WOOD ROAD	ARM C ELLISTOWN TERRACE ROAD
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	1	0	3	16:00	1	0	0
07:05	1	1	2	16:05	3	4	2
07:10	1	0	0	16:10	2	3	0
07:15	2	0	0	16:15	3	2	0
07:20	0	2	0	16:20	2	1	3
07:25	1	0	0	16:25	2	0	3
07:30	1	0	0	16:30	1	1	3
07:35	3	5	1	16:35	4	3	3
07:40	6	1	0	16:40	2	0	3
07:45	1	0	0	16:45	1	0	0
07:50	3	2	3	16:50	3	1	0
07:55	1	2	0	16:55	1	2	0
08:00	3	1	0	17:00	1	0	1
08:05	2	2	0	17:05	2	0	0
08:10	2	1	2	17:10	2	3	5
08:15	1	1	3	17:15	2	2	2
08:20	4	2	1	17:20	1	0	3
08:25	3	1	0	17:25	1	2	0
08:30	5	6	2	17:30	0	1	0
08:35	3	1	0	17:35	0	0	1
08:40	1	1	3	17:40	0	4	0
08:45	2	7	2	17:45	1	0	0
08:50	0	1	1	17:50	2	3	5
08:55	1	1	0	17:55	0	1	0
09:00	1	2	1	18:00	0	1	0
09:05	3	1	0	18:05	1	1	5
09:10	1	1	0	18:10	2	0	0
09:15	3	2	0	18:15	0	0	1
09:20	1	3	3	18:20	3	1	3
09:25	0	0	3	18:25	1	0	0
09:30	1	0	0	18:30	1	0	0
09:35	3	1	0	18:35	0	1	0
09:40	1	0	0	18:40	0	0	0
09:45	1	1	0	18:45	0	0	0
09:50	0	0	0	18:50	1	1	0
09:55	0	2	0	18:55	0	0	0

SITE:		DATE:
2	AUTO SURVEYS LTD	23/05/2024
LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
BAGWORTH		13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	A TO B FROM ELLISTOWN TERRACE ROAD (NW) TO VICTORIA ROAD								A TO C FROM ELLISTOWN TERRACE ROAD (NW) TO ELLISTOWN TERRACE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	3	0	4	0	0	0	11	12	4	1	0	0	0	1	18
07:15	0	3	0	7	0	0	0	10	17	3	1	0	0	2	0	23
07:30	6	2	0	5	0	0	0	13	22	5	2	0	0	0	0	29
07:45	8	0	0	6	1	0	0	15	33	6	1	1	3	0	0	44
H/TOT	18	8	0	22	1	0	0	49	84	18	5	1	3	2	1	114
08:00	7	1	0	5	0	0	0	13	37	10	2	1	1	0	0	51
08:15	15	0	5	1	0	0	0	21	46	16	3	1	0	0	0	66
08:30	10	0	3	1	0	0	0	14	20	3	2	0	0	0	0	25
08:45	2	0	0	3	0	0	0	5	29	9	1	2	0	0	0	41
H/TOT	34	1	8	10	0	0	0	53	132	38	8	4	1	0	0	183
09:00	5	2	0	6	0	0	0	13	19	5	0	1	0	0	0	25
09:15	15	0	1	4	0	2	0	22	15	7	1	1	0	0	0	24
09:30	4	0	0	3	0	0	0	7	19	3	1	1	0	1	0	25
09:45	4	0	0	2	0	0	0	6	14	6	1	1	0	0	0	22
H/TOT	28	2	1	15	0	2	0	48	67	21	3	4	0	1	0	96
P/TOT	80	11	9	47	1	2	0	150	283	77	16	9	4	3	1	393

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	A TO B FROM ELLISTOWN TERRACE ROAD (NW) TO VICTORIA ROAD								A TO C FROM ELLISTOWN TERRACE ROAD (NW) TO ELLISTOWN TERRACE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	1	0	0	0	8	22	8	0	2	0	1	0	33
16:15	4	0	0	1	0	0	0	5	27	4	1	3	2	1	0	38
16:30	2	1	1	0	0	0	0	4	37	5	2	1	0	0	1	46
16:45	7	1	1	3	0	0	0	12	32	8	1	0	0	0	0	41
H/TOT	19	3	2	5	0	0	0	29	118	25	4	6	2	2	1	158
17:00	7	3	4	2	0	0	0	16	38	4	1	0	0	0	1	44
17:15	3	0	0	6	0	0	0	9	52	3	1	1	1	1	1	60
17:30	4	1	1	2	0	0	0	8	32	8	0	0	0	0	0	40
17:45	6	1	0	0	0	0	0	7	29	6	0	0	0	0	0	35
H/TOT	20	5	5	10	0	0	0	40	151	21	2	1	1	1	2	179
18:00	4	1	0	1	0	0	0	6	29	5	0	0	0	0	1	35
18:15	1	0	0	0	0	0	0	1	25	6	1	0	0	1	0	33
18:30	2	0	0	0	0	0	0	2	24	3	1	0	0	2	0	30
18:45	7	2	0	0	0	0	0	9	20	3	0	0	0	0	0	23
H/TOT	14	3	0	1	0	0	0	18	98	17	2	0	0	3	1	121
P/TOT	53	11	7	16	0	0	0	87	367	63	8	7	3	6	4	458

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	B TO A FROM VICTORIA ROAD TO ELLISTOWN TERRACE ROAD (NW)								B TO C FROM VICTORIA ROAD TO ELLISTOWN TERRACE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	8	0	0	0	11	27	17	1	1	0	1	0	47
07:15	3	0	1	2	0	0	0	6	35	17	3	2	2	1	0	60
07:30	1	1	1	7	0	0	0	10	42	26	5	4	0	1	0	78
07:45	4	1	1	2	0	0	0	8	40	14	2	8	1	0	1	66
H/TOT	10	3	3	19	0	0	0	35	144	74	11	15	3	3	1	251
08:00	3	0	4	2	0	0	0	9	39	14	2	8	0	0	0	63
08:15	6	0	1	0	0	0	0	7	41	6	2	5	0	0	0	54
08:30	8	1	2	5	0	0	0	16	30	8	9	6	0	0	0	53
08:45	2	1	4	2	0	0	0	9	26	3	5	5	0	0	0	39
H/TOT	19	2	11	9	0	0	0	41	136	31	18	24	0	0	0	209
09:00	8	3	1	5	0	0	0	17	26	12	3	6	0	0	0	47
09:15	7	0	1	3	1	0	0	12	31	11	1	4	0	0	1	48
09:30	5	2	1	4	0	0	0	12	18	3	3	3	0	0	0	27
09:45	4	3	1	2	0	0	0	10	20	7	0	3	0	0	0	30
H/TOT	24	8	4	14	1	0	0	51	95	33	7	16	0	0	1	152
P/TOT	53	13	18	42	1	0	0	127	375	138	36	55	3	3	2	612

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	B TO A FROM VICTORIA ROAD TO ELLISTOWN TERRACE ROAD (NW)								B TO C FROM VICTORIA ROAD TO ELLISTOWN TERRACE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	2	0	4	0	0	0	9	50	12	1	2	1	1	0	67
16:15	7	0	0	3	0	0	0	10	47	7	1	0	0	0	0	55
16:30	9	2	0	2	1	0	0	14	61	14	3	2	0	0	0	80
16:45	2	2	0	5	0	0	0	9	52	7	3	2	0	0	0	64
H/TOT	21	6	0	14	1	0	0	42	210	40	8	6	1	1	0	266
17:00	13	2	0	2	0	1	0	18	67	16	2	1	0	0	1	87
17:15	8	2	0	0	0	0	0	10	84	3	2	0	0	1	0	90
17:30	6	0	1	0	0	0	0	7	66	12	1	0	0	2	0	81
17:45	9	1	0	0	0	0	0	10	48	6	0	1	0	0	0	55
H/TOT	36	5	1	2	0	1	0	45	265	37	5	2	0	3	1	313
18:00	9	0	1	0	0	0	1	11	61	3	0	1	0	0	0	65
18:15	3	2	0	0	0	0	0	5	34	6	2	0	0	0	0	42
18:30	2	2	0	0	1	0	0	5	25	1	0	1	0	0	0	27
18:45	4	0	0	0	0	0	0	4	26	2	1	1	0	0	0	30
H/TOT	18	4	1	0	1	0	1	25	146	12	3	3	0	0	0	164
P/TOT	75	15	2	16	2	1	1	112	621	89	16	11	1	4	1	743

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	C TO A FROM ELLISTOWN TERRACE ROAD (SE) TO ELLISTOWN TERRACE ROAD (NW)								C TO B FROM ELLISTOWN TERRACE ROAD (SE) TO VICTORIA ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	2	0	0	0	0	0	13	34	13	6	0	0	0	0	53
07:15	25	6	0	1	0	0	0	32	37	13	2	1	0	1	1	55
07:30	26	4	3	0	0	0	0	33	55	13	2	0	0	0	0	70
07:45	28	6	2	1	1	0	0	38	59	16	4	2	0	0	0	81
H/TOT	90	18	5	2	1	0	0	116	185	55	14	3	0	1	1	259
08:00	28	5	3	1	0	0	0	37	44	6	1	3	1	0	0	55
08:15	36	2	1	0	1	0	1	41	58	6	2	4	0	0	0	70
08:30	31	6	2	1	1	0	0	41	51	6	3	4	0	0	0	64
08:45	34	7	1	1	4	0	0	47	53	8	0	5	0	1	0	67
H/TOT	129	20	7	3	6	0	1	166	206	26	6	16	1	1	0	256
09:00	45	6	2	0	0	0	0	53	23	6	4	0	0	0	0	33
09:15	26	6	2	2	1	0	0	37	30	5	4	3	1	0	0	43
09:30	18	8	5	1	0	0	0	32	31	3	1	6	0	0	0	41
09:45	27	11	2	2	0	0	0	42	21	7	0	3	1	0	0	32
H/TOT	116	31	11	5	1	0	0	164	105	21	9	12	2	0	0	149
P/TOT	335	69	23	10	8	0	1	446	496	102	29	31	3	2	1	664

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	C TO A FROM ELLISTOWN TERRACE ROAD (SE) TO ELLISTOWN TERRACE ROAD (NW)								C TO B FROM ELLISTOWN TERRACE ROAD (SE) TO VICTORIA ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	31	6	0	4	1	0	0	42	29	12	2	2	0	0	0	45
16:15	47	5	2	2	2	0	0	58	31	9	1	1	0	5	0	47
16:30	31	6	0	0	0	0	1	38	48	9	1	0	0	1	0	59
16:45	31	7	0	1	0	1	0	40	31	10	2	1	0	1	0	45
H/TOT	140	24	2	7	3	1	1	178	139	40	6	4	0	7	0	196
17:00	33	0	0	1	1	0	0	35	40	7	3	0	0	1	0	51
17:15	29	4	0	0	1	1	1	36	41	11	0	1	0	1	0	54
17:30	22	5	0	0	0	0	1	28	37	10	1	1	0	1	0	50
17:45	27	1	0	0	0	0	0	28	25	6	1	0	0	0	0	32
H/TOT	111	10	0	1	2	1	2	127	143	34	5	2	0	3	0	187
18:00	27	2	0	0	1	0	0	30	44	6	2	2	0	1	0	55
18:15	26	10	0	0	0	2	1	39	26	2	0	0	0	1	0	29
18:30	24	0	0	0	0	1	0	25	23	3	1	0	0	4	0	31
18:45	32	2	1	0	0	0	0	35	16	2	1	0	0	1	0	20
H/TOT	109	14	1	0	1	3	1	129	109	13	4	2	0	7	0	135
P/TOT	360	48	3	8	6	5	4	434	391	87	15	8	0	17	0	518

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	TO ARM A ELLISTOWN TERRACE ROAD (NW)								FROM ARM A ELLISTOWN TERRACE ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	3	0	8	0	0	0	24	16	7	1	4	0	0	1	29
07:15	28	6	1	3	0	0	0	38	17	6	1	7	0	2	0	33
07:30	27	5	4	7	0	0	0	43	28	7	2	5	0	0	0	42
07:45	32	7	3	3	1	0	0	46	41	6	1	7	4	0	0	59
H/TOT	100	21	8	21	1	0	0	151	102	26	5	23	4	2	1	163
08:00	31	5	7	3	0	0	0	46	44	11	2	6	1	0	0	64
08:15	42	2	2	0	1	0	1	48	61	16	8	2	0	0	0	87
08:30	39	7	4	6	1	0	0	57	30	3	5	1	0	0	0	39
08:45	36	8	5	3	4	0	0	56	31	9	1	5	0	0	0	46
H/TOT	148	22	18	12	6	0	1	207	166	39	16	14	1	0	0	236
09:00	53	9	3	5	0	0	0	70	24	7	0	7	0	0	0	38
09:15	33	6	3	5	2	0	0	49	30	7	2	5	0	2	0	46
09:30	23	10	6	5	0	0	0	44	23	3	1	4	0	1	0	32
09:45	31	14	3	4	0	0	0	52	18	6	1	3	0	0	0	28
H/TOT	140	39	15	19	2	0	0	215	95	23	4	19	0	3	0	144
P/TOT	388	82	41	52	9	0	1	573	363	88	25	56	5	5	1	543

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	TO ARM A ELLISTOWN TERRACE ROAD (NW)								FROM ARM A ELLISTOWN TERRACE ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	34	8	0	8	1	0	0	51	28	9	0	3	0	1	0	41
16:15	54	5	2	5	2	0	0	68	31	4	1	4	2	1	0	43
16:30	40	8	0	2	1	0	1	52	39	6	3	1	0	0	1	50
16:45	33	9	0	6	0	1	0	49	39	9	2	3	0	0	0	53
H/TOT	161	30	2	21	4	1	1	220	137	28	6	11	2	2	1	187
17:00	46	2	0	3	1	1	0	53	45	7	5	2	0	0	1	60
17:15	37	6	0	0	1	1	1	46	55	3	1	7	1	1	1	69
17:30	28	5	1	0	0	0	1	35	36	9	1	2	0	0	0	48
17:45	36	2	0	0	0	0	0	38	35	7	0	0	0	0	0	42
H/TOT	147	15	1	3	2	2	2	172	171	26	7	11	1	1	2	219
18:00	36	2	1	0	1	0	1	41	33	6	0	1	0	0	1	41
18:15	29	12	0	0	0	2	1	44	26	6	1	0	0	1	0	34
18:30	26	2	0	0	1	1	0	30	26	3	1	0	0	2	0	32
18:45	36	2	1	0	0	0	0	39	27	5	0	0	0	0	0	32
H/TOT	127	18	2	0	2	3	2	154	112	20	2	1	0	3	1	139
P/TOT	435	63	5	24	8	6	5	546	420	74	15	23	3	6	4	545

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	TO ARM B VICTORIA ROAD								FROM ARM B VICTORIA ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	16	6	4	0	0	0	64	29	18	1	9	0	1	0	58
07:15	37	16	2	8	0	1	1	65	38	17	4	4	2	1	0	66
07:30	61	15	2	5	0	0	0	83	43	27	6	11	0	1	0	88
07:45	67	16	4	8	1	0	0	96	44	15	3	10	1	0	1	74
H/TOT	203	63	14	25	1	1	1	308	154	77	14	34	3	3	1	286
08:00	51	7	1	8	1	0	0	68	42	14	6	10	0	0	0	72
08:15	73	6	7	5	0	0	0	91	47	6	3	5	0	0	0	61
08:30	61	6	6	5	0	0	0	78	38	9	11	11	0	0	0	69
08:45	55	8	0	8	0	1	0	72	28	4	9	7	0	0	0	48
H/TOT	240	27	14	26	1	1	0	309	155	33	29	33	0	0	0	250
09:00	28	8	4	6	0	0	0	46	34	15	4	11	0	0	0	64
09:15	45	5	5	7	1	2	0	65	38	11	2	7	1	0	1	60
09:30	35	3	1	9	0	0	0	48	23	5	4	7	0	0	0	39
09:45	25	7	0	5	1	0	0	38	24	10	1	5	0	0	0	40
H/TOT	133	23	10	27	2	2	0	197	119	41	11	30	1	0	1	203
P/TOT	576	113	38	78	4	4	1	814	428	151	54	97	4	3	2	739

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	TO ARM B VICTORIA ROAD								FROM ARM B VICTORIA ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	35	13	2	3	0	0	0	53	53	14	1	6	1	1	0	76
16:15	35	9	1	2	0	5	0	52	54	7	1	3	0	0	0	65
16:30	50	10	2	0	0	1	0	63	70	16	3	4	1	0	0	94
16:45	38	11	3	4	0	1	0	57	54	9	3	7	0	0	0	73
H/TOT	158	43	8	9	0	7	0	225	231	46	8	20	2	1	0	308
17:00	47	10	7	2	0	1	0	67	80	18	2	3	0	1	1	105
17:15	44	11	0	7	0	1	0	63	92	5	2	0	0	1	0	100
17:30	41	11	2	3	0	1	0	58	72	12	2	0	0	2	0	88
17:45	31	7	1	0	0	0	0	39	57	7	0	1	0	0	0	65
H/TOT	163	39	10	12	0	3	0	227	301	42	6	4	0	4	1	358
18:00	48	7	2	3	0	1	0	61	70	3	1	1	0	0	1	76
18:15	27	2	0	0	0	1	0	30	37	8	2	0	0	0	0	47
18:30	25	3	1	0	0	4	0	33	27	3	0	1	1	0	0	32
18:45	23	4	1	0	0	1	0	29	30	2	1	1	0	0	0	34
H/TOT	123	16	4	3	0	7	0	153	164	16	4	3	1	0	1	189
P/TOT	444	98	22	24	0	17	0	605	696	104	18	27	3	5	2	855

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	TO ARM C ELLISTOWN TERRACE ROAD (SE)								FROM ARM C ELLISTOWN TERRACE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	39	21	2	1	0	1	1	65	45	15	6	0	0	0	0	66
07:15	52	20	4	2	2	3	0	83	62	19	2	2	0	1	1	87
07:30	64	31	7	4	0	1	0	107	81	17	5	0	0	0	0	103
07:45	73	20	3	9	4	0	1	110	87	22	6	3	1	0	0	119
H/TOT	228	92	16	16	6	5	2	365	275	73	19	5	1	1	1	375
08:00	76	24	4	9	1	0	0	114	72	11	4	4	1	0	0	92
08:15	87	22	5	6	0	0	0	120	94	8	3	4	1	0	1	111
08:30	50	11	11	6	0	0	0	78	82	12	5	5	1	0	0	105
08:45	55	12	6	7	0	0	0	80	87	15	1	6	4	1	0	114
H/TOT	268	69	26	28	1	0	0	392	335	46	13	19	7	1	1	422
09:00	45	17	3	7	0	0	0	72	68	12	6	0	0	0	0	86
09:15	46	18	2	5	0	0	1	72	56	11	6	5	2	0	0	80
09:30	37	6	4	4	0	1	0	52	49	11	6	7	0	0	0	73
09:45	34	13	1	4	0	0	0	52	48	18	2	5	1	0	0	74
H/TOT	162	54	10	20	0	1	1	248	221	52	20	17	3	0	0	313
P/TOT	658	215	52	64	7	6	3	1005	831	171	52	41	11	2	2	1110

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SE) **DAY:** THURSDAY

TIME	TO ARM C ELLISTOWN TERRACE ROAD (SE)								FROM ARM C ELLISTOWN TERRACE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	72	20	1	4	1	2	0	100	60	18	2	6	1	0	0	87
16:15	74	11	2	3	2	1	0	93	78	14	3	3	2	5	0	105
16:30	98	19	5	3	0	0	1	126	79	15	1	0	0	1	1	97
16:45	84	15	4	2	0	0	0	105	62	17	2	2	0	2	0	85
H/TOT	328	65	12	12	3	3	1	424	279	64	8	11	3	8	1	374
17:00	105	20	3	1	0	0	2	131	73	7	3	1	1	1	0	86
17:15	136	6	3	1	1	2	1	150	70	15	0	1	1	2	1	90
17:30	98	20	1	0	0	2	0	121	59	15	1	1	0	1	1	78
17:45	77	12	0	1	0	0	0	90	52	7	1	0	0	0	0	60
H/TOT	416	58	7	3	1	4	3	492	254	44	5	3	2	4	2	314
18:00	90	8	0	1	0	0	1	100	71	8	2	2	1	1	0	85
18:15	59	12	3	0	0	1	0	75	52	12	0	0	0	3	1	68
18:30	49	4	1	1	0	2	0	57	47	3	1	0	0	5	0	56
18:45	46	5	1	1	0	0	0	53	48	4	2	0	0	1	0	55
H/TOT	244	29	5	3	0	3	1	285	218	27	5	2	1	10	1	264
P/TOT	988	152	24	18	4	10	5	1201	751	135	18	16	6	22	4	952

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 2 **DATE:** 23/05/2024

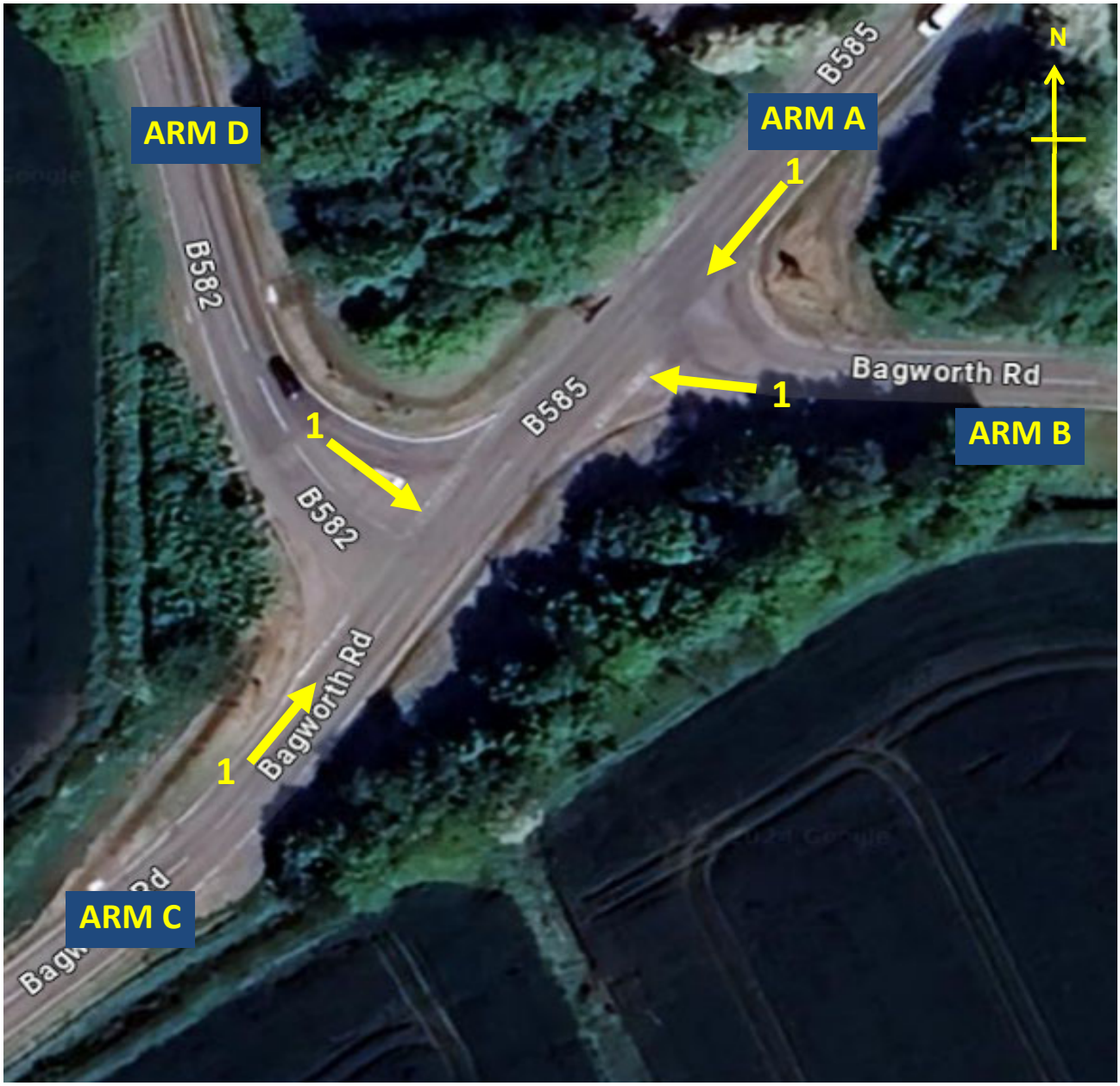
LOCATION: ELLISTOWN TERRACE ROAD (NW) / VICTORIA ROAD / ELLISTOWN TERRACE ROAD (SI **DAY:** THURSDAY

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

TIME	ARM A ELLISTOWN TERRACE ROAD (NW)	ARM B VICTORIA ROAD		ARM C ELLISTOWN TERRACE ROAD (SE)
	LANE 1	LANE 1	LANE 2	LANE 1
07:00	2	3	0	7
07:05	4	2	1	3
07:10	5	2	5	6
07:15	3	2	1	7
07:20	4	1	1	5
07:25	4	5	1	3
07:30	8	2	1	4
07:35	9	16	0	20+
07:40	16	1	1	11
07:45	5	5	2	15
07:50	10	3	1	7
07:55	11	3	1	24
08:00	11	1	2	9
08:05	6	5	1	12
08:10	15	6	1	8
08:15	17	4	3	6
08:20	16	2	1	12
08:25	5	1	0	6
08:30	6	3	1	7
08:35	5	5	8	19
08:40	3	1	2	6
08:45	4	2	1	21
08:50	6	1	2	8
08:55	5	6	1	13
09:00	3	2	1	6
09:05	4	2	4	7
09:10	2	2	2	6
09:15	5	0	1	6
09:20	7	3	2	4
09:25	4	2	1	8
09:30	3	4	2	3
09:35	4	1	2	5
09:40	4	0	2	7
09:45	2	2	2	8
09:50	3	1	1	5
09:55	5	1	1	7

TIME	ARM A ELLISTOWN TERRACE ROAD (NW)	ARM B VICTORIA ROAD		ARM C ELLISTOWN TERRACE ROAD (SE)
	LANE 1	LANE 1	LANE 2	LANE 1
16:00	3	3	1	4
16:05	4	5	1	4
16:10	4	3	6	12
16:15	4	3	1	7
16:20	5	1	1	6
16:25	6	2	3	6
16:30	3	4	1	8
16:35	5	7	1	9
16:40	6	3	1	6
16:45	3	2	2	5
16:50	5	2	2	5
16:55	5	2	1	8
17:00	6	15	1	16
17:05	5	4	2	7
17:10	4	5	1	4
17:15	10	17	1	16
17:20	6	7	1	6
17:25	8	3	1	8
17:30	2	1	1	7
17:35	3	2	2	7
17:40	3	1	0	4
17:45	5	8	0	2
17:50	4	0	1	3
17:55	3	0	2	3
18:00	3	3	2	4
18:05	4	4	2	5
18:10	4	2	1	5
18:15	2	2	1	3
18:20	3	1	1	5
18:25	4	3	0	4
18:30	3	0	1	1
18:35	1	2	1	2
18:40	3	2	1	2
18:45	3	1	0	6
18:50	3	1	1	1
18:55	2	0	1	2

SITE:		DATE:
3	AUTO SURVEYS LTD	23/05/2024
LOCATION:		**DAY:**
B585 (NE) / B585 (E) / BAGWORTH ROAD / B582		THURSDAY



JOB TITLE:		JOB NUMBER:
BAGWORTH		13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	A TO B FROM B585 (NE) TO B585 (E)								A TO C FROM B585 (NE) TO BAGWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	24	6	1	0	0	1	0	32
07:15	5	2	0	1	0	0	0	8	22	10	0	0	1	1	0	34
07:30	4	2	0	1	0	0	0	7	38	20	0	0	0	0	0	58
07:45	9	1	1	4	0	0	0	15	41	12	0	0	1	0	1	55
H/TOT	21	5	1	6	0	0	0	33	125	48	1	0	2	2	1	179
08:00	6	3	0	3	0	0	0	12	49	7	1	0	1	0	0	58
08:15	2	1	0	4	0	0	0	7	40	5	2	0	0	0	0	47
08:30	6	0	0	4	0	0	0	10	32	6	2	0	0	0	0	40
08:45	5	1	0	0	0	0	0	6	37	5	0	0	0	0	0	42
H/TOT	19	5	0	11	0	0	0	35	158	23	5	0	1	0	0	187
09:00	7	1	0	5	0	0	0	13	20	7	2	1	0	0	0	30
09:15	5	1	0	4	0	0	0	10	22	10	0	0	0	0	0	32
09:30	3	1	0	1	0	0	0	5	18	5	2	0	0	0	0	25
09:45	6	0	0	0	0	0	0	6	13	3	2	0	0	0	0	18
H/TOT	21	3	0	10	0	0	0	34	73	25	6	1	0	0	0	105
P/TOT	61	13	1	27	0	0	0	102	356	96	12	1	3	2	1	471

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	A TO B FROM B585 (NE) TO B585 (E)								A TO C FROM B585 (NE) TO BAGWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	1	1	2	0	0	0	11	32	5	2	0	0	1	0	40
16:15	8	2	0	0	0	0	0	10	46	5	0	0	1	0	0	52
16:30	5	2	1	1	0	0	0	9	43	9	2	0	0	0	0	54
16:45	9	2	0	1	0	0	0	12	32	6	0	0	0	0	0	38
H/TOT	29	7	2	4	0	0	0	42	153	25	4	0	1	1	0	184
17:00	11	2	1	0	0	0	0	14	53	10	2	0	0	0	1	66
17:15	15	0	0	1	0	0	1	17	50	5	1	0	0	0	0	56
17:30	12	0	0	0	0	1	0	13	40	12	0	0	0	0	0	52
17:45	10	1	0	0	0	0	0	11	40	5	0	0	0	0	1	46
H/TOT	48	3	1	1	0	1	1	55	183	32	3	0	0	0	2	220
18:00	8	1	0	0	0	0	0	9	44	3	0	0	0	0	0	47
18:15	9	1	0	0	0	0	0	10	28	3	3	0	0	0	0	34
18:30	4	2	0	1	0	0	0	7	22	3	0	0	0	0	0	25
18:45	2	0	0	0	0	0	0	2	15	2	0	0	0	0	0	17
H/TOT	23	4	0	1	0	0	0	28	109	11	3	0	0	0	0	123
P/TOT	100	14	3	6	0	1	1	125	445	68	10	0	1	1	2	527

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	A TO D FROM B585 (NE) TO B582								B TO A FROM B585 (E) TO B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	1	0	0	0	4	3	1	1	0	0	0	0	5
07:15	2	0	1	0	0	0	0	3	8	1	0	0	0	0	0	9
07:30	1	1	1	3	0	1	0	7	8	3	2	0	0	0	0	13
07:45	5	3	2	4	0	0	0	14	2	1	0	3	0	0	0	6
H/TOT	10	5	4	8	0	1	0	28	21	6	3	3	0	0	0	33
08:00	5	1	0	4	0	0	0	10	11	1	0	2	0	0	0	14
08:15	5	0	1	3	0	0	0	9	9	0	1	3	0	0	0	13
08:30	6	0	0	2	0	0	0	8	3	3	1	3	0	0	0	10
08:45	5	1	3	3	0	0	0	12	8	1	0	1	2	0	0	12
H/TOT	21	2	4	12	0	0	0	39	31	5	2	9	2	0	0	49
09:00	4	2	3	3	0	0	0	12	10	3	1	3	0	0	0	17
09:15	2	0	1	1	0	0	0	4	7	1	2	3	0	0	0	13
09:30	5	2	2	2	0	0	0	11	4	3	0	2	0	0	0	9
09:45	0	2	1	2	0	0	0	5	2	2	0	1	0	0	0	5
H/TOT	11	6	7	8	0	0	0	32	23	9	3	9	0	0	0	44
P/TOT	42	13	15	28	0	1	0	99	75	20	8	21	2	0	0	126

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	A TO D FROM B585 (NE) TO B582								B TO A FROM B585 (E) TO B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	10	4	0	1	0	0	0	15	10	0	2	1	0	0	0	13
16:15	11	2	1	1	0	0	0	15	12	1	0	0	0	0	0	13
16:30	8	6	0	1	0	0	0	15	6	2	0	0	0	0	0	8
16:45	18	6	1	2	0	0	0	27	3	0	0	1	0	0	0	4
H/TOT	47	18	2	5	0	0	0	72	31	3	2	2	0	0	0	38
17:00	13	2	1	0	0	0	0	16	6	0	0	0	0	0	1	7
17:15	11	2	0	1	0	0	0	14	5	0	0	0	0	0	0	5
17:30	6	3	1	0	0	0	0	10	8	2	0	0	0	1	0	11
17:45	6	2	0	1	0	0	0	9	3	1	0	0	0	0	0	4
H/TOT	36	9	2	2	0	0	0	49	22	3	0	0	0	1	1	27
18:00	5	1	0	0	0	0	0	6	8	2	0	1	0	0	0	11
18:15	2	1	0	0	0	0	0	3	5	4	0	0	0	0	0	9
18:30	4	2	0	0	0	0	0	6	5	1	0	0	0	0	0	6
18:45	3	0	0	1	0	0	0	4	5	0	0	0	0	0	0	5
H/TOT	14	4	0	1	0	0	0	19	23	7	0	1	0	0	0	31
P/TOT	97	31	4	8	0	0	0	140	76	13	2	3	0	1	1	96

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	B TO C FROM B585 (E) TO BAGWORTH ROAD								B TO D FROM B585 (E) TO B582							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	8	2	1	0	0	1	0	12
07:15	0	2	0	0	0	0	0	2	15	6	3	1	0	1	0	26
07:30	6	2	0	0	0	0	0	8	18	6	2	0	0	0	0	26
07:45	2	1	0	0	0	0	0	3	16	7	0	0	0	0	0	23
H/TOT	11	5	0	0	0	0	0	16	57	21	6	1	0	2	0	87
08:00	5	1	0	0	0	0	0	6	12	8	1	0	0	0	0	21
08:15	3	1	0	0	0	0	0	4	12	5	1	0	0	0	0	18
08:30	8	1	0	0	0	0	0	9	21	4	1	0	0	0	0	26
08:45	8	0	0	0	2	0	0	10	14	5	0	0	0	0	0	19
H/TOT	24	3	0	0	2	0	0	29	59	22	3	0	0	0	0	84
09:00	1	1	0	0	0	0	0	2	5	6	1	1	0	0	0	13
09:15	1	1	0	0	0	0	0	2	3	2	1	0	0	0	0	6
09:30	1	1	0	0	0	0	0	2	11	1	1	1	0	0	0	14
09:45	2	0	1	0	0	0	0	3	12	3	0	0	0	0	0	15
H/TOT	5	3	1	0	0	0	0	9	31	12	3	2	0	0	0	48
P/TOT	40	11	1	0	2	0	0	54	147	55	12	3	0	2	0	219

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	B TO C FROM B585 (E) TO BAGWORTH ROAD								B TO D FROM B585 (E) TO B582							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	0	0	0	0	0	0	6	32	10	2	0	0	0	1	45
16:15	1	0	0	0	0	0	0	1	32	3	0	0	0	0	0	35
16:30	2	3	0	0	0	0	0	5	28	4	1	1	0	1	0	35
16:45	3	0	0	0	0	0	0	3	34	5	0	0	0	0	0	39
H/TOT	12	3	0	0	0	0	0	15	126	22	3	1	0	1	1	154
17:00	2	1	0	0	0	0	0	3	41	3	0	0	0	2	0	46
17:15	2	0	0	0	0	0	0	2	36	3	0	0	0	0	0	39
17:30	2	1	0	0	0	0	0	3	28	6	0	0	0	1	0	35
17:45	1	0	0	0	0	0	0	1	29	5	0	0	0	1	0	35
H/TOT	7	2	0	0	0	0	0	9	134	17	0	0	0	4	0	155
18:00	2	0	0	0	0	0	0	2	27	4	0	0	0	0	0	31
18:15	1	0	0	0	0	0	0	1	19	1	0	0	0	0	0	20
18:30	2	1	0	0	0	0	0	3	8	1	0	0	0	1	0	10
18:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
H/TOT	5	1	0	0	0	0	0	6	64	7	0	0	0	1	0	72
P/TOT	24	6	0	0	0	0	0	30	324	46	3	1	0	6	1	381

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	C TO A FROM BAGWORTH ROAD TO B585 (NE)								C TO B FROM BAGWORTH ROAD TO B585 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	28	11	1	0	0	0	0	40	1	1	0	0	0	0	0	2
07:15	29	16	3	0	0	0	0	48	4	2	0	0	0	0	0	6
07:30	35	8	3	1	0	0	0	47	5	0	0	0	0	0	0	5
07:45	30	10	0	0	1	0	0	41	6	3	0	0	0	0	0	9
H/TOT	122	45	7	1	1	0	0	176	16	6	0	0	0	0	0	22
08:00	32	6	1	0	0	0	0	39	1	1	0	0	0	0	0	2
08:15	39	1	0	0	3	0	0	43	3	1	0	0	0	0	0	4
08:30	37	5	0	0	1	0	0	43	3	0	0	0	0	0	0	3
08:45	56	4	1	0	1	0	0	62	9	1	0	0	0	0	0	10
H/TOT	164	16	2	0	5	0	0	187	16	3	0	0	0	0	0	19
09:00	21	3	2	0	0	0	0	26	3	0	0	0	0	0	0	3
09:15	22	0	2	0	1	0	0	25	2	0	0	0	0	0	0	2
09:30	18	6	2	0	0	0	0	26	3	0	0	0	0	0	0	3
09:45	10	6	1	1	0	0	0	18	2	0	0	0	0	0	0	2
H/TOT	71	15	7	1	1	0	0	95	10	0	0	0	0	0	0	10
P/TOT	357	76	16	2	7	0	0	458	42	9	0	0	0	0	0	51

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	C TO A FROM BAGWORTH ROAD TO B585 (NE)								C TO B FROM BAGWORTH ROAD TO B585 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	24	11	1	0	1	0	0	37	2	0	0	0	0	0	0	2
16:15	27	6	0	0	0	2	0	35	1	2	0	0	0	0	0	3
16:30	44	4	0	0	0	0	0	48	0	0	0	0	0	0	0	0
16:45	27	8	1	0	0	0	0	36	4	1	0	0	0	0	0	5
H/TOT	122	29	2	0	1	2	0	156	7	3	0	0	0	0	0	10
17:00	28	3	1	1	0	0	0	33	0	0	0	0	0	0	0	0
17:15	34	6	0	0	0	1	0	41	4	1	0	0	0	0	0	5
17:30	24	1	0	0	0	1	0	26	2	0	0	0	0	0	0	2
17:45	24	2	0	0	0	0	0	26	1	0	0	0	0	0	0	1
H/TOT	110	12	1	1	0	2	0	126	7	1	0	0	0	0	0	8
18:00	32	3	1	0	0	0	0	36	5	0	0	0	0	0	0	5
18:15	16	3	0	0	0	3	0	22	3	0	0	0	0	0	0	3
18:30	20	1	0	0	0	0	0	21	4	0	0	0	0	0	0	4
18:45	9	1	1	0	0	0	0	11	2	1	0	0	0	0	0	3
H/TOT	77	8	2	0	0	3	0	90	14	1	0	0	0	0	0	15
P/TOT	309	49	5	1	1	7	0	372	28	5	0	0	0	0	0	33

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	C TO D FROM BAGWORTH ROAD TO B582								D TO A FROM B582 TO B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	10	9	1	0	0	0	0	20
07:15	3	0	0	0	0	0	0	3	9	4	0	1	0	0	0	14
07:30	2	0	0	0	0	0	0	2	10	1	1	1	0	0	0	13
07:45	0	0	0	0	0	0	0	0	10	4	0	1	0	0	0	15
H/TOT	5	0	0	0	0	0	0	5	39	18	2	3	0	0	0	62
08:00	0	0	0	0	0	0	0	0	7	4	2	0	0	0	0	13
08:15	0	0	0	0	0	0	0	0	12	1	3	1	0	0	0	17
08:30	1	0	0	0	0	0	0	1	8	2	0	2	0	0	0	12
08:45	5	1	0	0	0	1	0	7	3	2	0	1	0	1	0	7
H/TOT	6	1	0	0	0	1	0	8	30	9	5	4	0	1	0	49
09:00	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	6
09:15	1	0	0	0	0	0	0	1	1	2	0	2	0	0	0	5
09:30	0	0	0	0	0	0	0	0	3	1	1	3	0	0	0	8
09:45	1	0	0	0	0	0	0	1	7	5	2	1	0	0	0	15
H/TOT	2	0	0	0	0	0	0	2	15	9	4	6	0	0	0	34
P/TOT	13	1	0	0	0	1	0	15	84	36	11	13	0	1	0	145

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	C TO D FROM BAGWORTH ROAD TO B582								D TO A FROM B582 TO B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	8	1	1	2	0	3	0	15
16:15	2	0	0	0	0	0	0	2	7	2	0	1	0	0	0	10
16:30	2	0	0	0	0	0	0	2	7	2	0	1	0	0	0	10
16:45	1	0	0	0	0	0	0	1	7	2	0	1	0	0	0	10
H/TOT	7	0	0	0	0	0	0	7	29	7	1	5	0	3	0	45
17:00	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
17:30	1	0	0	0	0	0	0	1	3	1	1	1	0	0	0	6
17:45	1	0	1	0	0	0	0	2	8	1	0	0	0	1	0	10
H/TOT	4	0	1	0	0	0	0	5	25	4	1	1	0	1	0	32
18:00	1	0	0	0	0	0	0	1	3	0	0	1	0	0	0	4
18:15	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:45	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
H/TOT	4	0	0	0	0	0	0	4	12	1	0	1	0	0	0	14
P/TOT	15	0	1	0	0	0	0	16	66	12	2	7	0	4	0	91

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	D TO B FROM B582 TO B585 (E)								D TO C FROM B582 TO BAGWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	31	5	0	0	0	0	0	36	0	0	0	0	0	0	0	0
07:15	35	12	4	0	0	0	0	51	2	0	0	0	0	0	0	2
07:30	31	8	2	1	0	0	0	42	1	0	0	0	0	0	0	1
07:45	51	8	0	0	0	0	0	59	1	0	0	0	0	0	0	1
H/TOT	148	33	6	1	0	0	0	188	4	0	0	0	0	0	0	4
08:00	56	7	1	0	0	0	0	64	2	0	0	0	0	0	0	2
08:15	36	4	0	0	0	1	0	41	0	0	0	0	0	0	0	0
08:30	22	8	1	0	0	0	0	31	3	1	0	0	0	0	0	4
08:45	22	8	3	1	0	0	0	34	2	0	0	0	0	0	0	2
H/TOT	136	27	5	1	0	1	0	170	7	1	0	0	0	0	0	8
09:00	19	4	0	0	0	0	0	23	2	0	0	0	0	0	0	2
09:15	8	1	1	0	0	0	0	10	1	0	0	0	0	0	0	1
09:30	9	5	1	0	0	0	0	15	0	0	0	0	0	0	0	0
09:45	16	3	2	0	0	0	0	21	2	0	0	0	0	0	0	2
H/TOT	52	13	4	0	0	0	0	69	5	0	0	0	0	0	0	5
P/TOT	336	73	15	2	0	1	0	427	16	1	0	0	0	0	0	17

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	D TO B FROM B582 TO B585 (E)								D TO C FROM B582 TO BAGWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	19	8	1	0	0	1	0	29	0	0	0	0	0	0	0	0
16:15	8	6	0	0	0	0	0	14	1	0	0	0	0	0	0	1
16:30	19	6	1	1	0	0	0	27	0	0	0	0	0	0	0	0
16:45	17	5	2	0	0	0	0	24	1	0	0	1	0	0	0	2
H/TOT	63	25	4	1	0	1	0	94	2	0	0	1	0	0	0	3
17:00	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
17:15	37	0	0	0	0	0	0	37	1	0	0	0	0	0	0	1
17:30	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0
17:45	14	1	0	0	0	0	1	16	0	0	0	0	0	0	0	0
H/TOT	88	5	0	0	0	0	1	94	1	0	0	0	0	0	0	1
18:00	12	3	0	0	0	0	0	15	1	0	0	0	0	0	0	1
18:15	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
18:30	13	0	1	0	0	0	0	14	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
H/TOT	40	4	1	0	0	0	0	45	2	0	0	0	0	0	0	2
P/TOT	191	34	5	1	0	1	1	233	5	0	0	1	0	0	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	TO ARM A B585 (NE)								FROM ARM A B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	21	3	0	0	0	0	65	29	7	1	1	0	1	0	39
07:15	46	21	3	1	0	0	0	71	29	12	1	1	1	1	0	45
07:30	53	12	6	2	0	0	0	73	43	23	1	4	0	1	0	72
07:45	42	15	0	4	1	0	0	62	55	16	3	8	1	0	1	84
H/TOT	182	69	12	7	1	0	0	271	156	58	6	14	2	3	1	240
08:00	50	11	3	2	0	0	0	66	60	11	1	7	1	0	0	80
08:15	60	2	4	4	3	0	0	73	47	6	3	7	0	0	0	63
08:30	48	10	1	5	1	0	0	65	44	6	2	6	0	0	0	58
08:45	67	7	1	2	3	1	0	81	47	7	3	3	0	0	0	60
H/TOT	225	30	9	13	7	1	0	285	198	30	9	23	1	0	0	261
09:00	35	7	4	3	0	0	0	49	31	10	5	9	0	0	0	55
09:15	30	3	4	5	1	0	0	43	29	11	1	5	0	0	0	46
09:30	25	10	3	5	0	0	0	43	26	8	4	3	0	0	0	41
09:45	19	13	3	3	0	0	0	38	19	5	3	2	0	0	0	29
H/TOT	109	33	14	16	1	0	0	173	105	34	13	19	0	0	0	171
P/TOT	516	132	35	36	9	1	0	729	459	122	28	56	3	3	1	672

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	TO ARM A B585 (NE)								FROM ARM A B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	42	12	4	3	1	3	0	65	49	10	3	3	0	1	0	66
16:15	46	9	0	1	0	2	0	58	65	9	1	1	1	0	0	77
16:30	57	8	0	1	0	0	0	66	56	17	3	2	0	0	0	78
16:45	37	10	1	2	0	0	0	50	59	14	1	3	0	0	0	77
H/TOT	182	39	5	7	1	5	0	239	229	50	8	9	1	1	0	298
17:00	42	4	1	1	0	0	1	49	77	14	4	0	0	0	1	96
17:15	45	7	0	0	0	1	0	53	76	7	1	2	0	0	1	87
17:30	35	4	1	1	0	2	0	43	58	15	1	0	0	1	0	75
17:45	35	4	0	0	0	1	0	40	56	8	0	1	0	0	1	66
H/TOT	157	19	2	2	0	4	1	185	267	44	6	3	0	1	3	324
18:00	43	5	1	2	0	0	0	51	57	5	0	0	0	0	0	62
18:15	25	7	0	0	0	3	0	35	39	5	3	0	0	0	0	47
18:30	29	2	0	0	0	0	0	31	30	7	0	1	0	0	0	38
18:45	15	2	1	0	0	0	0	18	20	2	0	1	0	0	0	23
H/TOT	112	16	2	2	0	3	0	135	146	19	3	2	0	0	0	170
P/TOT	451	74	9	11	1	12	1	559	642	113	17	14	1	2	3	792

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	TO ARM B B585 (E)								FROM ARM B B585 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	6	0	0	0	0	0	41	14	3	2	0	0	1	0	20
07:15	44	16	4	1	0	0	0	65	23	9	3	1	0	1	0	37
07:30	40	10	2	2	0	0	0	54	32	11	4	0	0	0	0	47
07:45	66	12	1	4	0	0	0	83	20	9	0	3	0	0	0	32
H/TOT	185	44	7	7	0	0	0	243	89	32	9	4	0	2	0	136
08:00	63	11	1	3	0	0	0	78	28	10	1	2	0	0	0	41
08:15	41	6	0	4	0	1	0	52	24	6	2	3	0	0	0	35
08:30	31	8	1	4	0	0	0	44	32	8	2	3	0	0	0	45
08:45	36	10	3	1	0	0	0	50	30	6	0	1	4	0	0	41
H/TOT	171	35	5	12	0	1	0	224	114	30	5	9	4	0	0	162
09:00	29	5	0	5	0	0	0	39	16	10	2	4	0	0	0	32
09:15	15	2	1	4	0	0	0	22	11	4	3	3	0	0	0	21
09:30	15	6	1	1	0	0	0	23	16	5	1	3	0	0	0	25
09:45	24	3	2	0	0	0	0	29	16	5	1	1	0	0	0	23
H/TOT	83	16	4	10	0	0	0	113	59	24	7	11	0	0	0	101
P/TOT	439	95	16	29	0	1	0	580	262	86	21	24	4	2	0	399

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	TO ARM B B585 (E)								FROM ARM B B585 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	28	9	2	2	0	1	0	42	48	10	4	1	0	0	1	64
16:15	17	10	0	0	0	0	0	27	45	4	0	0	0	0	0	49
16:30	24	8	2	2	0	0	0	36	36	9	1	1	0	1	0	48
16:45	30	8	2	1	0	0	0	41	40	5	0	1	0	0	0	46
H/TOT	99	35	6	5	0	1	0	146	169	28	5	3	0	1	1	207
17:00	29	3	1	0	0	0	0	33	49	4	0	0	0	2	1	56
17:15	56	1	0	1	0	0	1	59	43	3	0	0	0	0	0	46
17:30	33	3	0	0	0	1	0	37	38	9	0	0	0	2	0	49
17:45	25	2	0	0	0	0	1	28	33	6	0	0	0	1	0	40
H/TOT	143	9	1	1	0	1	2	157	163	22	0	0	0	5	1	191
18:00	25	4	0	0	0	0	0	29	37	6	0	1	0	0	0	44
18:15	22	2	0	0	0	0	0	24	25	5	0	0	0	0	0	30
18:30	21	2	1	1	0	0	0	25	15	3	0	0	0	1	0	19
18:45	9	1	0	0	0	0	0	10	15	1	0	0	0	0	0	16
H/TOT	77	9	1	1	0	0	0	88	92	15	0	1	0	1	0	109
P/TOT	319	53	8	7	0	2	2	391	424	65	5	4	0	7	2	507

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	TO ARM C BAGWORTH ROAD								FROM ARM C BAGWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	27	6	1	0	0	1	0	35	29	12	1	0	0	0	0	42
07:15	24	12	0	0	1	1	0	38	36	18	3	0	0	0	0	57
07:30	45	22	0	0	0	0	0	67	42	8	3	1	0	0	0	54
07:45	44	13	0	0	1	0	1	59	36	13	0	0	1	0	0	50
H/TOT	140	53	1	0	2	2	1	199	143	51	7	1	1	0	0	203
08:00	56	8	1	0	1	0	0	66	33	7	1	0	0	0	0	41
08:15	43	6	2	0	0	0	0	51	42	2	0	0	3	0	0	47
08:30	43	8	2	0	0	0	0	53	41	5	0	0	1	0	0	47
08:45	47	5	0	0	2	0	0	54	70	6	1	0	1	1	0	79
H/TOT	189	27	5	0	3	0	0	224	186	20	2	0	5	1	0	214
09:00	23	8	2	1	0	0	0	34	24	3	2	0	0	0	0	29
09:15	24	11	0	0	0	0	0	35	25	0	2	0	1	0	0	28
09:30	19	6	2	0	0	0	0	27	21	6	2	0	0	0	0	29
09:45	17	3	3	0	0	0	0	23	13	6	1	1	0	0	0	21
H/TOT	83	28	7	1	0	0	0	119	83	15	7	1	1	0	0	107
P/TOT	412	108	13	1	5	2	1	542	412	86	16	2	7	1	0	524

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	TO ARM C BAGWORTH ROAD								FROM ARM C BAGWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	38	5	2	0	0	1	0	46	28	11	1	0	1	0	0	41
16:15	48	5	0	0	1	0	0	54	30	8	0	0	0	2	0	40
16:30	45	12	2	0	0	0	0	59	46	4	0	0	0	0	0	50
16:45	36	6	0	1	0	0	0	43	32	9	1	0	0	0	0	42
H/TOT	167	28	4	1	1	1	0	202	136	32	2	0	1	2	0	173
17:00	55	11	2	0	0	0	1	69	30	3	1	1	0	0	0	35
17:15	53	5	1	0	0	0	0	59	38	7	0	0	0	1	0	46
17:30	42	13	0	0	0	0	0	55	27	1	0	0	0	1	0	29
17:45	41	5	0	0	0	0	1	47	26	2	1	0	0	0	0	29
H/TOT	191	34	3	0	0	0	2	230	121	13	2	1	0	2	0	139
18:00	47	3	0	0	0	0	0	50	38	3	1	0	0	0	0	42
18:15	29	3	3	0	0	0	0	35	20	3	0	0	0	3	0	26
18:30	24	4	0	0	0	0	0	28	24	1	0	0	0	0	0	25
18:45	16	2	0	0	0	0	0	18	13	2	1	0	0	0	0	16
H/TOT	116	12	3	0	0	0	0	131	95	9	2	0	0	3	0	109
P/TOT	474	74	10	1	1	1	2	563	352	54	6	1	1	7	0	421

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	TO ARM D B582								FROM ARM D B582							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	3	1	1	0	1	0	16	41	14	1	0	0	0	0	56
07:15	20	6	4	1	0	1	0	32	46	16	4	1	0	0	0	67
07:30	21	7	3	3	0	1	0	35	42	9	3	2	0	0	0	56
07:45	21	10	2	4	0	0	0	37	62	12	0	1	0	0	0	75
H/TOT	72	26	10	9	0	3	0	120	191	51	8	4	0	0	0	254
08:00	17	9	1	4	0	0	0	31	65	11	3	0	0	0	0	79
08:15	17	5	2	3	0	0	0	27	48	5	3	1	0	1	0	58
08:30	28	4	1	2	0	0	0	35	33	11	1	2	0	0	0	47
08:45	24	7	3	3	0	1	0	38	27	10	3	2	0	1	0	43
H/TOT	86	25	7	12	0	1	0	131	173	37	10	5	0	2	0	227
09:00	9	8	4	4	0	0	0	25	25	5	1	0	0	0	0	31
09:15	6	2	2	1	0	0	0	11	10	3	1	2	0	0	0	16
09:30	16	3	3	3	0	0	0	25	12	6	2	3	0	0	0	23
09:45	13	5	1	2	0	0	0	21	25	8	4	1	0	0	0	38
H/TOT	44	18	10	10	0	0	0	82	72	22	8	6	0	0	0	108
P/TOT	202	69	27	31	0	4	0	333	436	110	26	15	0	2	0	589

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 3 **DATE:** 23/05/2024

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:** THURSDAY

TIME	TO ARM D B582								FROM ARM D B582							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	44	14	2	1	0	0	1	62	27	9	2	2	0	4	0	44
16:15	45	5	1	1	0	0	0	52	16	8	0	1	0	0	0	25
16:30	38	10	1	2	0	1	0	52	26	8	1	2	0	0	0	37
16:45	53	11	1	2	0	0	0	67	25	7	2	2	0	0	0	36
H/TOT	180	40	5	6	0	1	1	233	94	32	5	7	0	4	0	142
17:00	56	5	1	0	0	2	0	64	26	2	0	0	0	0	0	28
17:15	47	5	0	1	0	0	0	53	44	1	0	0	0	0	0	45
17:30	35	9	1	0	0	1	0	46	22	4	1	1	0	0	0	28
17:45	36	7	1	1	0	1	0	46	22	2	0	0	0	1	1	26
H/TOT	174	26	3	2	0	4	0	209	114	9	1	1	0	1	1	127
18:00	33	5	0	0	0	0	0	38	16	3	0	1	0	0	0	20
18:15	22	2	0	0	0	0	0	24	14	1	0	0	0	0	0	15
18:30	12	3	0	0	0	1	0	16	17	0	1	0	0	0	0	18
18:45	15	1	0	1	0	0	0	17	7	1	0	0	0	0	0	8
H/TOT	82	11	0	1	0	1	0	95	54	5	1	1	0	0	0	61
P/TOT	436	77	8	9	0	6	1	537	262	46	7	9	0	5	1	330

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

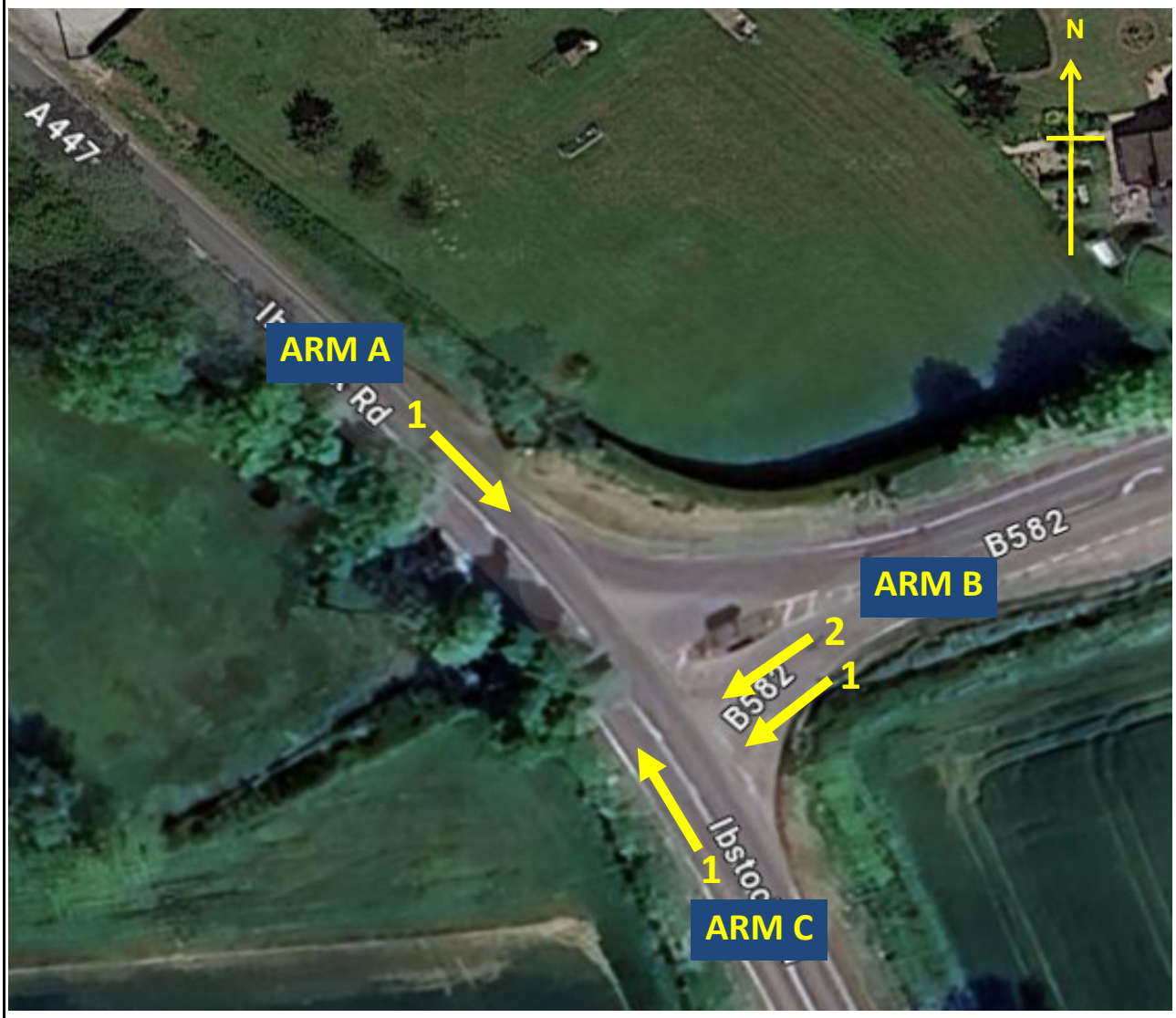
SITE: 3 **DATE:**

LOCATION: B585 (NE) / B585 (E) / BAGWORTH ROAD / B582 **DAY:**

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

TIME	ARM A B585 (NE) LANE 1	ARM B B585 (E) LANE 1	ARM C BAGWORTH ROAD LANE 1	ARM D B582 LANE 1	TIME	ARM A B585 (NE) LANE 1	ARM B B585 (E) LANE 1	ARM C BAGWORTH ROAD LANE 1
07:00	0	1	0	2	16:00	0	4	0
07:05	0	0	0	1	16:05	0	7	0
07:10	0	3	0	3	16:10	11	9	0
07:15	2	5	0	1	16:15	11	4	0
07:20	0	1	0	1	16:20	0	1	0
07:25	0	2	0	2	16:25	2	2	4
07:30	2	2	0	5	16:30	0	3	0
07:35	3	5	0	2	16:35	2	4	0
07:40	2	2	4	2	16:40	0	2	0
07:45	1	2	0	4	16:45	1	4	3
07:50	7	4	0	8	16:50	1	2	1
07:55	1	5	0	2	16:55	4	3	0
08:00	0	3	0	2	17:00	0	2	0
08:05	8	5	0	5	17:05	0	3	0
08:10	2	2	0	2	17:10	0	2	0
08:15	0	3	0	2	17:15	0	2	0
08:20	4	2	0	0	17:20	0	5	0
08:25	3	2	0	7	17:25	0	3	0
08:30	0	3	0	2	17:30	2	3	0
08:35	2	3	4	1	17:35	0	2	0
08:40	0	2	2	3	17:40	0	2	0
08:45	0	4	0	2	17:45	0	3	0
08:50	4	5	0	2	17:50	0	7	0
08:55	0	2	2	2	17:55	0	1	0
09:00	2	3	0	1	18:00	0	3	0
09:05	0	1	0	2	18:05	0	2	0
09:10	0	1	0	0	18:10	0	4	0
09:15	2	0	0	1	18:15	0	2	0
09:20	0	2	0	1	18:20	0	1	0
09:25	2	1	0	1	18:25	0	1	0
09:30	0	1	0	1	18:30	0	2	0
09:35	0	1	0	0	18:35	0	0	0
09:40	0	2	0	1	18:40	0	2	0
09:45	0	2	0	1	18:45	0	1	0
09:50	0	1	0	1	18:50	0	0	0
09:55	0	3	1	1	18:55	0	0	0

4	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	DATE: 23/05/2024
LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S)		DAY: THURSDAY



JOB TITLE: BAGWORTH		JOB NUMBER: 13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	A TO B FROM A447 IBSTOCK ROAD (NW) TO B582 GRANGE ROAD								A TO C FROM A447 IBSTOCK ROAD (NW) TO A447 IBSTOCK ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	14	0	0	0	0	0	52	73	22	2	1	0	0	0	98
07:15	45	14	4	1	0	0	0	64	82	15	1	0	0	1	0	99
07:30	48	10	2	1	0	0	0	61	101	17	0	1	0	0	0	119
07:45	64	15	0	0	0	0	0	79	84	25	2	0	1	0	0	112
H/TOT	195	53	6	2	0	0	0	256	340	79	5	2	1	1	0	428
08:00	62	9	4	0	0	0	0	75	103	20	3	1	0	0	0	127
08:15	42	6	2	0	0	1	0	51	70	16	5	1	0	6	0	98
08:30	28	10	3	0	0	0	0	41	59	8	2	0	0	1	0	70
08:45	24	9	2	1	0	0	0	36	65	9	4	0	0	0	0	78
H/TOT	156	34	11	1	0	1	0	203	297	53	14	2	0	7	0	373
09:00	20	7	1	1	0	0	0	29	49	8	2	0	0	0	0	59
09:15	13	3	1	0	0	0	0	17	33	4	2	0	0	0	0	39
09:30	15	5	3	0	0	0	0	23	33	14	3	0	0	0	0	50
09:45	19	8	2	0	0	0	0	29	40	8	2	0	0	0	0	50
H/TOT	67	23	7	1	0	0	0	98	155	34	9	0	0	0	0	198
P/TOT	418	110	24	4	0	1	0	557	792	166	28	4	1	8	0	999

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	A TO B FROM A447 IBSTOCK ROAD (NW) TO B582 GRANGE ROAD								A TO C FROM A447 IBSTOCK ROAD (NW) TO A447 IBSTOCK ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	24	5	1	0	0	4	0	34	71	14	3	1	0	0	0	89
16:15	20	9	0	0	0	0	0	29	75	18	3	0	0	2	0	98
16:30	23	7	2	2	0	0	0	34	65	22	3	1	1	0	0	92
16:45	27	5	1	1	0	0	0	34	76	12	1	0	1	1	0	91
H/TOT	94	26	4	3	0	4	0	131	287	66	10	2	2	3	0	370
17:00	26	1	0	0	0	0	0	27	59	17	1	0	0	0	0	77
17:15	44	3	1	0	0	1	0	49	88	10	1	0	1	0	0	100
17:30	23	3	0	1	0	0	1	28	61	4	2	0	1	1	0	69
17:45	18	3	0	0	0	1	0	22	67	7	0	0	0	4	0	78
H/TOT	111	10	1	1	0	2	1	126	275	38	4	0	2	5	0	324
18:00	14	1	0	0	0	0	0	15	58	6	0	0	0	1	0	65
18:15	16	1	0	0	0	0	0	17	35	8	0	1	0	1	0	45
18:30	18	0	1	0	0	0	0	19	41	4	0	0	0	0	0	45
18:45	5	0	0	0	0	0	0	5	32	4	0	0	0	0	0	36
H/TOT	53	2	1	0	0	0	0	56	166	22	0	1	0	2	0	191
P/TOT	258	38	6	4	0	6	1	313	728	126	14	3	4	10	0	885

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	B TO A FROM B582 GRANGE ROAD TO A447 IBSTOCK ROAD (NW)								B TO C FROM B582 GRANGE ROAD TO A447 IBSTOCK ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	3	1	0	0	0	0	13	0	0	0	1	0	0	0	1
07:15	19	6	1	1	0	1	0	28	0	0	0	0	0	0	0	0
07:30	21	9	0	0	0	1	0	31	0	0	1	3	0	0	0	4
07:45	18	10	0	0	0	0	0	28	0	0	2	4	0	0	0	6
H/TOT	67	28	2	1	0	2	0	100	0	0	3	8	0	0	0	11
08:00	17	12	1	0	0	0	0	30	0	1	0	4	0	0	0	5
08:15	16	6	1	0	0	0	0	23	0	0	0	3	0	0	0	3
08:30	27	3	1	0	0	0	0	31	2	0	0	0	0	0	0	2
08:45	23	8	2	2	0	1	0	36	0	0	1	3	0	0	0	4
H/TOT	83	29	5	2	0	1	0	120	2	1	1	10	0	0	0	14
09:00	11	6	3	1	0	0	0	21	0	2	1	3	0	0	0	6
09:15	5	4	4	0	0	0	0	13	0	0	0	1	0	0	0	1
09:30	15	2	1	2	0	0	0	20	0	0	1	1	0	0	0	2
09:45	14	4	1	0	0	0	0	19	0	0	1	2	0	0	0	3
H/TOT	45	16	9	3	0	0	0	73	0	2	3	7	0	0	0	12
P/TOT	195	73	16	6	0	3	0	293	2	3	7	25	0	0	0	37

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	B TO A FROM B582 GRANGE ROAD TO A447 IBSTOCK ROAD (NW)								B TO C FROM B582 GRANGE ROAD TO A447 IBSTOCK ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	43	16	0	2	0	0	1	62	0	0	0	1	0	0	0	1
16:15	41	5	1	0	0	0	0	47	0	0	0	1	0	0	0	1
16:30	42	9	1	1	0	1	0	54	1	0	0	1	0	0	0	2
16:45	53	11	0	0	0	0	0	64	0	0	0	1	0	0	0	1
H/TOT	179	41	2	3	0	1	1	227	1	0	0	4	0	0	0	5
17:00	52	6	0	1	0	1	0	60	0	0	1	0	0	0	0	1
17:15	41	5	0	0	0	1	0	47	0	0	0	1	0	0	0	1
17:30	45	9	0	0	0	1	0	55	0	0	0	0	0	0	0	0
17:45	35	6	1	0	0	1	0	43	1	1	1	1	0	0	0	4
H/TOT	173	26	1	1	0	4	0	205	1	1	2	2	0	0	0	6
18:00	30	5	0	0	0	0	0	35	1	0	0	0	0	0	0	1
18:15	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0
18:30	15	1	0	0	0	1	0	17	1	1	0	0	0	0	0	2
18:45	18	3	0	1	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	86	11	0	1	0	1	0	99	2	1	0	0	0	0	0	3
P/TOT	438	78	3	5	0	6	1	531	4	2	2	6	0	0	0	14

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	C TO A FROM A447 IBSTOCK ROAD (S) TO A447 IBSTOCK ROAD (NW)								C TO B FROM A447 IBSTOCK ROAD (S) TO B582 GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	17	2	0	1	0	0	52	0	1	0	0	0	0	0	1
07:15	37	15	3	0	1	0	0	56	1	0	0	1	0	0	0	2
07:30	62	16	4	0	0	0	0	82	2	0	1	0	0	0	0	3
07:45	73	13	4	3	1	0	0	94	3	0	0	0	0	0	0	3
H/TOT	204	61	13	3	3	0	0	284	6	1	1	1	0	0	0	9
08:00	60	12	4	0	0	0	0	76	1	1	1	0	0	0	0	3
08:15	69	9	3	0	0	1	0	82	0	0	0	1	0	0	0	1
08:30	62	10	2	0	2	1	0	77	2	0	0	2	0	0	0	4
08:45	56	7	1	2	0	0	0	66	0	0	0	1	0	1	0	2
H/TOT	247	38	10	2	2	2	0	301	3	1	1	4	0	1	0	10
09:00	40	9	5	2	0	0	0	56	1	0	1	0	0	0	0	2
09:15	38	6	5	1	1	1	0	52	0	0	0	1	0	0	0	1
09:30	46	12	2	2	0	1	0	63	0	0	0	4	0	0	0	4
09:45	30	9	1	1	0	0	0	41	2	0	1	0	0	0	0	3
H/TOT	154	36	13	6	1	2	0	212	3	0	2	5	0	0	0	10
P/TOT	605	135	36	11	6	4	0	797	12	2	4	10	0	1	0	29

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	C TO A FROM A447 IBSTOCK ROAD (S) TO A447 IBSTOCK ROAD (NW)								C TO B FROM A447 IBSTOCK ROAD (S) TO B582 GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	75	9	0	1	0	0	0	85	1	1	0	1	0	0	0	3
16:15	77	12	0	0	0	0	0	89	0	0	0	1	0	0	0	1
16:30	79	18	3	0	0	2	0	102	2	0	0	0	0	0	0	2
16:45	91	23	1	2	0	0	0	117	0	3	0	1	0	0	0	4
H/TOT	322	62	4	3	0	2	0	393	3	4	0	3	0	0	0	10
17:00	66	11	1	0	0	0	0	78	0	0	0	0	0	0	0	0
17:15	88	15	0	1	0	4	1	109	1	0	0	0	0	0	0	1
17:30	85	9	1	0	0	3	0	98	0	1	1	1	0	0	0	3
17:45	67	12	1	0	0	2	0	82	1	0	0	0	0	0	0	1
H/TOT	306	47	3	1	0	9	1	367	2	1	1	1	0	0	0	5
18:00	41	11	0	0	0	2	0	54	0	0	0	1	0	0	0	1
18:15	58	3	1	1	0	2	0	65	0	0	0	0	0	0	0	0
18:30	39	6	0	0	0	0	0	45	0	1	0	0	0	0	0	1
18:45	32	3	0	0	0	0	0	35	0	1	0	0	0	0	0	1
H/TOT	170	23	1	1	0	4	0	199	0	2	0	1	0	0	0	3
P/TOT	798	132	8	5	0	15	1	959	5	7	1	5	0	0	0	18

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	TO ARM A A447 IBSTOCK ROAD (NW)								FROM ARM A A447 IBSTOCK ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	20	3	0	1	0	0	65	111	36	2	1	0	0	0	150
07:15	56	21	4	1	1	1	0	84	127	29	5	1	0	1	0	163
07:30	83	25	4	0	0	1	0	113	149	27	2	2	0	0	0	180
07:45	91	23	4	3	1	0	0	122	148	40	2	0	1	0	0	191
H/TOT	271	89	15	4	3	2	0	384	535	132	11	4	1	1	0	684
08:00	77	24	5	0	0	0	0	106	165	29	7	1	0	0	0	202
08:15	85	15	4	0	0	1	0	105	112	22	7	1	0	7	0	149
08:30	89	13	3	0	2	1	0	108	87	18	5	0	0	1	0	111
08:45	79	15	3	4	0	1	0	102	89	18	6	1	0	0	0	114
H/TOT	330	67	15	4	2	3	0	421	453	87	25	3	0	8	0	576
09:00	51	15	8	3	0	0	0	77	69	15	3	1	0	0	0	88
09:15	43	10	9	1	1	1	0	65	46	7	3	0	0	0	0	56
09:30	61	14	3	4	0	1	0	83	48	19	6	0	0	0	0	73
09:45	44	13	2	1	0	0	0	60	59	16	4	0	0	0	0	79
H/TOT	199	52	22	9	1	2	0	285	222	57	16	1	0	0	0	296
P/TOT	800	208	52	17	6	7	0	1090	1210	276	52	8	1	9	0	1556

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	TO ARM A A447 IBSTOCK ROAD (NW)								FROM ARM A A447 IBSTOCK ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	118	25	0	3	0	0	1	147	95	19	4	1	0	4	0	123
16:15	118	17	1	0	0	0	0	136	95	27	3	0	0	2	0	127
16:30	121	27	4	1	0	3	0	156	88	29	5	3	1	0	0	126
16:45	144	34	1	2	0	0	0	181	103	17	2	1	1	1	0	125
H/TOT	501	103	6	6	0	3	1	620	381	92	14	5	2	7	0	501
17:00	118	17	1	1	0	1	0	138	85	18	1	0	0	0	0	104
17:15	129	20	0	1	0	5	1	156	132	13	2	0	1	1	0	149
17:30	130	18	1	0	0	4	0	153	84	7	2	1	1	1	1	97
17:45	102	18	2	0	0	3	0	125	85	10	0	0	0	5	0	100
H/TOT	479	73	4	2	0	13	1	572	386	48	5	1	2	7	1	450
18:00	71	16	0	0	0	2	0	89	72	7	0	0	0	1	0	80
18:15	81	5	1	1	0	2	0	90	51	9	0	1	0	1	0	62
18:30	54	7	0	0	0	1	0	62	59	4	1	0	0	0	0	64
18:45	50	6	0	1	0	0	0	57	37	4	0	0	0	0	0	41
H/TOT	256	34	1	2	0	5	0	298	219	24	1	1	0	2	0	247
P/TOT	1236	210	11	10	0	21	2	1490	986	164	20	7	4	16	1	1198

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	TO ARM B B582 GRANGE ROAD								FROM ARM B B582 GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	15	0	0	0	0	0	53	9	3	1	1	0	0	0	14
07:15	46	14	4	2	0	0	0	66	19	6	1	1	0	1	0	28
07:30	50	10	3	1	0	0	0	64	21	9	1	3	0	1	0	35
07:45	67	15	0	0	0	0	0	82	18	10	2	4	0	0	0	34
H/TOT	201	54	7	3	0	0	0	265	67	28	5	9	0	2	0	111
08:00	63	10	5	0	0	0	0	78	17	13	1	4	0	0	0	35
08:15	42	6	2	1	0	1	0	52	16	6	1	3	0	0	0	26
08:30	30	10	3	2	0	0	0	45	29	3	1	0	0	0	0	33
08:45	24	9	2	2	0	1	0	38	23	8	3	5	0	1	0	40
H/TOT	159	35	12	5	0	2	0	213	85	30	6	12	0	1	0	134
09:00	21	7	2	1	0	0	0	31	11	8	4	4	0	0	0	27
09:15	13	3	1	1	0	0	0	18	5	4	4	1	0	0	0	14
09:30	15	5	3	4	0	0	0	27	15	2	2	3	0	0	0	22
09:45	21	8	3	0	0	0	0	32	14	4	2	2	0	0	0	22
H/TOT	70	23	9	6	0	0	0	108	45	18	12	10	0	0	0	85
P/TOT	430	112	28	14	0	2	0	586	197	76	23	31	0	3	0	330

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	TO ARM B B582 GRANGE ROAD								FROM ARM B B582 GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	6	1	1	0	4	0	37	43	16	0	3	0	0	1	63
16:15	20	9	0	1	0	0	0	30	41	5	1	1	0	0	0	48
16:30	25	7	2	2	0	0	0	36	43	9	1	2	0	1	0	56
16:45	27	8	1	2	0	0	0	38	53	11	0	1	0	0	0	65
H/TOT	97	30	4	6	0	4	0	141	180	41	2	7	0	1	1	232
17:00	26	1	0	0	0	0	0	27	52	6	1	1	0	1	0	61
17:15	45	3	1	0	0	1	0	50	41	5	0	1	0	1	0	48
17:30	23	4	1	2	0	0	1	31	45	9	0	0	0	1	0	55
17:45	19	3	0	0	0	1	0	23	36	7	2	1	0	1	0	47
H/TOT	113	11	2	2	0	2	1	131	174	27	3	3	0	4	0	211
18:00	14	1	0	1	0	0	0	16	31	5	0	0	0	0	0	36
18:15	16	1	0	0	0	0	0	17	23	2	0	0	0	0	0	25
18:30	18	1	1	0	0	0	0	20	16	2	0	0	0	1	0	19
18:45	5	1	0	0	0	0	0	6	18	3	0	1	0	0	0	22
H/TOT	53	4	1	1	0	0	0	59	88	12	0	1	0	1	0	102
P/TOT	263	45	7	9	0	6	1	331	442	80	5	11	0	6	1	545

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	TO ARM C A447 IBSTOCK ROAD (S)								FROM ARM C A447 IBSTOCK ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	73	22	2	2	0	0	0	99	32	18	2	0	1	0	0	53
07:15	82	15	1	0	0	1	0	99	38	15	3	1	1	0	0	58
07:30	101	17	1	4	0	0	0	123	64	16	5	0	0	0	0	85
07:45	84	25	4	4	1	0	0	118	76	13	4	3	1	0	0	97
H/TOT	340	79	8	10	1	1	0	439	210	62	14	4	3	0	0	293
08:00	103	21	3	5	0	0	0	132	61	13	5	0	0	0	0	79
08:15	70	16	5	4	0	6	0	101	69	9	3	1	0	1	0	83
08:30	61	8	2	0	0	1	0	72	64	10	2	2	2	1	0	81
08:45	65	9	5	3	0	0	0	82	56	7	1	3	0	1	0	68
H/TOT	299	54	15	12	0	7	0	387	250	39	11	6	2	3	0	311
09:00	49	10	3	3	0	0	0	65	41	9	6	2	0	0	0	58
09:15	33	4	2	1	0	0	0	40	38	6	5	2	1	1	0	53
09:30	33	14	4	1	0	0	0	52	46	12	2	6	0	1	0	67
09:45	40	8	3	2	0	0	0	53	32	9	2	1	0	0	0	44
H/TOT	155	36	12	7	0	0	0	210	157	36	15	11	1	2	0	222
P/TOT	794	169	35	29	1	8	0	1036	617	137	40	21	6	5	0	826

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

TIME	TO ARM C A447 IBSTOCK ROAD (S)								FROM ARM C A447 IBSTOCK ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	71	14	3	2	0	0	0	90	76	10	0	2	0	0	0	88
16:15	75	18	3	1	0	2	0	99	77	12	0	1	0	0	0	90
16:30	66	22	3	2	1	0	0	94	81	18	3	0	0	2	0	104
16:45	76	12	1	1	1	1	0	92	91	26	1	3	0	0	0	121
H/TOT	288	66	10	6	2	3	0	375	325	66	4	6	0	2	0	403
17:00	59	17	2	0	0	0	0	78	66	11	1	0	0	0	0	78
17:15	88	10	1	1	1	0	0	101	89	15	0	1	0	4	1	110
17:30	61	4	2	0	1	1	0	69	85	10	2	1	0	3	0	101
17:45	68	8	1	1	0	4	0	82	68	12	1	0	0	2	0	83
H/TOT	276	39	6	2	2	5	0	330	308	48	4	2	0	9	1	372
18:00	59	6	0	0	0	1	0	66	41	11	0	1	0	2	0	55
18:15	35	8	0	1	0	1	0	45	58	3	1	1	0	2	0	65
18:30	42	5	0	0	0	0	0	47	39	7	0	0	0	0	0	46
18:45	32	4	0	0	0	0	0	36	32	4	0	0	0	0	0	36
H/TOT	168	23	0	1	0	2	0	194	170	25	1	2	0	4	0	202
P/TOT	732	128	16	9	4	10	0	899	803	139	9	10	0	15	1	977

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 4 **DATE:** 23/05/2024

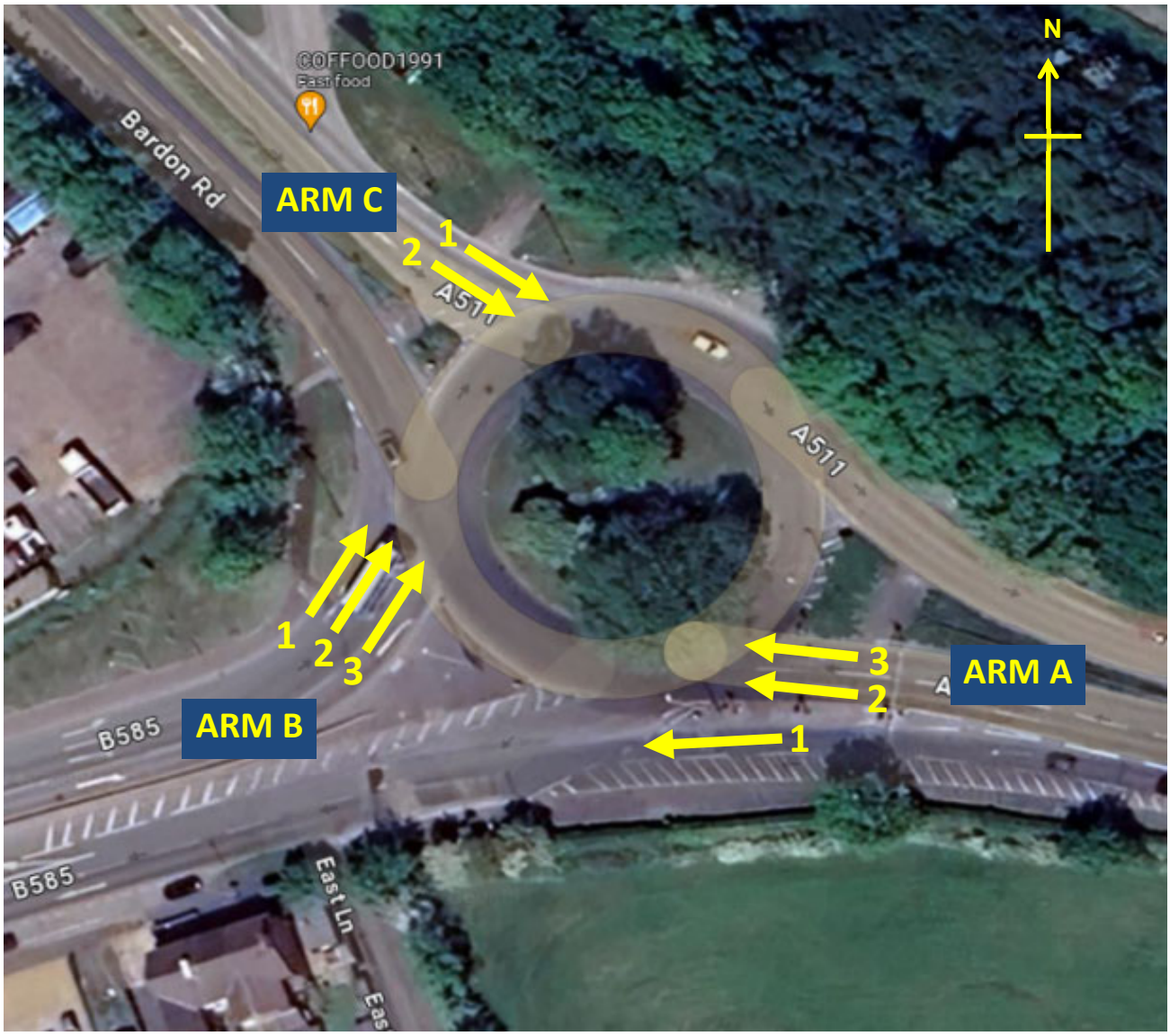
LOCATION: A447 IBSTOCK ROAD (NW) / B582 GRANGE ROAD / A447 IBSTOCK ROAD (S) **DAY:** THURSDAY

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

TIME	ARM A	ARM B		ARM C
	A447 IBSTOCK ROAD (NW)	B582 GRANGE ROAD		A447 IBSTOCK ROAD (S)
	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	0	1	0
07:05	0	0	1	0
07:10	3	0	2	0
07:15	0	0	3	0
07:20	0	0	2	0
07:25	0	0	3	0
07:30	0	0	1	0
07:35	0	1	7	0
07:40	0	0	4	0
07:45	1	0	2	0
07:50	0	3	6	0
07:55	0	1	6	0
08:00	0	0	4	0
08:05	0	1	2	0
08:10	4	1	2	0
08:15	0	0	2	0
08:20	0	1	2	0
08:25	0	0	2	0
08:30	0	0	2	0
08:35	9	1	4	0
08:40	4	0	1	0
08:45	0	0	2	0
08:50	0	0	7	0
08:55	0	1	2	0
09:00	0	0	3	0
09:05	0	0	2	0
09:10	0	1	1	0
09:15	0	1	1	0
09:20	0	0	1	0
09:25	0	0	1	0
09:30	0	0	4	0
09:35	0	0	1	0
09:40	0	0	2	0
09:45	1	0	2	0
09:50	0	0	1	0
09:55	0	0	2	0

TIME	ARM A	ARM B		ARM C
	A447 IBSTOCK ROAD (NW)	B582 GRANGE ROAD		A447 IBSTOCK ROAD (S)
	LANE 1	LANE 1	LANE 2	LANE 1
16:00	3	0	3	0
16:05	0	0	8	0
16:10	4	0	8	0
16:15	0	0	4	0
16:20	1	0	3	0
16:25	0	1	8	0
16:30	0	0	7	0
16:35	0	0	5	0
16:40	4	0	4	0
16:45	0	0	4	0
16:50	8	1	13	0
16:55	0	0	4	0
17:00	0	0	3	0
17:05	0	0	3	0
17:10	0	0	7	0
17:15	0	1	9	0
17:20	0	0	4	0
17:25	0	0	4	0
17:30	0	0	5	0
17:35	2	0	6	0
17:40	0	0	3	0
17:45	0	1	2	0
17:50	0	1	2	0
17:55	0	0	6	0
18:00	0	0	2	0
18:05	0	0	3	0
18:10	0	0	4	0
18:15	0	0	3	0
18:20	0	0	1	0
18:25	0	0	1	0
18:30	0	0	3	0
18:35	0	0	1	0
18:40	0	0	1	0
18:45	0	0	2	0
18:50	0	0	1	0
18:55	0	0	1	0

SITE:		DATE:
5	AUTO SURVEYS LTD	23/05/2024
LOCATION:		**DAY:**
A511 (E) / B585 / A511 (NW)		THURSDAY



JOB TITLE:		JOB NUMBER:
BAGWORTH		13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	A TO A FROM A511 (E) TO A511 (E)								A TO B FROM A511 (E) TO B585							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	2	0	0	0	0	0	5	132	37	3	26	1	1	0	200
07:15	1	2	0	0	0	0	0	3	164	45	9	25	0	2	0	245
07:30	0	1	0	0	0	0	0	1	160	43	10	20	1	2	0	236
07:45	2	2	0	0	0	0	0	4	199	43	10	20	1	0	0	273
H/TOT	6	7	0	0	0	0	0	13	655	168	32	91	3	5	0	954
08:00	4	1	1	0	0	0	0	6	164	39	7	30	0	0	0	240
08:15	3	1	1	1	0	0	0	6	208	25	9	16	1	2	0	261
08:30	2	3	1	0	0	0	0	6	140	30	15	19	3	0	0	207
08:45	9	2	1	0	0	0	0	12	190	39	14	22	5	1	0	271
H/TOT	18	7	4	1	0	0	0	30	702	133	45	87	9	3	0	979
09:00	4	0	0	0	0	0	0	4	131	24	11	16	2	0	0	184
09:15	2	2	2	0	0	0	0	6	106	26	7	14	2	0	0	155
09:30	2	1	1	0	0	0	0	4	70	23	13	23	0	0	0	129
09:45	2	1	0	1	0	0	0	4	83	24	7	14	1	0	0	129
H/TOT	10	4	3	1	0	0	0	18	390	97	38	67	5	0	0	597
P/TOT	34	18	7	2	0	0	0	61	1747	398	115	245	17	8	0	2530

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	A TO A FROM A511 (E) TO A511 (E)								A TO B FROM A511 (E) TO B585							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	3	0	0	0	0	0	7	105	29	9	37	3	1	0	184
16:15	2	1	0	0	0	0	0	3	109	30	9	29	1	0	0	178
16:30	0	0	0	0	0	0	0	0	120	34	9	31	2	1	0	197
16:45	7	2	0	0	0	0	0	9	133	34	6	23	1	0	0	197
H/TOT	13	6	0	0	0	0	0	19	467	127	33	120	7	2	0	756
17:00	5	1	0	0	0	0	0	6	132	32	10	20	3	0	0	197
17:15	9	1	0	0	0	0	0	10	178	23	11	25	0	3	0	240
17:30	5	1	0	1	0	0	0	7	178	20	2	23	2	1	0	226
17:45	4	0	0	0	0	0	0	4	162	23	5	26	1	0	0	217
H/TOT	23	3	0	1	0	0	0	27	650	98	28	94	6	4	0	880
18:00	6	1	0	0	0	0	0	7	133	17	3	10	2	0	0	165
18:15	2	0	0	1	0	0	0	3	90	14	5	15	0	0	0	124
18:30	1	0	0	0	0	0	0	1	102	11	5	17	1	0	0	136
18:45	4	0	0	2	0	0	0	6	73	9	4	16	2	0	0	104
H/TOT	13	1	0	3	0	0	0	17	398	51	17	58	5	0	0	529
P/TOT	49	10	0	4	0	0	0	63	1515	276	78	272	18	6	0	2165

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	A TO C FROM A511 (E) TO A511 (NW)								B TO A FROM B585 TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	91	58	11	14	0	0	0	174	97	37	15	24	0	0	0	173
07:15	144	62	8	22	0	0	0	236	97	32	16	29	3	0	0	177
07:30	124	50	11	13	0	1	0	199	119	43	17	35	2	0	0	216
07:45	170	30	10	17	0	0	0	227	124	35	10	31	0	0	0	200
H/TOT	529	200	40	66	0	1	0	836	437	147	58	119	5	0	0	766
08:00	160	34	9	16	0	4	0	223	121	32	7	30	2	0	0	192
08:15	134	39	12	11	0	1	0	197	109	14	9	32	1	0	0	165
08:30	133	21	15	23	0	1	0	193	106	27	13	20	0	1	0	167
08:45	137	30	2	25	0	0	0	194	97	18	12	27	0	0	0	154
H/TOT	564	124	38	75	0	6	0	807	433	91	41	109	3	1	0	678
09:00	99	35	11	15	0	1	0	161	97	27	14	24	2	0	0	164
09:15	105	25	9	24	0	0	0	163	75	21	6	23	1	0	0	126
09:30	100	25	6	21	1	0	1	154	74	17	7	16	1	0	0	115
09:45	72	28	17	20	0	0	0	137	55	7	9	25	1	0	0	97
H/TOT	376	113	43	80	1	1	1	615	301	72	36	88	5	0	0	502
P/TOT	1469	437	121	221	1	8	1	2258	1171	310	135	316	13	1	0	1946

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	A TO C FROM A511 (E) TO A511 (NW)								B TO A FROM B585 TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	192	47	8	17	0	0	0	264	175	50	11	16	1	0	0	253
16:15	173	49	6	5	1	2	0	236	134	32	6	14	0	1	0	187
16:30	159	42	4	13	1	0	0	219	225	34	11	17	1	6	0	294
16:45	242	48	5	14	2	3	0	314	125	22	3	16	0	1	0	167
H/TOT	766	186	23	49	4	5	0	1033	659	138	31	63	2	8	0	901
17:00	182	36	4	11	0	2	0	235	228	27	2	17	1	2	0	277
17:15	217	33	4	9	0	0	0	263	197	27	5	20	0	1	0	250
17:30	228	25	1	8	1	1	0	264	143	21	4	11	0	1	0	180
17:45	213	20	3	6	0	1	0	243	117	8	2	8	1	1	0	137
H/TOT	840	114	12	34	1	4	0	1005	685	83	13	56	2	5	0	844
18:00	171	22	1	7	0	0	0	201	223	15	2	15	0	3	0	258
18:15	166	19	3	2	0	7	0	197	95	12	3	12	2	2	0	126
18:30	126	17	4	5	0	4	0	156	150	16	3	11	0	1	0	181
18:45	107	18	3	2	0	4	0	134	83	12	3	8	1	0	0	107
H/TOT	570	76	11	16	0	15	0	688	551	55	11	46	3	6	0	672
P/TOT	2176	376	46	99	5	24	0	2726	1895	276	55	165	7	19	0	2417

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	B TO B FROM B585 TO B585								B TO C FROM B585 TO A511 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1	8	1	0	5	0	0	0	14
07:15	0	0	0	0	0	0	0	0	0	4	1	3	0	0	0	8
07:30	2	1	0	0	0	0	0	3	5	1	0	2	0	1	0	9
07:45	4	0	1	0	0	0	0	5	4	1	2	4	0	0	0	11
H/TOT	6	1	2	0	0	0	0	9	17	7	3	14	0	1	0	42
08:00	4	1	0	0	0	0	0	5	6	1	3	1	0	0	0	11
08:15	6	0	0	0	0	0	0	6	4	1	2	3	0	0	0	10
08:30	1	0	0	0	0	0	0	1	1	3	2	2	0	0	0	8
08:45	3	0	0	0	0	0	0	3	3	2	2	4	0	0	0	11
H/TOT	14	1	0	0	0	0	0	15	14	7	9	10	0	0	0	40
09:00	3	3	0	0	0	0	0	6	3	3	1	2	0	0	0	9
09:15	1	1	0	0	0	0	0	2	4	0	1	1	0	0	0	6
09:30	1	1	0	0	0	0	0	2	9	3	1	3	0	0	0	16
09:45	2	0	0	0	0	0	0	2	6	2	0	3	0	0	0	11
H/TOT	7	5	0	0	0	0	0	12	22	8	3	9	0	0	0	42
P/TOT	27	7	2	0	0	0	0	36	53	22	15	33	0	1	0	124

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	B TO B FROM B585 TO B585								B TO C FROM B585 TO A511 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	0	0	0	0	0	2	25	3	2	1	0	1	0	32
16:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
16:30	8	1	0	0	0	0	0	9	14	1	0	2	0	0	0	17
16:45	5	1	0	0	0	0	0	6	7	4	0	0	0	0	0	11
H/TOT	15	3	0	0	0	0	0	18	51	8	2	3	0	1	0	65
17:00	3	0	0	0	0	0	0	3	25	1	1	1	0	0	0	28
17:15	3	1	0	0	0	0	0	4	19	0	0	3	0	0	0	22
17:30	4	0	0	0	0	0	0	4	12	1	1	2	0	0	0	16
17:45	3	0	1	0	0	0	0	4	26	0	0	0	0	1	0	27
H/TOT	13	1	1	0	0	0	0	15	82	2	2	6	0	1	0	93
18:00	0	0	1	0	0	0	0	1	12	0	1	1	0	0	0	14
18:15	4	2	0	0	0	0	0	6	5	2	0	0	0	0	0	7
18:30	2	0	1	0	0	0	0	3	8	1	0	2	0	2	0	13
18:45	3	1	0	0	0	0	0	4	11	2	1	2	0	0	0	16
H/TOT	9	3	2	0	0	0	0	14	36	5	2	5	0	2	0	50
P/TOT	37	7	3	0	0	0	0	47	169	15	6	14	0	4	0	208

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	C TO A FROM A511 (NW) TO A511 (E)								C TO B FROM A511 (NW) TO B585							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	180	45	11	27	0	3	0	266	6	0	0	2	0	0	0	8
07:15	214	42	10	30	1	0	0	297	0	1	2	0	0	0	0	3
07:30	196	47	12	21	2	1	0	279	0	0	0	3	0	0	0	3
07:45	158	22	6	16	0	2	0	204	2	1	2	1	0	0	0	6
H/TOT	748	156	39	94	3	6	0	1046	8	2	4	6	0	0	0	20
08:00	208	36	12	27	1	1	0	285	2	0	0	1	0	0	0	3
08:15	172	31	11	19	1	2	0	236	4	1	2	0	0	0	0	7
08:30	116	31	5	22	1	1	0	176	4	0	1	0	0	0	0	5
08:45	76	12	6	15	0	0	0	109	3	1	0	2	0	0	0	6
H/TOT	572	110	34	83	3	4	0	806	13	2	3	3	0	0	0	21
09:00	136	26	12	24	0	1	0	199	2	2	1	0	0	0	0	5
09:15	114	20	7	17	0	0	0	158	3	0	0	2	0	0	0	5
09:30	107	39	7	16	0	1	0	170	4	1	1	0	0	0	0	6
09:45	93	27	8	23	0	0	0	151	7	0	1	0	0	0	0	8
H/TOT	450	112	34	80	0	2	0	678	16	3	3	2	0	0	0	24
P/TOT	1770	378	107	257	6	12	0	2530	37	7	10	11	0	0	0	65

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	C TO A FROM A511 (NW) TO A511 (E)								C TO B FROM A511 (NW) TO B585							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	156	46	8	16	0	1	0	227	5	2	1	0	0	0	0	8
16:15	144	35	4	13	0	0	0	196	2	2	0	2	0	0	0	6
16:30	137	33	4	8	0	2	0	184	9	3	0	0	0	0	0	12
16:45	153	23	5	12	0	0	0	193	5	2	1	1	0	0	0	9
H/TOT	590	137	21	49	0	3	0	800	21	9	2	3	0	0	0	35
17:00	171	26	3	6	0	1	0	207	2	1	0	2	0	0	0	5
17:15	172	24	6	8	0	2	0	212	5	1	0	1	0	0	0	7
17:30	131	18	2	10	0	3	0	164	7	0	0	0	0	0	0	7
17:45	128	26	3	9	0	0	0	166	8	1	0	2	0	0	0	11
H/TOT	602	94	14	33	0	6	0	749	22	3	0	5	0	0	0	30
18:00	112	26	1	4	0	0	0	143	5	1	0	0	0	0	0	6
18:15	138	18	2	5	0	1	0	164	4	1	0	2	0	0	0	7
18:30	109	7	2	6	0	0	0	124	5	0	0	2	0	0	0	7
18:45	111	14	2	3	0	1	0	131	4	0	0	3	0	0	0	7
H/TOT	470	65	7	18	0	2	0	562	18	2	0	7	0	0	0	27
P/TOT	1662	296	42	100	0	11	0	2111	61	14	2	15	0	0	0	92

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	C TO C FROM A511 (NW) TO A511 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	1	0	0	0	1
07:15	0	1	0	0	0	0	0	1
07:30	1	2	0	2	0	0	0	5
07:45	9	0	0	1	0	0	0	10
H/TOT	10	3	0	4	0	0	0	17
08:00	3	0	0	0	0	0	0	3
08:15	4	0	0	2	0	0	0	6
08:30	0	0	0	0	0	0	0	0
08:45	0	0	1	1	0	0	0	2
H/TOT	7	0	1	3	0	0	0	11
09:00	1	0	1	0	0	0	0	2
09:15	1	0	1	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2
H/TOT	3	1	2	0	0	0	0	6
P/TOT	20	4	3	7	0	0	0	34

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	C TO C FROM A511 (NW) TO A511 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	2	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	2	0	1	0	0	0	0	3
H/TOT	2	0	3	0	0	0	0	5
17:00	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	4	1	3	0	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	TO ARM A A511 (E)								FROM ARM A A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	280	84	26	51	0	3	0	444	226	97	14	40	1	1	0	379
07:15	312	76	26	59	4	0	0	477	309	109	17	47	0	2	0	484
07:30	315	91	29	56	4	1	0	496	284	94	21	33	1	3	0	436
07:45	284	59	16	47	0	2	0	408	371	75	20	37	1	0	0	504
H/TOT	1191	310	97	213	8	6	0	1825	1190	375	72	157	3	6	0	1803
08:00	333	69	20	57	3	1	0	483	328	74	17	46	0	4	0	469
08:15	284	46	21	52	2	2	0	407	345	65	22	28	1	3	0	464
08:30	224	61	19	42	1	2	0	349	275	54	31	42	3	1	0	406
08:45	182	32	19	42	0	0	0	275	336	71	17	47	5	1	0	477
H/TOT	1023	208	79	193	6	5	0	1514	1284	264	87	163	9	9	0	1816
09:00	237	53	26	48	2	1	0	367	234	59	22	31	2	1	0	349
09:15	191	43	15	40	1	0	0	290	213	53	18	38	2	0	0	324
09:30	183	57	15	32	1	1	0	289	172	49	20	44	1	0	1	287
09:45	150	35	17	49	1	0	0	252	157	53	24	35	1	0	0	270
H/TOT	761	188	73	169	5	2	0	1198	776	214	84	148	6	1	1	1230
P/TOT	2975	706	249	575	19	13	0	4537	3250	853	243	468	18	16	1	4849

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	TO ARM A A511 (E)								FROM ARM A A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	335	99	19	32	1	1	0	487	301	79	17	54	3	1	0	455
16:15	280	68	10	27	0	1	0	386	284	80	15	34	2	2	0	417
16:30	362	67	15	25	1	8	0	478	279	76	13	44	3	1	0	416
16:45	285	47	8	28	0	1	0	369	382	84	11	37	3	3	0	520
H/TOT	1262	281	52	112	2	11	0	1720	1246	319	56	169	11	7	0	1808
17:00	404	54	5	23	1	3	0	490	319	69	14	31	3	2	0	438
17:15	378	52	11	28	0	3	0	472	404	57	15	34	0	3	0	513
17:30	279	40	6	22	0	4	0	351	411	46	3	32	3	2	0	497
17:45	249	34	5	17	1	1	0	307	379	43	8	32	1	1	0	464
H/TOT	1310	180	27	90	2	11	0	1620	1513	215	40	129	7	8	0	1912
18:00	341	42	3	19	0	3	0	408	310	40	4	17	2	0	0	373
18:15	235	30	5	18	2	3	0	293	258	33	8	18	0	7	0	324
18:30	260	23	5	17	0	1	0	306	229	28	9	22	1	4	0	293
18:45	198	26	5	13	1	1	0	244	184	27	7	20	2	4	0	244
H/TOT	1034	121	18	67	3	8	0	1251	981	128	28	77	5	15	0	1234
P/TOT	3606	582	97	269	7	30	0	4591	3740	662	124	375	23	30	0	4954

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	TO ARM B B585								FROM ARM B B585							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	138	37	4	28	1	1	0	209	105	38	16	29	0	0	0	188
07:15	164	46	11	25	0	2	0	248	97	36	17	32	3	0	0	185
07:30	162	44	10	23	1	2	0	242	126	45	17	37	2	1	0	228
07:45	205	44	13	21	1	0	0	284	132	36	13	35	0	0	0	216
H/TOT	669	171	38	97	3	5	0	983	460	155	63	133	5	1	0	817
08:00	170	40	7	31	0	0	0	248	131	34	10	31	2	0	0	208
08:15	218	26	11	16	1	2	0	274	119	15	11	35	1	0	0	181
08:30	145	30	16	19	3	0	0	213	108	30	15	22	0	1	0	176
08:45	196	40	14	24	5	1	0	280	103	20	14	31	0	0	0	168
H/TOT	729	136	48	90	9	3	0	1015	461	99	50	119	3	1	0	733
09:00	136	29	12	16	2	0	0	195	103	33	15	26	2	0	0	179
09:15	110	27	7	16	2	0	0	162	80	22	7	24	1	0	0	134
09:30	75	25	14	23	0	0	0	137	84	21	8	19	1	0	0	133
09:45	92	24	8	14	1	0	0	139	63	9	9	28	1	0	0	110
H/TOT	413	105	41	69	5	0	0	633	330	85	39	97	5	0	0	556
P/TOT	1811	412	127	256	17	8	0	2631	1251	339	152	349	13	2	0	2106

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	TO ARM B B585								FROM ARM B B585							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	111	32	10	37	3	1	0	194	201	54	13	17	1	1	0	287
16:15	112	32	9	31	1	0	0	185	140	32	6	14	0	1	0	193
16:30	137	38	9	31	2	1	0	218	247	36	11	19	1	6	0	320
16:45	143	37	7	24	1	0	0	212	137	27	3	16	0	1	0	184
H/TOT	503	139	35	123	7	2	0	809	725	149	33	66	2	9	0	984
17:00	137	33	10	22	3	0	0	205	256	28	3	18	1	2	0	308
17:15	186	25	11	26	0	3	0	251	219	28	5	23	0	1	0	276
17:30	189	20	2	23	2	1	0	237	159	22	5	13	0	1	0	200
17:45	173	24	6	28	1	0	0	232	146	8	3	8	1	2	0	168
H/TOT	685	102	29	99	6	4	0	925	780	86	16	62	2	6	0	952
18:00	138	18	4	10	2	0	0	172	235	15	4	16	0	3	0	273
18:15	98	17	5	17	0	0	0	137	104	16	3	12	2	2	0	139
18:30	109	11	6	19	1	0	0	146	160	17	4	13	0	3	0	197
18:45	80	10	4	19	2	0	0	115	97	15	4	10	1	0	0	127
H/TOT	425	56	19	65	5	0	0	570	596	63	15	51	3	8	0	736
P/TOT	1613	297	83	287	18	6	0	2304	2101	298	64	179	7	23	0	2672

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	TO ARM C A511 (NW)								FROM ARM C A511 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	99	59	11	20	0	0	0	189	186	45	11	30	0	3	0	275
07:15	144	67	9	25	0	0	0	245	214	44	12	30	1	0	0	301
07:30	130	53	11	17	0	2	0	213	197	49	12	26	2	1	0	287
07:45	183	31	12	22	0	0	0	248	169	23	8	18	0	2	0	220
H/TOT	556	210	43	84	0	2	0	895	766	161	43	104	3	6	0	1083
08:00	169	35	12	17	0	4	0	237	213	36	12	28	1	1	0	291
08:15	142	40	14	16	0	1	0	213	180	32	13	21	1	2	0	249
08:30	134	24	17	25	0	1	0	201	120	31	6	22	1	1	0	181
08:45	140	32	5	30	0	0	0	207	79	13	7	18	0	0	0	117
H/TOT	585	131	48	88	0	6	0	858	592	112	38	89	3	4	0	838
09:00	103	38	13	17	0	1	0	172	139	28	14	24	0	1	0	206
09:15	110	25	11	25	0	0	0	171	118	20	8	19	0	0	0	165
09:30	109	28	7	24	1	0	1	170	111	40	8	16	0	1	0	176
09:45	79	31	17	23	0	0	0	150	101	28	9	23	0	0	0	161
H/TOT	401	122	48	89	1	1	1	663	469	116	39	82	0	2	0	708
P/TOT	1542	463	139	261	1	9	1	2416	1827	389	120	275	6	12	0	2629

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

TIME	TO ARM C A511 (NW)								FROM ARM C A511 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	217	50	12	18	0	1	0	298	161	48	11	16	0	1	0	237
16:15	178	49	6	5	1	2	0	241	146	37	4	15	0	0	0	202
16:30	173	43	4	15	1	0	0	236	146	36	4	8	0	2	0	196
16:45	251	52	6	14	2	3	0	328	160	25	7	13	0	0	0	205
H/TOT	819	194	28	52	4	6	0	1103	613	146	26	52	0	3	0	840
17:00	209	37	5	12	0	2	0	265	175	27	3	8	0	1	0	214
17:15	236	33	4	12	0	0	0	285	177	25	6	9	0	2	0	219
17:30	240	26	2	10	1	1	0	280	138	18	2	10	0	3	0	171
17:45	239	21	3	6	0	2	0	271	136	28	3	11	0	0	0	178
H/TOT	924	117	14	40	1	5	0	1101	626	98	14	38	0	6	0	782
18:00	183	22	2	8	0	0	0	215	117	27	1	4	0	0	0	149
18:15	171	21	3	2	0	7	0	204	142	19	2	7	0	1	0	171
18:30	134	18	4	7	0	6	0	169	114	7	2	8	0	0	0	131
18:45	118	20	4	4	0	4	0	150	115	14	2	6	0	1	0	138
H/TOT	606	81	13	21	0	17	0	738	488	67	7	25	0	2	0	589
P/TOT	2349	392	55	113	5	28	0	2942	1727	311	47	115	0	11	0	2211

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 5 **DATE:** 23/05/2024

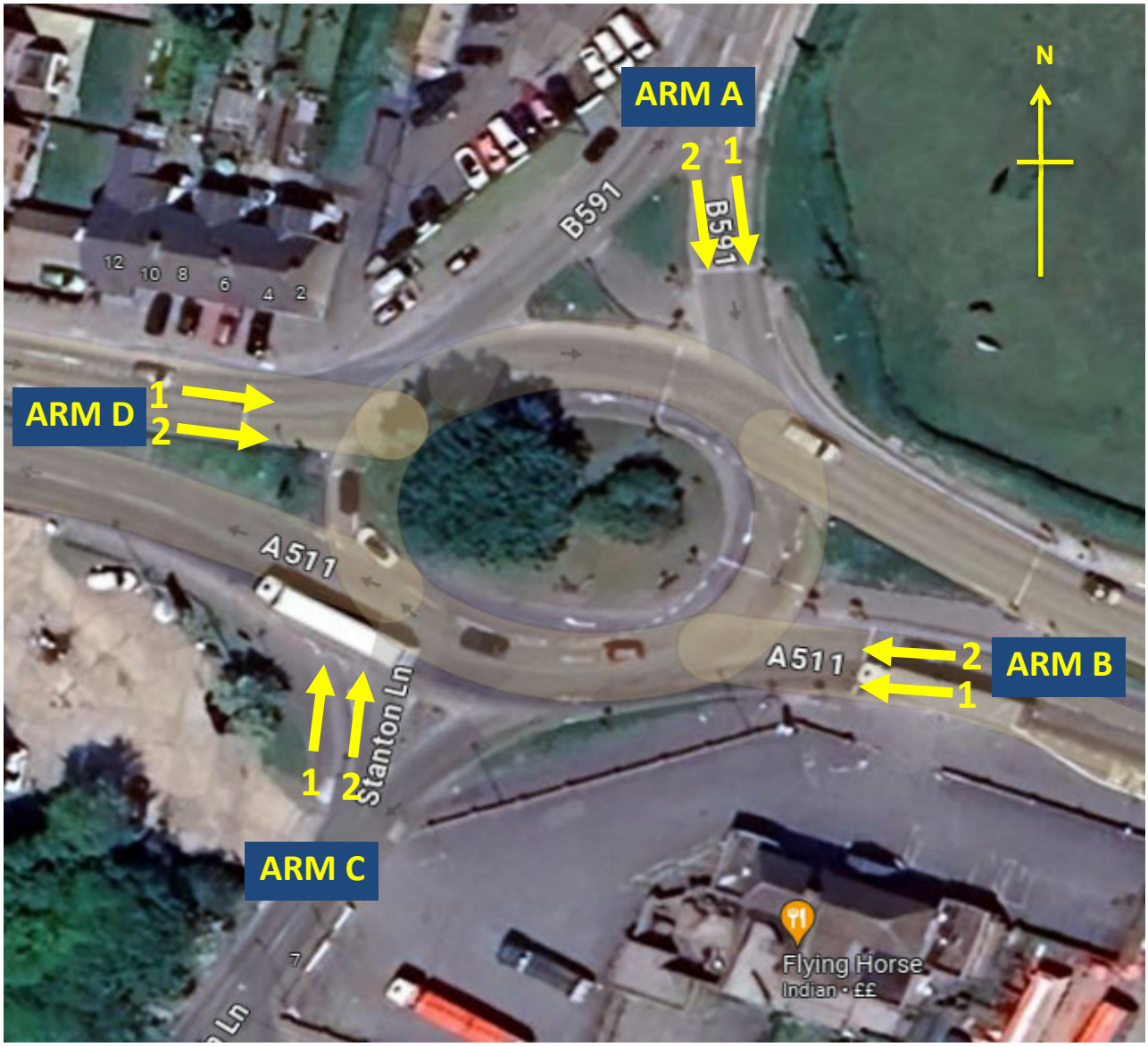
LOCATION: A511 (E) / B585 / A511 (NW) **DAY:** THURSDAY

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

TIME	ARM A A511 (E)			ARM B B585			ARM C A511 (NW)	
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2
07:00	6	3	0	0	2	4	8	4
07:05	6	2	2	2	4	10	9	10
07:10	0	2	0	0	4	3	10	11
07:15	5	2	2	1	4	7	12	5
07:20	2	4	0	3	3	9	15	16
07:25	4	2	2	2	6	15	6	5
07:30	5	3	3	1	5	5	11	10
07:35	5	4	3	1	3	5	4	5
07:40	5	2	2	1	6	12	14+	15+
07:45	10	5	5	1	6	8	15	16
07:50	8	2	3	2	5	6	4	8
07:55	8	5	7	0	9	7	11	6
08:00	11	3	4	1	8	13	15+	16+
08:05	8	2	3	0	2	8	5	4
08:10	6	2	5	1	4	2	15+	13+
08:15	11	5	4	1	6	6	7	8
08:20	12	2	2	3	9	8	7	9
08:25	6	3	4	0	3	5	8	4
08:30	3	2	6	1	4	6	6	3
08:35	0	0	0	1	6	12	5	4
08:40	5	3	0	0	4	5	4	5
08:45	10	2	2	2	3	2	4	2
08:50	3	3	6	1	5	11	4	3
08:55	7	1	1	1	2	5	0	0
09:00	0	2	1	1	7	10	13	8
09:05	9	2	3	2	3	5	11	7
09:10	4	2	4	0	3	5	5	4
09:15	5	3	2	0	4	6	2	3
09:20	4	6	3	0	3	2	5	2
09:25	3	0	0	0	2	1	3	2
09:30	3	3	0	1	2	5	5	2
09:35	3	1	4	1	3	2	4	1
09:40	3	1	0	1	1	2	6	1
09:45	12	4	0	1	2	4	4	4
09:50	0	0	0	1	3	2	4	1
09:55	3	1	2	0	2	2	5	1

TIME	ARM A A511 (E)			ARM B B585			ARM C A511 (NW)	
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2
16:00	10	2	0	5	6	16	4	7
16:05	5	5	5	3	20	21	12	7
16:10	6	5	3	1	6	8	17	5
16:15	3	2	2	1	6	9	5	4
16:20	4	5	3	1	5	11	11	10
16:25	6	4	4	0	4	4	5	4
16:30	6	4	3	1	6	11	6	5
16:35	8	3	3	1	5	7	6	6
16:40	5	2	4	2	7	11	7	4
16:45	7	4	6	1	5	12	8	5
16:50	6	4	4	1	9	8	15	14
16:55	8	4	10	2	11	14	16+	15+
17:00	6	6	3	1	20	21	16+	6
17:05	8	3	6	3	25+	26+	16+	15+
17:10	5	6	4	2	25+	26+	16+	15+
17:15	5	5	8	2	25+	25+	16	17
17:20	4	2	5	2	11	11	9	8
17:25	1	3	4	1	9	13	8	3
17:30	11	2	10	1	5	5	8	5
17:35	0	0	0	1	6	9	4	3
17:40	7	4	3	2	2	3	6	1
17:45	6	2	2	1	3	3	4	1
17:50	8	2	2	1	3	4	4	1
17:55	10	7	2	1	3	7	4	2
18:00	3	2	3	2	8	10	6	3
18:05	2	1	1	1	15	16	5	3
18:10	5	3	3	1	3	4	5	2
18:15	4	2	2	0	2	5	6	4
18:20	2	4	2	2	1	3	2	1
18:25	3	1	1	0	2	2	6	4
18:30	5	5	1	0	2	3	4	4
18:35	3	3	6	1	2	4	4	3
18:40	5	5	1	0	3	2	2	3
18:45	3	2	1	1	2	3	3	3
18:50	2	3	2	1	3	4	5	2
18:55	1	0	0	1	1	3	3	1

SITE:		DATE:
6	AUTO SURVEYS LTD	23/05/2024
LOCATION:		**DAY:**
B591 / A511 (E) / STANTON LANE		THURSDAY



JOB TITLE:		JOB NUMBER:
BAGWORTH		13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	A TO A FROM B591 TO B591								A TO B FROM B591 TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	11	2	1	2	0	0	0	16
07:15	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	9
07:30	0	0	0	0	0	0	0	0	7	3	1	1	0	0	0	12
07:45	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	31	11	3	3	0	0	0	48
08:00	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14
08:15	0	0	0	0	0	0	0	0	17	4	0	1	0	0	0	22
08:30	0	0	0	0	0	0	0	0	11	2	2	4	0	0	0	19
08:45	0	0	0	0	0	0	0	0	8	0	1	6	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	47	9	3	11	0	0	0	70
09:00	0	0	0	0	0	0	0	0	8	3	2	2	1	0	0	16
09:15	0	0	0	0	0	0	0	0	7	2	0	2	0	0	0	11
09:30	0	0	0	0	0	0	0	0	5	3	0	2	0	0	0	10
09:45	0	0	0	0	0	0	0	0	5	2	0	1	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	25	10	2	7	1	0	0	45
P/TOT	0	0	0	0	0	0	0	0	103	30	8	21	1	0	0	163

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	A TO A FROM B591 TO B591								A TO B FROM B591 TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	6	2	0	2	0	0	0	10
16:15	0	0	0	0	0	0	0	0	12	3	0	2	0	0	0	17
16:30	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
16:45	0	0	0	0	0	0	0	0	15	3	0	2	0	0	0	20
H/TOT	0	0	0	0	0	0	0	0	47	10	0	6	0	0	0	63
17:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
17:15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
17:30	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8
17:45	0	0	0	0	0	0	0	0	7	3	0	1	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	35	8	0	1	0	0	0	44
18:00	0	0	0	0	0	0	0	0	6	2	0	1	0	0	0	9
18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
18:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	20	2	0	1	0	1	0	24
P/TOT	0	0	0	0	0	0	0	0	102	20	0	8	0	1	0	131

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	A TO C FROM B591 TO STANTON LANE								A TO D FROM B591 TO A511 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	0	4	15	9	1	0	0	0	0	25
07:15	12	5	1	0	0	1	0	19	39	6	0	0	0	0	0	45
07:30	16	7	1	0	0	0	0	24	34	13	1	1	0	1	0	50
07:45	9	0	1	0	0	1	0	11	81	6	2	0	0	0	0	89
H/TOT	41	12	3	0	0	2	0	58	169	34	4	1	0	1	0	209
08:00	13	6	1	0	0	0	0	20	54	4	2	0	0	0	0	60
08:15	13	5	0	0	0	0	0	18	55	7	3	0	0	0	0	65
08:30	2	1	1	0	0	0	0	4	42	9	1	0	2	0	0	54
08:45	5	3	2	0	0	0	0	10	68	6	1	0	1	1	0	77
H/TOT	33	15	4	0	0	0	0	52	219	26	7	0	3	1	0	256
09:00	7	0	0	0	0	0	0	7	54	5	1	0	1	0	0	61
09:15	0	2	1	0	0	0	0	3	33	6	0	0	0	0	0	39
09:30	5	1	0	0	1	1	0	8	30	6	1	0	0	0	0	37
09:45	5	1	1	0	0	0	0	7	18	5	1	1	0	0	0	25
H/TOT	17	4	2	0	1	1	0	25	135	22	3	1	1	0	0	162
P/TOT	91	31	9	0	1	3	0	135	523	82	14	2	4	2	0	627

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6

DATE: 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE

DAY: THURSDAY

TIME	A TO C FROM B591 TO STANTON LANE								A TO D FROM B591 TO A511 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	3	0	0	0	0	0	10	41	10	0	0	0	0	0	51
16:15	1	5	1	1	0	0	0	8	47	6	4	0	0	0	0	57
16:30	8	1	1	0	1	1	0	12	39	8	0	0	2	1	0	50
16:45	12	2	0	0	0	0	0	14	49	9	0	0	0	0	0	58
H/TOT	28	11	2	1	1	1	0	44	176	33	4	0	2	1	0	216
17:00	10	1	0	0	0	0	0	11	54	4	3	0	0	0	0	61
17:15	3	2	0	0	0	0	0	5	47	4	1	1	0	2	0	55
17:30	14	0	0	0	0	0	0	14	57	7	0	0	0	0	0	64
17:45	7	1	0	0	0	1	0	9	40	2	0	0	0	0	0	42
H/TOT	34	4	0	0	0	1	0	39	198	17	4	1	0	2	0	222
18:00	14	0	0	0	0	0	0	14	32	8	0	0	0	0	0	40
18:15	13	5	0	0	0	0	0	18	34	0	0	0	0	1	0	35
18:30	12	3	0	0	0	0	0	15	16	2	0	0	0	0	0	18
18:45	7	2	0	0	0	0	0	9	24	3	0	0	0	0	0	27
H/TOT	46	10	0	0	0	0	0	56	106	13	0	0	0	1	0	120
P/TOT	108	25	2	1	1	2	0	139	480	63	8	1	2	4	0	558

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	B TO A FROM A511 (E) TO B591								B TO B FROM A511 (E) TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	1	1	0	0	0	0	11	1	0	0	0	0	0	0	1
07:15	11	2	1	0	0	0	0	14	2	0	0	0	0	0	0	2
07:30	11	3	1	4	0	0	0	19	1	0	0	0	0	0	0	1
07:45	15	3	1	11	0	0	0	30	2	0	0	1	0	0	0	3
H/TOT	46	9	4	15	0	0	0	74	6	0	0	1	0	0	0	7
08:00	7	3	0	2	0	0	0	12	0	0	0	0	0	0	0	0
08:15	14	5	0	1	0	0	0	20	1	0	0	0	0	0	0	1
08:30	16	3	2	2	0	0	0	23	1	0	0	0	0	0	0	1
08:45	20	3	1	3	0	0	0	27	1	1	0	2	0	0	0	4
H/TOT	57	14	3	8	0	0	0	82	3	1	0	2	0	0	0	6
09:00	15	4	0	3	0	0	0	22	1	0	0	0	0	0	0	1
09:15	11	1	1	2	0	0	0	15	2	0	0	0	0	0	0	2
09:30	6	3	0	1	0	0	0	10	0	1	0	0	0	0	0	1
09:45	8	2	0	2	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	40	10	1	8	0	0	0	59	3	1	0	0	0	0	0	4
P/TOT	143	33	8	31	0	0	0	215	12	2	0	3	0	0	0	17

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	B TO A FROM A511 (E) TO B591								B TO B FROM A511 (E) TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	22	11	3	1	0	0	0	37	0	0	0	0	0	0	0	0
16:15	26	9	1	0	0	0	0	36	0	0	0	1	0	0	0	1
16:30	26	10	0	0	0	0	0	36	3	0	1	0	0	0	0	4
16:45	33	12	0	2	0	0	0	47	2	0	0	0	0	0	0	2
H/TOT	107	42	4	3	0	0	0	156	5	0	1	1	0	0	0	7
17:00	30	7	1	0	0	0	0	38	2	0	0	0	0	0	0	2
17:15	25	5	0	1	0	0	0	31	1	0	0	1	0	0	0	2
17:30	36	3	0	0	0	0	0	39	3	0	0	0	0	0	0	3
17:45	21	2	0	0	0	0	0	23	3	0	0	0	0	0	0	3
H/TOT	112	17	1	1	0	0	0	131	9	0	0	1	0	0	0	10
18:00	22	2	0	0	0	0	0	24	2	0	0	0	0	0	0	2
18:15	12	2	0	0	0	0	0	14	1	1	0	0	0	0	0	2
18:30	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0
18:45	15	3	0	0	0	0	0	18	4	0	0	0	0	0	0	4
H/TOT	61	10	0	0	0	0	0	71	7	1	0	0	0	0	0	8
P/TOT	280	69	5	4	0	0	0	358	21	1	1	2	0	0	0	25

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6

DATE: 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE

DAY: THURSDAY

TIME	B TO C FROM A511 (E) TO STANTON LANE								B TO D FROM A511 (E) TO A511 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	3	0	2	0	0	0	6	215	82	10	41	1	2	0	351
07:15	7	6	0	2	0	0	0	15	266	84	16	43	0	2	0	411
07:30	3	6	1	0	0	0	0	10	258	75	15	36	1	1	0	386
07:45	1	3	0	1	0	0	0	5	311	63	17	44	0	0	0	435
H/TOT	12	18	1	5	0	0	0	36	1050	304	58	164	2	5	0	1583
08:00	2	2	3	0	0	0	0	7	267	57	13	50	3	0	0	390
08:15	3	5	0	0	0	0	0	8	280	57	17	27	1	3	0	385
08:30	1	3	0	2	0	0	0	6	236	43	23	41	1	1	0	345
08:45	2	2	2	3	0	0	0	9	272	55	13	52	3	0	0	395
H/TOT	8	12	5	5	0	0	0	30	1055	212	66	170	8	4	0	1515
09:00	2	2	0	0	0	0	0	4	170	55	18	28	0	1	0	272
09:15	2	2	2	1	0	0	0	7	192	44	17	40	2	0	0	295
09:30	0	1	0	1	0	0	0	2	129	44	21	43	1	0	0	238
09:45	7	0	2	2	0	0	0	11	129	45	22	35	1	1	0	233
H/TOT	11	5	4	4	0	0	0	24	620	188	78	146	4	2	0	1038
P/TOT	31	35	10	14	0	0	0	90	2725	704	202	480	14	11	0	4136

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	B TO C FROM A511 (E) TO STANTON LANE								B TO D FROM A511 (E) TO A511 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	2	1	1	0	0	0	6	272	68	15	50	3	1	0	409
16:15	1	2	0	3	0	0	0	6	258	75	10	36	1	1	0	381
16:30	3	2	1	3	0	0	0	9	264	73	17	38	2	0	0	394
16:45	7	4	0	0	0	0	0	11	332	76	13	37	1	2	0	461
H/TOT	13	10	2	7	0	0	0	32	1126	292	55	161	7	4	0	1645
17:00	5	1	0	5	0	0	0	11	291	54	6	36	3	3	0	393
17:15	6	1	0	1	0	0	0	8	338	48	11	31	3	1	0	432
17:30	4	1	0	0	0	0	0	5	370	42	3	27	2	2	0	446
17:45	4	1	0	2	0	0	0	7	346	41	7	32	1	0	0	427
H/TOT	19	4	0	8	0	0	0	31	1345	185	27	126	9	6	0	1698
18:00	3	2	0	1	0	0	0	6	258	26	4	18	2	0	0	308
18:15	8	0	0	1	0	0	0	9	225	31	6	16	0	8	0	286
18:30	3	2	1	1	0	0	0	7	212	26	9	21	1	3	0	272
18:45	0	2	0	1	0	0	0	3	172	24	8	20	2	4	0	230
H/TOT	14	6	1	4	0	0	0	25	867	107	27	75	5	15	0	1096
P/TOT	46	20	3	19	0	0	0	88	3338	584	109	362	21	25	0	4439

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	C TO A FROM STANTON LANE TO B591								C TO B FROM STANTON LANE TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	2	0	0	0	0	0	10	3	0	0	0	0	0	0	3
07:15	9	3	0	0	0	0	0	12	6	2	1	2	0	0	0	11
07:30	6	5	0	0	0	0	0	11	4	1	0	1	0	0	0	6
07:45	13	3	1	0	0	0	0	17	5	2	0	0	0	0	0	7
H/TOT	36	13	1	0	0	0	0	50	18	5	1	3	0	0	0	27
08:00	14	2	0	0	0	0	0	16	7	2	0	0	0	0	0	9
08:15	17	3	0	0	0	0	0	20	8	1	1	1	0	0	0	11
08:30	16	2	1	0	0	1	0	20	5	0	1	2	0	0	0	8
08:45	5	0	0	0	1	0	0	6	6	3	0	1	0	0	0	10
H/TOT	52	7	1	0	1	1	0	62	26	6	2	4	0	0	0	38
09:00	11	1	0	0	0	1	0	13	5	1	0	0	0	0	0	6
09:15	7	2	1	0	0	0	0	10	4	2	3	3	0	0	0	12
09:30	3	2	0	0	0	0	0	5	4	2	0	0	0	0	0	6
09:45	2	2	0	0	0	0	0	4	3	1	1	0	0	0	0	5
H/TOT	23	7	1	0	0	1	0	32	16	6	4	3	0	0	0	29
P/TOT	111	27	3	0	1	2	0	144	60	17	7	10	0	0	0	94

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	C TO A FROM STANTON LANE TO B591								C TO B FROM STANTON LANE TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	2	0	0	0	0	0	6	0	1	0	0	0	0	0	1
16:15	12	3	0	0	0	0	0	15	3	4	0	0	0	0	0	7
16:30	15	3	0	0	0	0	0	18	4	4	0	0	0	0	0	8
16:45	10	2	0	0	0	3	0	15	4	2	0	0	0	0	0	6
H/TOT	41	10	0	0	0	3	0	54	11	11	0	0	0	0	0	22
17:00	14	8	0	0	0	0	0	22	5	0	0	0	0	0	0	5
17:15	9	2	0	0	0	1	1	13	9	1	0	0	0	0	0	10
17:30	8	1	0	0	0	1	0	10	7	1	0	0	0	0	0	8
17:45	8	1	0	0	0	0	0	9	3	0	0	0	0	0	0	3
H/TOT	39	12	0	0	0	2	1	54	24	2	0	0	0	0	0	26
18:00	8	2	0	0	0	0	0	10	2	2	0	0	0	0	0	4
18:15	8	1	0	0	0	0	0	9	2	1	1	0	0	0	0	4
18:30	8	1	0	0	0	0	0	9	7	0	0	0	0	0	0	7
18:45	10	1	0	0	0	1	0	12	1	2	1	0	0	0	0	4
H/TOT	34	5	0	0	0	1	0	40	12	5	2	0	0	0	0	19
P/TOT	114	27	0	0	0	6	1	148	47	18	2	0	0	0	0	67

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	C TO C FROM STANTON LANE TO STANTON LANE								C TO D FROM STANTON LANE TO A511 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	6	8	0	1	0	0	0	15
07:15	0	0	0	0	0	0	0	0	10	2	2	4	0	0	0	18
07:30	0	0	0	0	0	0	0	0	10	2	0	1	0	0	0	13
07:45	0	0	0	0	0	0	0	0	17	3	1	3	1	0	0	25
H/TOT	0	0	0	0	0	0	0	0	43	15	3	9	1	0	0	71
08:00	0	0	0	0	0	0	0	0	15	5	1	2	0	1	0	24
08:15	0	0	0	0	0	0	0	0	20	2	1	0	0	0	0	23
08:30	0	0	0	0	0	0	0	0	21	5	2	1	2	0	0	31
08:45	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	70	14	4	3	2	1	0	94
09:00	0	0	0	0	0	0	0	0	13	2	2	0	0	0	0	17
09:15	0	0	0	0	0	0	0	0	12	1	2	0	0	0	0	15
09:30	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
09:45	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	49	5	5	0	0	0	0	59
P/TOT	0	0	0	0	0	0	0	0	162	34	12	12	3	1	0	224

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	C TO C FROM STANTON LANE TO STANTON LANE								C TO D FROM STANTON LANE TO A511 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	13	2	1	1	0	0	0	17
16:15	0	0	0	0	0	0	0	0	12	3	1	0	1	1	0	18
16:30	0	0	0	0	0	0	0	0	22	8	1	0	0	0	0	31
16:45	0	0	0	0	0	0	0	0	11	6	0	1	1	1	0	20
H/TOT	0	0	0	0	0	0	0	0	58	19	3	2	2	2	0	86
17:00	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22
17:15	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22
17:30	0	0	0	0	0	0	0	0	17	1	0	1	0	0	0	19
17:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	64	7	0	1	0	0	0	72
18:00	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21
18:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
18:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
18:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	43	6	0	0	0	0	0	49
P/TOT	0	0	0	0	0	0	0	0	165	32	3	3	2	2	0	207

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	D TO A FROM A511 (W) TO B591								D TO B FROM A511 (W) TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	34	5	4	2	0	0	0	45	230	67	20	50	0	2	0	369
07:15	32	7	2	2	0	0	0	43	247	75	22	54	4	0	0	402
07:30	38	13	1	1	0	0	0	53	252	64	22	48	2	1	0	389
07:45	57	11	2	3	1	0	0	74	231	56	17	47	0	1	0	352
H/TOT	161	36	9	8	1	0	0	215	960	262	81	199	6	4	0	1512
08:00	54	7	1	0	2	1	0	65	265	49	19	51	1	0	0	385
08:15	38	6	2	1	0	0	0	47	235	47	18	53	0	2	0	355
08:30	41	13	0	1	0	0	0	55	182	47	15	40	2	1	0	287
08:45	37	3	3	0	0	0	0	43	140	26	19	41	0	1	0	227
H/TOT	170	29	6	2	2	1	0	210	822	169	71	185	3	4	0	1254
09:00	29	11	2	0	0	0	0	42	193	34	22	40	2	0	0	291
09:15	29	5	0	0	0	0	0	34	157	34	14	45	1	0	0	251
09:30	24	3	3	0	0	1	0	31	141	47	11	32	1	0	0	232
09:45	23	6	0	3	0	0	0	32	120	30	16	44	1	0	0	211
H/TOT	105	25	5	3	0	1	0	139	611	145	63	161	5	0	0	985
P/TOT	436	90	20	13	3	2	0	564	2393	576	215	545	14	8	0	3751

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	D TO A FROM A511 (W) TO B591								D TO B FROM A511 (W) TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	48	19	3	3	0	0	0	73	246	70	12	27	1	1	0	357
16:15	45	7	2	2	0	0	0	56	251	58	12	22	0	1	0	344
16:30	50	3	0	3	0	3	0	59	285	59	12	25	0	3	1	385
16:45	34	3	0	2	0	0	0	39	231	38	6	19	1	2	0	297
H/TOT	177	32	5	10	0	3	0	227	1013	225	42	93	2	7	1	1383
17:00	72	11	1	1	0	0	0	85	311	40	3	22	1	2	0	379
17:15	73	12	1	1	0	1	0	88	300	37	9	24	0	2	0	372
17:30	48	11	1	0	0	0	0	60	225	29	3	23	0	4	0	284
17:45	39	4	0	1	0	0	0	44	204	29	5	15	1	1	0	255
H/TOT	232	38	3	3	0	1	0	277	1040	135	20	84	2	9	0	1290
18:00	40	10	0	1	0	1	0	52	284	22	2	16	0	2	0	326
18:15	30	6	0	0	0	0	0	36	174	22	4	16	2	2	0	220
18:30	41	3	0	0	0	1	0	45	219	17	4	16	0	0	0	256
18:45	16	2	0	0	0	0	0	18	160	24	5	13	1	1	0	204
H/TOT	127	21	0	1	0	2	0	151	837	85	15	61	3	5	0	1006
P/TOT	536	91	8	14	0	6	0	655	2890	445	77	238	7	21	1	3679

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	D TO C FROM A511 (W) TO STANTON LANE								D TO D FROM A511 (W) TO A511 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	4	0	2	0	1	0	14	1	1	0	0	0	0	0	2
07:15	12	0	1	1	0	0	0	14	0	1	1	0	0	0	0	2
07:30	11	2	0	2	1	0	0	16	1	0	2	0	0	0	0	3
07:45	13	4	1	2	0	1	0	21	3	0	0	0	0	0	0	3
H/TOT	43	10	2	7	1	2	0	65	5	2	3	0	0	0	0	10
08:00	11	4	0	1	0	0	0	16	3	0	0	0	0	0	0	3
08:15	23	3	1	1	0	1	0	29	3	0	0	1	0	0	0	4
08:30	8	0	0	1	1	0	0	10	3	0	1	1	0	0	0	5
08:45	4	4	0	0	0	0	0	8	6	0	0	0	0	0	0	6
H/TOT	46	11	1	3	1	1	0	63	15	0	1	2	0	0	0	18
09:00	8	3	2	1	0	0	0	14	4	4	1	0	0	0	0	9
09:15	2	4	0	1	0	0	0	7	0	1	0	1	0	0	0	2
09:30	7	2	0	0	0	0	0	9	0	2	0	0	0	0	0	2
09:45	7	1	0	1	0	0	0	9	3	4	1	0	0	0	0	8
H/TOT	24	10	2	3	0	0	0	39	7	11	2	1	0	0	0	21
P/TOT	113	31	5	13	2	3	0	167	27	13	6	3	0	0	0	49

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	D TO C FROM A511 (W) TO STANTON LANE								D TO D FROM A511 (W) TO A511 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	15	5	0	1	0	0	1	22	2	2	0	0	0	0	0	4
16:15	9	0	1	3	0	0	0	13	4	1	0	0	0	0	0	5
16:30	11	4	1	1	0	0	0	17	3	3	0	0	0	0	0	6
16:45	15	6	2	3	0	1	0	27	0	2	1	0	0	0	0	3
H/TOT	50	15	4	8	0	1	1	79	9	8	1	0	0	0	0	18
17:00	18	2	1	1	0	0	0	22	2	0	1	0	0	0	0	3
17:15	18	2	0	0	0	0	0	20	3	0	0	1	0	0	0	4
17:30	10	1	2	1	0	0	0	14	3	0	0	0	0	0	0	3
17:45	14	1	0	2	0	0	0	17	3	0	0	0	0	0	0	3
H/TOT	60	6	3	4	0	0	0	73	11	0	1	1	0	0	0	13
18:00	9	4	0	1	0	0	0	14	5	1	0	0	0	0	0	6
18:15	16	1	0	2	0	1	0	20	7	6	2	0	0	0	0	15
18:30	20	2	1	1	0	0	0	24	2	0	0	0	0	0	0	2
18:45	12	1	0	0	0	0	0	13	2	1	0	0	0	0	0	3
H/TOT	57	8	1	4	0	1	0	71	16	8	2	0	0	0	0	26
P/TOT	167	29	8	16	0	2	1	223	36	16	4	1	0	0	0	57

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	TO ARM A B591								FROM ARM A B591							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	51	8	5	2	0	0	0	66	30	11	2	2	0	0	0	45
07:15	52	12	3	2	0	0	0	69	56	14	2	0	0	1	0	73
07:30	55	21	2	5	0	0	0	83	57	23	3	2	0	1	0	86
07:45	85	17	4	14	1	0	0	121	98	9	3	0	0	1	0	111
H/TOT	243	58	14	23	1	0	0	339	241	57	10	4	0	3	0	315
08:00	75	12	1	2	2	1	0	93	78	13	3	0	0	0	0	94
08:15	69	14	2	2	0	0	0	87	85	16	3	1	0	0	0	105
08:30	73	18	3	3	0	1	0	98	55	12	4	4	2	0	0	77
08:45	62	6	4	3	1	0	0	76	81	9	4	6	1	1	0	102
H/TOT	279	50	10	10	3	2	0	354	299	50	14	11	3	1	0	378
09:00	55	16	2	3	0	1	0	77	69	8	3	2	2	0	0	84
09:15	47	8	2	2	0	0	0	59	40	10	1	2	0	0	0	53
09:30	33	8	3	1	0	1	0	46	40	10	1	2	1	1	0	55
09:45	33	10	0	5	0	0	0	48	28	8	2	2	0	0	0	40
H/TOT	168	42	7	11	0	2	0	230	177	36	7	8	3	1	0	232
P/TOT	690	150	31	44	4	4	0	923	717	143	31	23	6	5	0	925

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	TO ARM A B591								FROM ARM A B591							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	74	32	6	4	0	0	0	116	54	15	0	2	0	0	0	71
16:15	83	19	3	2	0	0	0	107	60	14	5	3	0	0	0	82
16:30	91	16	0	3	0	3	0	113	61	11	1	0	3	2	0	78
16:45	77	17	0	4	0	3	0	101	76	14	0	2	0	0	0	92
H/TOT	325	84	9	13	0	6	0	437	251	54	6	7	3	2	0	323
17:00	116	26	2	1	0	0	0	145	77	6	3	0	0	0	0	86
17:15	107	19	1	2	0	2	1	132	60	7	1	1	0	2	0	71
17:30	92	15	1	0	0	1	0	109	76	10	0	0	0	0	0	86
17:45	68	7	0	1	0	0	0	76	54	6	0	1	0	1	0	62
H/TOT	383	67	4	4	0	3	1	462	267	29	4	2	0	3	0	305
18:00	70	14	0	1	0	1	0	86	52	10	0	1	0	0	0	63
18:15	50	9	0	0	0	0	0	59	51	5	0	0	0	1	0	57
18:30	61	7	0	0	0	1	0	69	31	5	0	0	0	1	0	37
18:45	41	6	0	0	0	1	0	48	38	5	0	0	0	0	0	43
H/TOT	222	36	0	1	0	3	0	262	172	25	0	1	0	2	0	200
P/TOT	930	187	13	18	0	12	1	1161	690	108	10	10	3	7	0	828

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	TO ARM B A511 (E)								FROM ARM B A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	245	69	21	52	0	2	0	389	226	86	11	43	1	2	0	369
07:15	260	80	24	56	4	0	0	424	286	92	17	45	0	2	0	442
07:30	264	68	23	50	2	1	0	408	273	84	17	40	1	1	0	416
07:45	246	61	17	48	0	1	0	373	329	69	18	57	0	0	0	473
H/TOT	1015	278	85	206	6	4	0	1594	1114	331	63	185	2	5	0	1700
08:00	283	54	19	51	1	0	0	408	276	62	16	52	3	0	0	409
08:15	261	52	19	55	0	2	0	389	298	67	17	28	1	3	0	414
08:30	199	49	18	46	2	1	0	315	254	49	25	45	1	1	0	375
08:45	155	30	20	50	0	1	0	256	295	61	16	60	3	0	0	435
H/TOT	898	185	76	202	3	4	0	1368	1123	239	74	185	8	4	0	1633
09:00	207	38	24	42	3	0	0	314	188	61	18	31	0	1	0	299
09:15	170	38	17	50	1	0	0	276	207	47	20	43	2	0	0	319
09:30	150	53	11	34	1	0	0	249	135	49	21	45	1	0	0	251
09:45	128	33	17	45	1	0	0	224	144	47	24	39	1	1	0	256
H/TOT	655	162	69	171	6	0	0	1063	674	204	83	158	4	2	0	1125
P/TOT	2568	625	230	579	15	8	0	4025	2911	774	220	528	14	11	0	4458

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	TO ARM B A511 (E)								FROM ARM B A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	252	73	12	29	1	1	0	368	296	81	19	52	3	1	0	452
16:15	266	65	12	25	0	1	0	369	285	86	11	40	1	1	0	424
16:30	306	65	13	25	0	3	1	413	296	85	19	41	2	0	0	443
16:45	252	43	6	21	1	2	0	325	374	92	13	39	1	2	0	521
H/TOT	1076	246	43	100	2	7	1	1475	1251	344	62	172	7	4	0	1840
17:00	331	41	3	22	1	2	0	400	328	62	7	41	3	3	0	444
17:15	320	39	9	25	0	2	0	395	370	54	11	34	3	1	0	473
17:30	240	33	3	23	0	4	0	303	413	46	3	27	2	2	0	493
17:45	217	32	5	16	1	1	0	272	374	44	7	34	1	0	0	460
H/TOT	1108	145	20	86	2	9	0	1370	1485	206	28	136	9	6	0	1870
18:00	294	26	2	17	0	2	0	341	285	30	4	19	2	0	0	340
18:15	181	24	5	16	2	2	0	230	246	34	6	17	0	8	0	311
18:30	229	17	4	16	0	1	0	267	227	31	10	22	1	3	0	294
18:45	172	26	6	13	1	1	0	219	191	29	8	21	2	4	0	255
H/TOT	876	93	17	62	3	6	0	1057	949	124	28	79	5	15	0	1200
P/TOT	3060	484	80	248	7	22	1	3902	3685	674	118	387	21	25	0	4910

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	TO ARM C STANTON LANE								FROM ARM C STANTON LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	7	0	4	0	1	0	24	17	10	0	1	0	0	0	28
07:15	31	11	2	3	0	1	0	48	25	7	3	6	0	0	0	41
07:30	30	15	2	2	1	0	0	50	20	8	0	2	0	0	0	30
07:45	23	7	2	3	0	2	0	37	35	8	2	3	1	0	0	49
H/TOT	96	40	6	12	1	4	0	159	97	33	5	12	1	0	0	148
08:00	26	12	4	1	0	0	0	43	36	9	1	2	0	1	0	49
08:15	39	13	1	1	0	1	0	55	45	6	2	1	0	0	0	54
08:30	11	4	1	3	1	0	0	20	42	7	4	3	2	1	0	59
08:45	11	9	4	3	0	0	0	27	25	5	0	1	1	0	0	32
H/TOT	87	38	10	8	1	1	0	145	148	27	7	7	3	2	0	194
09:00	17	5	2	1	0	0	0	25	29	4	2	0	0	1	0	36
09:15	4	8	3	2	0	0	0	17	23	5	6	3	0	0	0	37
09:30	12	4	0	1	1	1	0	19	16	6	0	0	0	0	0	22
09:45	19	2	3	3	0	0	0	27	20	3	2	0	0	0	0	25
H/TOT	52	19	8	7	1	1	0	88	88	18	10	3	0	1	0	120
P/TOT	235	97	24	27	3	6	0	392	333	78	22	22	4	3	0	462

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	TO ARM C STANTON LANE								FROM ARM C STANTON LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	24	10	1	2	0	0	1	38	17	5	1	1	0	0	0	24
16:15	11	7	2	7	0	0	0	27	27	10	1	0	1	1	0	40
16:30	22	7	3	4	1	1	0	38	41	15	1	0	0	0	0	57
16:45	34	12	2	3	0	1	0	52	25	10	0	1	1	4	0	41
H/TOT	91	36	8	16	1	2	1	155	110	40	3	2	2	5	0	162
17:00	33	4	1	6	0	0	0	44	40	9	0	0	0	0	0	49
17:15	27	5	0	1	0	0	0	33	36	7	0	0	0	1	1	45
17:30	28	2	2	1	0	0	0	33	32	3	0	1	0	1	0	37
17:45	25	3	0	4	0	1	0	33	19	2	0	0	0	0	0	21
H/TOT	113	14	3	12	0	1	0	143	127	21	0	1	0	2	1	152
18:00	26	6	0	2	0	0	0	34	28	7	0	0	0	0	0	35
18:15	37	6	0	3	0	1	0	47	18	3	1	0	0	0	0	22
18:30	35	7	2	2	0	0	0	46	23	2	0	0	0	0	0	25
18:45	19	5	0	1	0	0	0	25	20	4	1	0	0	1	0	26
H/TOT	117	24	2	8	0	1	0	152	89	16	2	0	0	1	0	108
P/TOT	321	74	13	36	1	4	1	450	326	77	5	3	2	8	1	422

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	TO ARM D A511 (W)								FROM ARM D A511 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	237	100	11	42	1	2	0	393	272	77	24	54	0	3	0	430
07:15	315	93	19	47	0	2	0	476	291	83	26	57	4	0	0	461
07:30	303	90	18	38	1	2	0	452	302	79	25	51	3	1	0	461
07:45	412	72	20	47	1	0	0	552	304	71	20	52	1	2	0	450
H/TOT	1267	355	68	174	3	6	0	1873	1169	310	95	214	8	6	0	1802
08:00	339	66	16	52	3	1	0	477	333	60	20	52	3	1	0	469
08:15	358	66	21	28	1	3	0	477	299	56	21	56	0	3	0	435
08:30	302	57	27	43	5	1	0	435	234	60	16	43	3	1	0	357
08:45	360	63	14	52	4	1	0	494	187	33	22	41	0	1	0	284
H/TOT	1359	252	78	175	13	6	0	1883	1053	209	79	192	6	6	0	1545
09:00	241	66	22	28	1	1	0	359	234	52	27	41	2	0	0	356
09:15	237	52	19	41	2	0	0	351	188	44	14	47	1	0	0	294
09:30	168	54	22	43	1	0	0	288	172	54	14	32	1	1	0	274
09:45	165	54	25	36	1	1	0	282	153	41	17	48	1	0	0	260
H/TOT	811	226	88	148	5	2	0	1280	747	191	72	168	5	1	0	1184
P/TOT	3437	833	234	497	21	14	0	5036	2969	710	246	574	19	13	0	4531

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

LOCATION: B591 / A511 (E) / STANTON LANE **DAY:** THURSDAY

TIME	TO ARM D A511 (W)								FROM ARM D A511 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	328	82	16	51	3	1	0	481	311	96	15	31	1	1	1	456
16:15	321	85	15	36	2	2	0	461	309	66	15	27	0	1	0	418
16:30	328	92	18	38	4	1	0	481	349	69	13	29	0	6	1	467
16:45	392	93	14	38	2	3	0	542	280	49	9	24	1	3	0	366
H/TOT	1369	352	63	163	11	7	0	1965	1249	280	52	111	2	11	2	1707
17:00	368	59	10	36	3	3	0	479	403	53	6	24	1	2	0	489
17:15	406	56	12	33	3	3	0	513	394	51	10	26	0	3	0	484
17:30	447	50	3	28	2	2	0	532	286	41	6	24	0	4	0	361
17:45	397	44	7	32	1	0	0	481	260	34	5	18	1	1	0	319
H/TOT	1618	209	32	129	9	8	0	2005	1343	179	27	92	2	10	0	1653
18:00	313	38	4	18	2	0	0	375	338	37	2	18	0	3	0	398
18:15	274	38	8	16	0	9	0	345	227	35	6	18	2	3	0	291
18:30	238	29	9	21	1	3	0	301	282	22	5	17	0	1	0	327
18:45	207	29	8	20	2	4	0	270	190	28	5	13	1	1	0	238
H/TOT	1032	134	29	75	5	16	0	1291	1037	122	18	66	3	8	0	1254
P/TOT	4019	695	124	367	25	31	0	5261	3629	581	97	269	7	29	2	4614

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 6 **DATE:** 23/05/2024

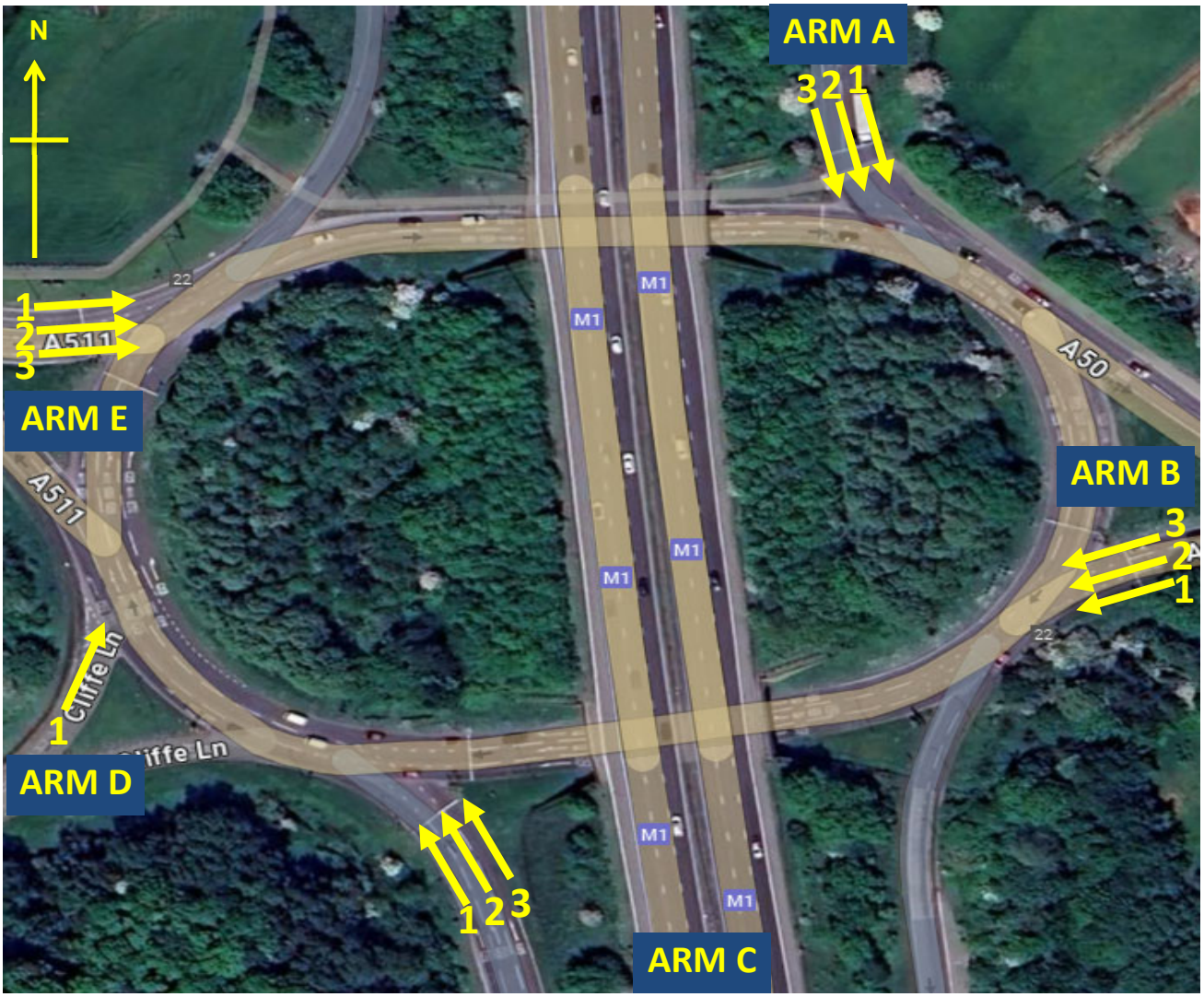
LOCATION: B591 / A511 (E) / STANTON LANE / A511 (W) **DAY:** THURSDAY

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

TIME	ARM A B591		ARM B A511 (E)		ARM C STANTON LANE		ARM D A511 (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	3	3	8	6	1	1	8	5
07:05	2	2	7	8	1	2	12	13
07:10	2	2	15	9	2	1	12	13
07:15	3	3	10	11	1	1	12	16
07:20	5	6	13	12	2	3	14	10
07:25	3	3	10	9	2	5	21	27+
07:30	3	3	8	6	1	2	17	26+
07:35	7	2	12	6	1	8	16	25+
07:40	5	9	7	10	2	2	18	25+
07:45	5	5	12	9	5	3	14	18
07:50	4	6	14	13	6	4	22+	25+
07:55	5	5	16+	12	4	1	22+	25+
08:00	3	4	17	11	1	2	23+	25+
08:05	4	8	10	9	6	1	11	14
08:10	9	4	14	9	1	2	15	11
08:15	9	6	9	11	1	3	16	20
08:20	4	3	8	10	3	4	23+	25+
08:25	4	5	10	8	7	2	15	16
08:30	3	3	5	13	2	2	13	15
08:35	6	6	4	4	4	6	9	7
08:40	3	3	8	11	3	3	5	4
08:45	3	6	14	6	4	2	8	5
08:50	6	10	9	6	2	3	6	3
08:55	6	6	15	14	1	2	6	3
09:00	3	5	10	9	1	3	11	12
09:05	6	6	5	5	4	2	11	16
09:10	3	5	4	3	2	3	7	10
09:15	4	6	14	5	1	7	7	7
09:20	2	3	11	7	1	3	10	5
09:25	1	5	7	6	1	1	9	5
09:30	3	3	5	4	1	1	7	7
09:35	4	2	15	5	2	1	5	5
09:40	2	2	13	4	1	2	10	4
09:45	1	3	11	3	1	1	8	5
09:50	2	3	12	3	1	1	5	4
09:55	2	1	5	4	3	1	7	3

TIME	ARM A B591		ARM B A511 (E)		ARM C STANTON LANE		ARM D A511 (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	3	4	15+	19	1	1	10	9
16:05	4	3	6	10	2	0	11	12
16:10	4	5	6	10	1	0	12	13
16:15	3	3	12	13	1	1	22	25+
16:20	3	5	5	9	1	4	19	16
16:25	4	5	6	9	2	1	17	16
16:30	6	5	6	5	4	6	15	11
16:35	6	7	7	11	3	7	15	25+
16:40	4	4	12	14	4	6	10	15
16:45	4	6	14	13	1	6	12	13
16:50	4	5	11	15	1	1	5	5
16:55	5	5	14	13	1	1	10	6
17:00	5	7	7	3	2	2	16	15
17:05	5	7	8	6	3	4	11	10
17:10	5	4	11	18	2	3	7	10
17:15	3	4	7	8	3	2	12	11
17:20	4	3	11	17	2	2	11	9
17:25	4	6	10	12	2	2	13	11
17:30	4	6	11	12	3	2	8	17
17:35	3	3	8	13	1	2	10	8
17:40	5	4	10	14	1	2	12	5
17:45	2	3	8	11	2	2	7	4
17:50	3	3	11	10	1	0	6	3
17:55	3	3	13	11	1	1	4	4
18:00	4	5	8	10	1	1	6	9
18:05	3	4	7	9	1	2	8	9
18:10	4	4	4	5	3	2	8	5
18:15	3	3	5	6	0	2	5	6
18:20	2	5	7	4	2	0	4	5
18:25	2	5	9	6	2	1	8	5
18:30	5	0	5	4	0	1	6	5
18:35	3	1	6	6	1	2	6	6
18:40	2	4	5	5	0	3	5	5
18:45	2	3	4	4	1	1	5	3
18:50	2	3	6	2	3	1	3	6
18:55	1	5	5	4	1	1	5	4

SITE:		DATE:
7	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	23/05/2024
LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
BAGWORTH		13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	A TO A FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (N)								A TO B FROM M1 SLIP ROADS (N) TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	103	43	12	14	0	0	0	172
07:15	0	0	0	0	0	0	0	0	124	44	14	10	0	1	0	193
07:30	0	0	0	0	0	0	0	0	153	45	13	7	0	0	0	218
07:45	0	0	0	0	0	0	0	0	160	41	11	14	1	0	0	227
H/TOT	0	0	0	0	0	0	0	0	540	173	50	45	1	1	0	810
08:00	0	0	0	0	0	0	0	0	119	45	8	7	0	2	0	181
08:15	0	0	0	0	0	0	0	0	132	33	18	14	0	0	0	197
08:30	0	0	0	0	0	0	0	0	117	39	9	13	0	1	0	179
08:45	0	0	0	0	0	0	0	0	95	37	12	12	0	0	0	156
H/TOT	0	0	0	0	0	0	0	0	463	154	47	46	0	3	0	713
09:00	0	0	0	0	0	0	0	0	84	42	7	7	0	0	0	140
09:15	0	0	0	0	0	0	0	0	68	34	9	12	1	0	0	124
09:30	0	0	0	0	0	0	0	0	71	26	18	6	1	0	0	122
09:45	0	0	0	0	0	0	0	0	68	19	5	8	0	0	0	100
H/TOT	0	0	0	0	0	0	0	0	291	121	39	33	2	0	0	486
P/TOT	0	0	0	0	0	0	0	0	1294	448	136	124	3	4	0	2009

TIME	A TO A FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (N)								A TO B FROM M1 SLIP ROADS (N) TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	104	27	6	10	0	0	0	147
16:15	0	0	0	0	0	0	0	0	127	30	6	7	0	0	0	170
16:30	0	0	0	0	0	0	0	0	139	38	15	6	0	0	0	198
16:45	0	0	0	0	0	0	0	0	159	26	6	3	0	1	0	195
H/TOT	0	0	0	0	0	0	0	0	529	121	33	26	0	1	0	710
17:00	0	0	0	0	0	0	0	0	170	40	3	5	0	1	0	219
17:15	0	0	0	0	0	0	0	0	177	25	4	2	0	0	0	208
17:30	0	0	0	0	0	0	0	0	162	33	4	5	0	1	0	205
17:45	0	0	0	0	0	0	0	0	140	20	4	3	0	0	0	167
H/TOT	0	0	0	0	0	0	0	0	649	118	15	15	0	2	0	799
18:00	0	0	0	0	0	0	0	0	130	19	1	4	1	0	0	155
18:15	0	0	0	0	0	0	0	0	129	13	3	4	0	0	0	149
18:30	0	0	0	0	0	0	0	0	108	17	3	10	0	0	0	138
18:45	0	0	0	0	0	0	0	0	121	13	2	8	0	1	0	145
H/TOT	0	0	0	0	0	0	0	0	488	62	9	26	1	1	0	587
P/TOT	0	0	0	0	0	0	0	0	1666	301	57	67	1	4	0	2096

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	A TO C FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (S)								A TO D FROM M1 SLIP ROADS (N) TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	8
07:15	0	0	0	0	0	0	0	0	11	9	0	1	0	0	0	21
07:30	0	0	0	0	0	0	0	0	6	7	0	0	0	0	0	13
07:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	23	23	0	1	0	0	0	47
08:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
08:15	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7
08:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	17	7	2	0	0	0	0	26
09:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	8
09:45	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	16	9	0	0	0	0	0	25
P/TOT	0	0	0	0	0	0	0	0	56	39	2	1	0	0	0	98

TIME	A TO C FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (S)								A TO D FROM M1 SLIP ROADS (N) TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	7	5	1	0	0	0	0	13
16:15	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14
16:30	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	14
16:45	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	45	16	1	0	0	0	0	62
17:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
17:15	0	0	0	0	0	0	0	0	21	5	0	0	0	0	0	26
17:30	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	16
17:45	0	0	0	0	0	0	0	0	14	2	1	0	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	63	9	2	0	0	0	0	74
18:00	0	0	0	0	0	0	0	0	12	1	1	1	0	0	0	15
18:15	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
18:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
18:45	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	32	5	1	1	0	0	0	39
P/TOT	0	0	0	0	0	0	0	0	140	30	4	1	0	0	0	175

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	A TO E FROM M1 SLIP ROADS (N) TO A511								B TO A FROM A50 TO M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	14	3	12	0	1	0	68	136	40	9	8	1	0	0	194
07:15	34	14	3	8	0	0	0	59	113	49	9	7	0	0	0	178
07:30	49	20	3	8	0	2	0	82	150	42	8	8	0	0	0	208
07:45	33	13	7	6	0	0	0	59	134	48	8	6	0	1	0	197
H/TOT	154	61	16	34	0	3	0	268	533	179	34	29	1	1	0	777
08:00	48	6	2	12	0	0	0	68	122	33	6	11	0	1	0	173
08:15	59	9	2	5	0	1	0	76	152	36	10	6	0	0	0	204
08:30	38	12	3	13	1	0	0	67	128	28	15	13	0	0	0	184
08:45	47	11	4	12	2	0	0	76	103	34	9	11	0	0	0	157
H/TOT	192	38	11	42	3	1	0	287	505	131	40	41	0	1	0	718
09:00	26	10	4	5	0	0	0	45	93	24	7	12	0	0	0	136
09:15	32	4	4	10	0	0	0	50	94	25	7	15	1	0	0	142
09:30	17	6	4	7	0	0	0	34	87	28	7	8	0	0	0	130
09:45	18	7	8	10	0	0	0	43	50	21	9	11	0	0	0	91
H/TOT	93	27	20	32	0	0	0	172	324	98	30	46	1	0	0	499
P/TOT	439	126	47	108	3	4	0	727	1362	408	104	116	2	2	0	1994

TIME	A TO E FROM M1 SLIP ROADS (N) TO A511								B TO A FROM A50 TO M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	33	9	5	12	0	1	0	60	97	37	1	15	0	1	0	151
16:15	37	4	5	7	0	0	0	53	121	31	7	6	1	0	0	166
16:30	40	10	7	9	0	0	0	66	103	38	4	10	0	0	0	155
16:45	46	7	0	8	0	0	0	61	106	16	3	6	0	0	0	131
H/TOT	156	30	17	36	0	1	0	240	427	122	15	37	1	1	0	603
17:00	51	5	0	10	0	0	0	66	135	26	4	6	0	0	0	171
17:15	55	7	2	14	0	0	0	78	118	20	3	4	0	0	0	145
17:30	56	5	0	10	0	0	0	71	155	13	1	7	0	0	0	176
17:45	48	9	2	11	0	0	0	70	144	11	2	7	0	2	0	166
H/TOT	210	26	4	45	0	0	0	285	552	70	10	24	0	2	0	658
18:00	34	7	1	8	0	0	0	50	120	6	5	1	0	0	0	132
18:15	31	3	2	9	0	0	0	45	77	13	4	4	1	1	0	100
18:30	29	4	2	9	0	0	0	44	76	10	2	3	0	0	0	91
18:45	26	4	0	9	0	0	0	39	53	9	4	4	0	0	0	70
H/TOT	120	18	5	35	0	0	0	178	326	38	15	12	1	1	0	393
P/TOT	486	74	26	116	0	1	0	703	1305	230	40	73	2	4	0	1654

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	B TO B FROM A50 TO A50								B TO C FROM A50 TO M1 SLIP ROADS (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14
07:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
07:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	23	7	0	0	0	0	0	30
08:00	0	0	0	0	0	0	0	0	11	3	1	2	0	0	0	17
08:15	0	0	0	0	0	0	0	0	15	5	1	4	0	0	0	25
08:30	0	0	0	0	0	0	0	0	19	4	2	4	0	0	0	29
08:45	0	0	0	0	0	0	0	0	19	3	0	1	0	0	0	23
H/TOT	0	0	0	0	0	0	0	0	64	15	4	11	0	0	0	94
09:00	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	13
09:15	0	0	0	0	0	0	0	0	20	1	1	3	0	0	0	25
09:30	0	0	0	0	0	0	0	0	12	2	0	4	0	0	0	18
09:45	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	59	5	2	7	0	0	0	73
P/TOT	0	0	0	0	0	0	0	0	146	27	6	18	0	0	0	197

TIME	B TO B FROM A50 TO A50								B TO C FROM A50 TO M1 SLIP ROADS (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	13	5	1	0	0	0	0	19
16:15	0	0	0	0	0	0	0	0	10	3	1	0	0	0	0	14
16:30	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
16:45	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	43	14	2	0	0	0	0	59
17:00	0	0	0	0	0	0	0	0	16	6	0	0	0	0	0	22
17:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
17:30	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
17:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	47	10	0	0	0	0	0	57
18:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
18:15	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	10
18:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
18:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	33	2	1	0	0	0	0	36
P/TOT	0	0	0	0	0	0	0	0	123	26	3	0	0	0	0	152

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	B TO D FROM A50 TO CLIFFE LANE								B TO E FROM A50 TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	1	0	0	0	2	123	42	4	10	1	1	0	181
07:15	1	0	0	0	0	0	0	1	146	52	6	12	0	2	0	218
07:30	3	0	0	0	0	0	0	3	137	37	7	10	1	0	0	192
07:45	0	2	1	0	0	0	0	3	180	34	7	17	0	0	0	238
H/TOT	4	3	1	1	0	0	0	9	586	165	24	49	2	3	0	829
08:00	2	0	0	0	0	0	0	2	138	24	10	9	3	2	0	186
08:15	0	0	0	0	1	0	0	1	138	35	10	8	1	0	0	192
08:30	3	0	0	0	0	0	0	3	115	28	14	11	0	1	0	169
08:45	0	0	0	0	0	0	0	0	121	30	5	16	1	0	0	173
H/TOT	5	0	0	0	1	0	0	6	512	117	39	44	5	3	0	720
09:00	3	0	0	0	0	0	0	3	83	34	8	4	0	1	0	130
09:15	1	0	1	0	0	0	0	2	78	25	7	10	1	0	0	121
09:30	1	0	0	0	0	0	0	1	65	26	7	9	0	0	0	107
09:45	2	1	0	0	0	0	0	3	73	21	7	11	1	1	0	114
H/TOT	7	1	1	0	0	0	0	9	299	106	29	34	2	2	0	472
P/TOT	16	4	2	1	1	0	0	24	1397	388	92	127	9	8	0	2021

TIME	B TO D FROM A50 TO CLIFFE LANE								B TO E FROM A50 TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	1	0	0	0	0	0	6	143	42	4	12	3	0	0	204
16:15	7	1	0	0	0	0	0	8	149	52	4	8	1	1	0	215
16:30	5	0	0	0	0	0	0	5	132	43	6	5	2	0	0	188
16:45	4	0	0	0	0	0	0	4	188	31	6	3	0	2	0	230
H/TOT	21	2	0	0	0	0	0	23	612	168	20	28	6	3	0	837
17:00	3	0	0	0	0	0	0	3	164	32	2	5	3	3	0	209
17:15	2	3	0	1	0	0	0	6	196	19	6	6	3	1	0	231
17:30	3	0	0	0	0	0	0	3	197	24	2	9	1	0	0	233
17:45	3	2	0	0	0	0	0	5	208	18	3	10	0	0	0	239
H/TOT	11	5	0	1	0	0	0	17	765	93	13	30	7	4	0	912
18:00	3	0	0	0	0	0	0	3	139	15	3	3	2	0	0	162
18:15	2	3	0	0	0	0	0	5	115	18	2	1	0	7	0	143
18:30	3	0	0	0	0	0	0	3	113	15	5	7	1	3	0	144
18:45	8	0	0	0	0	0	0	8	80	10	3	2	0	2	0	97
H/TOT	16	3	0	0	0	0	0	19	447	58	13	13	3	12	0	546
P/TOT	48	10	0	1	0	0	0	59	1824	319	46	71	16	19	0	2295

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	C TO A FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (N)								C TO B FROM M1 SLIP ROADS (S) TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	2	0	2	0	0	0	5
07:15	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	9
07:30	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	8
07:45	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	11	9	2	4	0	0	0	26
08:00	0	0	0	0	0	0	0	0	9	2	0	1	0	0	0	12
08:15	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	9
08:30	0	0	0	0	0	0	0	0	8	3	2	0	0	0	0	13
08:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	36	8	3	1	0	0	0	48
09:00	0	0	0	0	0	0	0	0	3	3	0	0	1	0	0	7
09:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
09:45	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	12	4	3	0	1	0	0	20
P/TOT	0	0	0	0	0	0	0	0	59	21	8	5	1	0	0	94

TIME	C TO A FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (N)								C TO B FROM M1 SLIP ROADS (S) TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11
16:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
16:30	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
16:45	0	0	0	0	0	0	0	0	14	1	0	1	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	42	6	0	1	0	0	0	49
17:00	0	0	0	0	0	0	0	0	6	1	0	1	0	0	0	8
17:15	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
17:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	44	2	0	1	0	0	0	47
18:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
18:15	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13
18:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
18:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	41
P/TOT	0	0	0	0	0	0	0	0	123	12	0	2	0	0	0	137

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	C TO C FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (S)								C TO D FROM M1 SLIP ROADS (S) TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	8
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	6	7	1	0	0	0	0	14
08:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
08:30	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	13	5	2	0	0	0	0	20
09:00	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
09:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	12
P/TOT	0	0	0	0	0	0	0	0	26	17	3	0	0	0	0	46

TIME	C TO C FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (S)								C TO D FROM M1 SLIP ROADS (S) TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8
16:30	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7
16:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	26	1	2	0	0	0	0	29
17:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
17:45	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	28	4	2	0	0	0	0	34
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
18:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22
P/TOT	0	0	0	0	0	0	0	0	72	9	4	0	0	0	0	85

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	C TO E FROM M1 SLIP ROADS (S) TO A511								D TO A FROM CLIFFE LANE TO M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	70	27	5	18	0	0	0	120	10	10	0	0	0	0	0	20
07:15	86	24	9	23	0	0	0	142	19	5	1	0	0	0	0	25
07:30	90	29	6	21	0	0	0	146	13	5	0	0	0	0	0	18
07:45	98	18	2	33	0	0	0	151	18	5	0	0	0	0	0	23
H/TOT	344	98	22	95	0	0	0	559	60	25	1	0	0	0	0	86
08:00	94	30	6	26	0	0	0	156	21	4	1	0	0	0	0	26
08:15	88	18	6	18	0	0	0	130	14	1	0	2	0	0	0	17
08:30	88	12	5	25	0	0	0	130	20	2	0	0	0	0	0	22
08:45	101	20	6	28	0	0	0	155	7	1	0	0	0	0	0	8
H/TOT	371	80	23	97	0	0	0	571	62	8	1	2	0	0	0	73
09:00	67	13	5	22	0	0	0	107	11	1	3	0	0	0	0	15
09:15	82	20	8	23	1	0	0	134	9	2	0	0	0	0	0	11
09:30	46	13	10	26	1	0	0	96	6	2	1	1	0	0	0	10
09:45	43	20	10	21	0	0	0	94	6	2	0	0	0	0	0	8
H/TOT	238	66	33	92	2	0	0	431	32	7	4	1	0	0	0	44
P/TOT	953	244	78	284	2	0	0	1561	154	40	6	3	0	0	0	203

TIME	C TO E FROM M1 SLIP ROADS (S) TO A511								D TO A FROM CLIFFE LANE TO M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	99	28	10	27	0	0	0	164	12	5	0	0	0	0	0	17
16:15	81	33	2	24	0	0	0	140	8	4	0	0	0	0	0	12
16:30	108	29	5	34	0	0	0	176	9	4	0	0	0	0	0	13
16:45	107	42	7	19	1	0	0	176	5	4	0	0	0	0	0	9
H/TOT	395	132	24	104	1	0	0	656	34	17	0	0	0	0	0	51
17:00	95	31	4	23	0	0	0	153	9	1	1	0	0	0	0	11
17:15	112	24	3	16	0	0	0	155	4	3	0	0	0	0	0	7
17:30	129	17	1	10	1	2	0	160	8	4	0	0	0	0	0	12
17:45	91	14	2	11	1	0	0	119	5	0	0	0	0	0	0	5
H/TOT	427	86	10	60	2	2	0	587	26	8	1	0	0	0	0	35
18:00	96	11	0	8	0	0	0	115	8	2	0	0	0	0	0	10
18:15	76	12	2	5	0	1	0	96	5	2	1	0	0	0	0	8
18:30	81	13	3	9	0	1	0	107	4	0	1	0	0	0	0	5
18:45	71	13	5	9	2	1	0	101	5	1	0	0	0	0	0	6
H/TOT	324	49	10	31	2	3	0	419	22	5	2	0	0	0	0	29
P/TOT	1146	267	44	195	5	5	0	1662	82	30	3	0	0	0	0	115

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	D TO B FROM CLIFFE LANE TO A50								D TO C FROM CLIFFE LANE TO M1 SLIP ROADS (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	1	0	0	0	0	7	7	1	1	0	0	0	0	9
07:15	6	1	1	1	0	0	0	9	3	1	0	0	0	0	0	4
07:30	1	0	0	0	0	0	0	1	1	1	0	1	0	0	0	3
07:45	5	1	1	0	0	0	0	7	1	0	0	1	0	0	0	2
H/TOT	17	3	3	1	0	0	0	24	12	3	1	2	0	0	0	18
08:00	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
08:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
08:30	8	0	0	0	0	0	0	8	6	1	0	0	0	0	0	7
08:45	2	0	0	0	0	0	0	2	1	2	0	0	0	0	0	3
H/TOT	20	0	0	0	0	0	0	20	13	4	0	0	0	0	0	17
09:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
09:15	2	2	0	0	0	0	0	4	1	2	0	0	0	0	0	3
09:30	2	1	0	0	0	0	0	3	6	0	0	0	0	0	0	6
09:45	4	0	0	0	0	0	0	4	3	2	0	0	0	0	0	5
H/TOT	10	3	0	0	0	0	0	13	14	4	0	0	0	0	0	18
P/TOT	47	6	3	1	0	0	0	57	39	11	1	2	0	0	0	53

TIME	D TO B FROM CLIFFE LANE TO A50								D TO C FROM CLIFFE LANE TO M1 SLIP ROADS (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	0	0	0	0	0	4	1	2	0	0	0	0	0	3
16:15	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
16:30	2	0	0	0	0	0	0	2	2	2	0	1	0	0	0	5
16:45	2	1	0	0	0	0	0	3	2	3	0	0	0	0	0	5
H/TOT	11	2	0	0	0	0	0	13	7	7	0	1	0	0	0	15
17:00	6	3	1	0	0	0	0	10	1	0	0	0	0	0	0	1
17:15	4	0	0	0	0	0	0	4	1	0	0	1	0	0	0	2
17:30	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
17:45	5	3	0	0	0	0	0	8	5	0	0	0	0	0	0	5
H/TOT	18	6	1	0	0	0	0	25	8	1	0	1	0	0	0	10
18:00	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	2
18:15	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
18:30	6	0	0	0	0	0	0	6	2	1	0	0	0	0	0	3
18:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	9	1	0	0	0	0	0	10	9	1	1	0	0	0	0	11
P/TOT	38	9	1	0	0	0	0	48	24	9	1	2	0	0	0	36

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	D TO D FROM CLIFFE LANE TO CLIFFE LANE								D TO E FROM CLIFFE LANE TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4
07:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
07:30	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6
07:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	10	5	0	4	0	0	0	19
08:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
08:15	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	5
08:30	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	7	4	3	2	0	0	0	16
09:00	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	8	4	2	0	0	0	0	14
P/TOT	0	0	0	0	0	0	0	0	25	13	5	6	0	0	0	49

TIME	D TO D FROM CLIFFE LANE TO CLIFFE LANE								D TO E FROM CLIFFE LANE TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	6
16:45	0	0	0	0	0	0	0	0	4	3	0	1	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	9	3	1	2	0	0	0	15
17:00	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	7
17:30	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	16	7	1	1	0	0	0	25
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	13	0	1	0	0	0	0	14
P/TOT	0	0	0	0	0	0	0	0	38	10	3	3	0	0	0	54

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	E TO A FROM A511 TO M1 SLIP ROADS (N)								E TO B FROM A511 TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	6	5	18	0	0	0	55	141	32	7	13	0	1	0	194
07:15	27	16	5	7	0	0	0	55	137	41	8	20	3	1	0	210
07:30	28	7	4	17	0	1	0	57	163	31	12	2	1	0	0	209
07:45	39	11	1	16	0	0	0	67	127	32	3	4	0	0	0	166
H/TOT	120	40	15	58	0	1	0	234	568	136	30	39	4	2	0	779
08:00	41	10	5	9	0	0	0	65	161	27	9	15	1	1	0	214
08:15	49	7	6	10	0	1	0	73	145	24	8	14	0	1	0	192
08:30	29	12	4	11	0	0	0	56	109	20	10	5	1	1	0	146
08:45	25	4	2	11	0	0	0	42	74	13	10	13	0	0	0	110
H/TOT	144	33	17	41	0	1	0	236	489	84	37	47	2	3	0	662
09:00	30	12	6	8	0	1	0	57	115	17	12	7	2	0	0	153
09:15	16	1	6	15	0	0	0	38	95	24	7	10	1	0	0	137
09:30	19	9	3	9	0	0	0	40	77	24	4	9	1	0	0	115
09:45	22	4	4	6	0	0	0	36	63	20	8	9	1	0	0	101
H/TOT	87	26	19	38	0	1	0	171	350	85	31	35	5	0	0	506
P/TOT	351	99	51	137	0	3	0	641	1407	305	98	121	11	5	0	1947

TIME	E TO A FROM A511 TO M1 SLIP ROADS (N)								E TO B FROM A511 TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	36	9	2	6	0	0	0	53	120	39	6	8	0	1	0	174
16:15	33	11	0	8	0	0	0	52	131	31	6	3	0	1	0	172
16:30	54	12	4	8	0	1	0	79	135	33	2	4	0	2	0	176
16:45	38	10	1	4	0	2	0	55	124	19	3	4	1	0	0	151
H/TOT	161	42	7	26	0	3	0	239	510	122	17	19	1	4	0	673
17:00	46	3	0	5	0	2	0	56	204	28	2	7	1	0	0	242
17:15	47	4	3	7	0	0	0	61	167	26	4	4	0	2	0	203
17:30	53	5	0	3	0	0	0	61	126	15	2	8	0	4	0	155
17:45	36	6	1	6	0	0	0	49	117	19	2	1	1	1	0	141
H/TOT	182	18	4	21	0	2	0	227	614	88	10	20	2	7	0	741
18:00	45	3	0	8	0	0	0	56	188	11	1	2	0	2	0	204
18:15	21	1	0	7	0	1	0	30	98	11	3	0	1	1	0	114
18:30	21	3	0	8	0	0	0	32	157	7	1	0	1	1	0	167
18:45	14	1	2	6	0	0	0	23	95	9	3	3	1	1	0	112
H/TOT	101	8	2	29	0	1	0	141	538	38	8	5	3	5	0	597
P/TOT	444	68	13	76	0	6	0	607	1662	248	35	44	6	16	0	2011

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7 **DATE:** 23/05/2024

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

TIME	E TO C FROM A511 TO M1 SLIP ROADS (S)								E TO D FROM A511 TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	72	28	11	24	0	0	0	135	0	0	0	0	0	0	0	0
07:15	92	26	9	26	0	0	0	153	0	0	0	0	0	0	0	0
07:30	64	28	7	32	1	0	0	132	0	0	0	0	0	0	0	0
07:45	67	19	11	28	0	0	0	125	0	1	0	0	0	0	0	1
H/TOT	295	101	38	110	1	0	0	545	0	1	0	0	0	0	0	1
08:00	59	16	7	27	0	0	0	109	0	0	0	0	0	0	0	0
08:15	76	22	5	31	0	0	0	134	0	1	0	0	0	0	0	1
08:30	59	17	4	30	1	0	0	111	0	0	0	0	0	0	0	0
08:45	52	13	7	24	0	0	0	96	0	0	0	1	0	0	0	1
H/TOT	246	68	23	112	1	0	0	450	0	1	0	1	0	0	0	2
09:00	51	11	7	28	1	0	0	98	0	0	0	0	0	0	0	0
09:15	54	11	4	28	0	0	0	97	0	0	0	0	0	0	0	0
09:30	51	18	3	13	0	0	0	85	0	0	0	0	0	0	0	0
09:45	43	12	6	29	0	0	0	90	0	0	0	0	0	0	0	0
H/TOT	199	52	20	98	1	0	0	370	0	0	0	0	0	0	0	0
P/TOT	740	221	81	320	3	0	0	1365	0	2	0	1	0	0	0	3

TIME	E TO C FROM A511 TO M1 SLIP ROADS (S)								E TO D FROM A511 TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	87	24	3	15	0	0	0	129	0	0	0	0	0	0	0	0
16:15	95	24	6	13	0	0	0	138	0	0	0	0	0	0	0	0
16:30	112	21	6	14	0	0	0	153	1	0	0	0	0	0	0	1
16:45	86	13	3	13	0	0	0	115	1	0	0	0	0	0	0	1
H/TOT	380	82	18	55	0	0	0	535	2	0	0	0	0	0	0	2
17:00	85	10	1	10	0	0	0	106	1	0	0	0	0	0	0	1
17:15	93	9	2	14	0	0	0	118	1	0	0	0	0	0	0	1
17:30	74	14	1	12	0	0	0	101	1	0	0	0	0	0	0	1
17:45	62	6	2	10	0	0	0	80	2	0	0	0	0	0	0	2
H/TOT	314	39	6	46	0	0	0	405	5	0	0	0	0	0	0	5
18:00	62	12	1	6	0	0	0	81	1	0	0	0	0	0	0	1
18:15	64	12	1	9	1	0	0	87	0	0	0	0	0	0	0	0
18:30	63	14	4	8	0	0	0	89	0	0	0	0	0	0	0	0
18:45	55	10	1	4	0	0	0	70	0	0	0	0	0	0	0	0
H/TOT	244	48	7	27	1	0	0	327	1	0	0	0	0	0	0	1
P/TOT	938	169	31	128	1	0	0	1267	8	0	0	0	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511

DATE: 23/05/2024

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511

TIME	E TO E FROM A511 TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	TO ARM A M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	172	56	14	26	1	0	0	269
07:15	159	70	15	14	0	0	0	258
07:30	191	54	12	25	0	1	0	283
07:45	191	64	9	22	0	1	0	287
H/TOT	713	244	50	87	1	2	0	1097
08:00	184	47	12	20	0	1	0	264
08:15	215	44	16	18	0	1	0	294
08:30	177	42	19	24	0	0	0	262
08:45	135	39	11	22	0	0	0	207
H/TOT	711	172	58	84	0	2	0	1027
09:00	134	37	16	20	0	1	0	208
09:15	119	28	13	30	1	0	0	191
09:30	112	39	11	18	0	0	0	180
09:45	78	27	13	17	0	0	0	135
H/TOT	443	131	53	85	1	1	0	714
P/TOT	1867	547	161	256	2	5	0	2838

TIME	E TO E FROM A511 TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	TO ARM A M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	145	51	3	21	0	1	0	221
16:15	162	46	7	14	1	0	0	230
16:30	166	54	8	18	0	1	0	247
16:45	149	30	4	10	0	2	0	195
H/TOT	622	181	22	63	1	4	0	893
17:00	190	30	5	11	0	2	0	238
17:15	169	27	6	11	0	0	0	213
17:30	216	22	1	10	0	0	0	249
17:45	185	17	3	13	0	2	0	220
H/TOT	760	96	15	45	0	4	0	920
18:00	173	11	5	9	0	0	0	198
18:15	103	16	5	11	1	2	0	138
18:30	101	13	3	11	0	0	0	128
18:45	72	11	6	10	0	0	0	99
H/TOT	449	51	19	41	1	2	0	563
P/TOT	1831	328	56	149	2	10	0	2376

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

DATE: 23/05/2024 **SITE:** 7 **DATE:** 23/05/2024

DAY: THURSDAY **LOCATION:** M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

FROM ARM A M1 SLIP ROADS (N)								TIME	TO ARM B A50								FROM ARM B A50							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
143	63	15	26	0	1	0	248	07:00	250	78	20	29	0	1	0	378	270	86	13	19	2	1	0	391
169	67	17	19	0	1	0	273	07:15	273	88	24	31	3	2	0	421	267	102	15	19	0	2	0	405
208	72	16	15	0	2	0	313	07:30	320	80	26	9	1	0	0	436	293	80	15	18	1	0	0	407
197	55	18	20	1	0	0	291	07:45	293	75	15	20	1	0	0	404	316	86	16	23	0	1	0	442
717	257	66	80	1	4	0	1125	H/TOT	1136	321	85	89	5	3	0	1639	1146	354	59	79	3	4	0	1645
174	53	10	19	0	2	0	258	08:00	293	74	17	23	1	3	0	411	273	60	17	22	3	3	0	378
194	45	21	19	0	1	0	280	08:15	289	59	27	28	0	1	0	404	305	76	21	18	2	0	0	422
158	52	12	26	1	1	0	250	08:30	242	62	21	18	1	2	0	346	265	60	31	28	0	1	0	385
146	49	17	24	2	0	0	238	08:45	184	51	22	25	0	0	0	282	243	67	14	28	1	0	0	353
672	199	60	88	3	4	0	1026	H/TOT	1008	246	87	94	2	6	0	1443	1086	263	83	96	6	4	0	1538
113	53	11	12	0	0	0	189	09:00	204	62	19	14	3	0	0	302	190	59	16	16	0	1	0	282
103	40	13	22	1	0	0	179	09:15	168	60	17	22	2	0	0	269	193	51	16	28	2	0	0	290
92	36	22	13	1	0	0	164	09:30	154	51	23	15	2	0	0	245	165	56	14	21	0	0	0	256
92	28	13	18	0	0	0	151	09:45	137	40	14	17	1	0	0	209	141	44	16	22	1	1	0	225
400	157	59	65	2	0	0	683	H/TOT	663	213	73	68	8	0	0	1025	689	210	62	87	3	2	0	1053
1789	613	185	233	6	8	0	2834	P/TOT	2807	780	245	251	15	9	0	4107	2921	827	204	262	12	10	0	4236

FROM ARM A M1 SLIP ROADS (N)								TIME	TO ARM B A50								FROM ARM B A50							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
144	41	12	22	0	1	0	220	16:00	236	69	12	18	0	1	0	336	258	85	6	27	3	1	0	380
175	37	11	14	0	0	0	237	16:15	271	62	12	10	0	1	0	356	287	87	12	14	2	1	0	403
189	52	22	15	0	0	0	278	16:30	286	73	17	10	0	2	0	388	251	83	10	15	2	0	0	361
222	37	6	11	0	1	0	277	16:45	299	47	9	8	1	1	0	365	307	51	9	9	0	2	0	378
730	167	51	62	0	2	0	1012	H/TOT	1092	251	50	46	1	5	0	1445	1103	306	37	65	7	4	0	1522
235	46	3	15	0	1	0	300	17:00	386	72	6	13	1	1	0	479	318	64	6	11	3	3	0	405
253	37	6	16	0	0	0	312	17:15	364	51	8	6	0	2	0	431	324	43	9	11	3	1	0	391
232	39	5	15	0	1	0	292	17:30	301	48	6	13	0	5	0	373	365	39	3	16	1	0	0	424
202	31	7	14	0	0	0	254	17:45	274	43	6	4	1	1	0	329	368	32	5	17	0	2	0	424
922	153	21	60	0	2	0	1158	H/TOT	1325	214	26	36	2	9	0	1612	1375	178	23	55	7	6	0	1644
176	27	3	13	1	0	0	220	18:00	324	32	2	6	1	2	0	367	271	22	8	4	2	0	0	307
166	18	5	13	0	0	0	202	18:15	239	27	6	4	1	1	0	278	203	34	7	5	1	8	0	258
146	21	5	19	0	0	0	191	18:30	277	24	4	10	1	1	0	317	198	25	7	10	1	3	0	244
152	19	2	17	0	1	0	191	18:45	232	22	5	11	1	2	0	273	150	20	7	6	0	2	0	185
640	85	15	62	1	1	0	804	H/TOT	1072	105	17	31	4	6	0	1235	822	101	29	25	4	13	0	994
2292	405	87	184	1	5	0	2974	P/TOT	3489	570	93	113	7	20	0	4292	3300	585	89	145	18	23	0	4160

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511

AUTO SURVEYS LTD

DATE: 23/05/2024

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511

TIME	TO ARM C M1 SLIP ROADS (S)								FROM ARM C M1 SLIP ROADS (S)								TIME	TO ARM D CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	90	32	12	24	0	0	0	158	71	29	5	20	0	0	0	125	07:00	2	7	0	1	0	0	0	10
07:15	102	28	9	26	0	0	0	165	94	28	10	23	0	0	0	155	07:15	14	11	0	1	0	0	0	26
07:30	68	30	7	33	1	0	0	139	95	38	8	21	0	0	0	162	07:30	11	12	1	0	0	0	0	24
07:45	70	21	11	29	0	0	0	131	101	19	2	35	0	0	0	157	07:45	6	4	1	0	0	0	0	11
H/TOT	330	111	39	112	1	0	0	593	361	114	25	99	0	0	0	599	H/TOT	33	34	2	2	0	0	0	71
08:00	73	20	8	29	0	0	0	130	104	33	7	27	0	0	0	171	08:00	10	3	1	0	0	0	0	14
08:15	94	27	6	35	0	0	0	162	99	22	7	18	0	0	0	146	08:15	8	6	1	0	1	0	0	16
08:30	84	22	6	34	1	0	0	147	99	16	8	25	0	0	0	148	08:30	9	2	1	0	0	0	0	12
08:45	72	18	7	25	0	0	0	122	118	22	6	28	0	0	0	174	08:45	8	2	1	1	0	0	0	12
H/TOT	323	87	27	123	1	0	0	561	420	93	28	98	0	0	0	639	H/TOT	35	13	4	1	1	0	0	54
09:00	66	12	8	28	1	0	0	115	73	19	5	22	1	0	0	120	09:00	9	4	0	0	0	0	0	13
09:15	75	14	5	31	0	0	0	125	88	21	9	23	1	0	0	142	09:15	7	3	1	0	0	0	0	11
09:30	69	20	3	17	0	0	0	109	50	14	11	26	1	0	0	102	09:30	5	5	0	0	0	0	0	10
09:45	62	15	6	29	0	0	0	112	46	21	11	21	0	0	0	99	09:45	9	3	0	0	0	0	0	12
H/TOT	272	61	22	105	1	0	0	461	257	75	36	92	3	0	0	463	H/TOT	30	15	1	0	0	0	0	46
P/TOT	925	259	88	340	3	0	0	1615	1038	282	89	289	3	0	0	1701	P/TOT	98	62	7	3	1	0	0	171

TIME	TO ARM C M1 SLIP ROADS (S)								FROM ARM C M1 SLIP ROADS (S)								TIME	TO ARM D CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	101	31	4	15	0	0	0	151	115	31	10	27	0	0	0	183	16:00	20	6	1	0	0	0	0	27
16:15	107	27	7	13	0	0	0	154	98	33	3	24	0	0	0	158	16:15	25	4	1	0	0	0	0	30
16:30	125	25	6	15	0	0	0	171	124	31	6	34	0	0	0	195	16:30	22	4	1	0	0	0	0	27
16:45	97	20	3	13	0	0	0	133	126	44	7	20	1	0	0	198	16:45	27	5	0	0	0	0	0	32
H/TOT	430	103	20	56	0	0	0	609	463	139	26	105	1	0	0	734	H/TOT	94	19	3	0	0	0	0	116
17:00	102	16	1	10	0	0	0	129	102	32	5	24	0	0	0	163	17:00	19	1	1	0	0	0	0	21
17:15	102	10	2	15	0	0	0	129	133	24	4	16	0	0	0	177	17:15	29	8	1	1	0	0	0	39
17:30	85	17	1	12	0	0	0	115	151	17	1	10	1	2	0	182	17:30	30	1	1	0	0	0	0	32
17:45	80	7	2	10	0	0	0	99	113	19	2	11	1	0	0	146	17:45	29	8	1	0	0	0	0	38
H/TOT	369	50	6	47	0	0	0	472	499	92	12	61	2	2	0	668	H/TOT	107	18	4	1	0	0	0	130
18:00	72	13	2	6	0	0	0	93	104	12	0	8	0	0	0	124	18:00	18	1	1	1	0	0	0	21
18:15	77	12	2	9	1	0	0	101	90	16	2	5	0	1	0	114	18:15	12	6	0	0	0	0	0	18
18:30	71	15	4	8	0	0	0	98	93	15	3	9	0	1	0	121	18:30	18	2	0	0	0	0	0	20
18:45	66	11	1	4	0	0	0	82	92	14	5	9	2	1	0	123	18:45	19	3	0	0	0	0	0	22
H/TOT	286	51	9	27	1	0	0	374	379	57	10	31	2	3	0	482	H/TOT	67	12	1	1	0	0	0	81
P/TOT	1085	204	35	130	1	0	0	1455	1341	288	48	197	5	5	0	1884	P/TOT	268	49	8	2	0	0	0	327

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

DATE: 23/05/2024 **SITE:** 7 **DATE:** 23/05/2024

DAY: THURSDAY **LOCATION:** M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** THURSDAY

FROM ARM D CLIFFE LANE								TIME	TO ARM E A511								FROM ARM E A511							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
22	15	2	1	0	0	0	40	07:00	231	86	12	41	1	2	0	373	239	66	23	55	0	1	0	384
29	7	2	3	0	0	0	41	07:15	267	90	18	45	0	2	0	422	256	83	22	53	3	1	0	418
20	6	0	2	0	0	0	28	07:30	281	86	16	40	1	2	0	426	255	66	23	51	2	1	0	398
28	8	1	1	0	0	0	38	07:45	315	67	16	56	0	0	0	454	233	63	15	48	0	0	0	359
99	36	5	7	0	0	0	147	H/TOT	1094	329	62	182	2	6	0	1675	983	278	83	207	5	3	0	1559
28	6	1	1	0	0	0	36	08:00	280	61	18	48	3	2	0	412	261	53	21	51	1	1	0	388
26	2	0	3	0	0	0	31	08:15	288	63	18	32	1	1	0	403	270	54	19	55	0	2	0	400
35	4	2	0	0	0	0	41	08:30	242	53	24	49	1	1	0	370	197	49	18	46	2	1	0	313
13	4	1	0	0	0	0	18	08:45	272	62	16	56	3	0	0	409	151	30	19	49	0	0	0	249
102	16	4	4	0	0	0	126	H/TOT	1082	239	76	185	8	4	0	1594	879	186	77	201	3	4	0	1350
18	3	5	0	0	0	0	26	09:00	177	59	19	31	0	1	0	287	196	40	25	43	3	1	0	308
15	6	0	0	0	0	0	21	09:15	195	49	19	43	2	0	0	308	165	36	17	53	1	0	0	272
16	5	1	1	0	0	0	23	09:30	130	47	21	42	1	0	0	241	147	51	10	31	1	0	0	240
15	4	0	0	0	0	0	19	09:45	136	48	25	42	1	1	0	253	128	36	18	44	1	0	0	227
64	18	6	1	0	0	0	89	H/TOT	638	203	84	158	4	2	0	1089	636	163	70	171	6	1	0	1047
265	70	15	12	0	0	0	362	P/TOT	2814	771	222	525	14	12	0	4358	2498	627	230	579	14	8	0	3956

FROM ARM D CLIFFE LANE								TIME	TO ARM E A511								FROM ARM E A511							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
17	7	0	0	0	0	0	24	16:00	275	79	19	51	3	1	0	428	243	72	11	29	0	1	0	356
14	5	0	0	0	0	0	19	16:15	268	89	11	39	1	1	0	409	259	66	12	24	0	1	0	362
17	6	1	2	0	0	0	26	16:30	284	82	19	49	2	0	0	436	302	66	12	26	0	3	0	409
13	11	0	1	0	0	0	25	16:45	345	83	13	31	1	2	0	475	249	42	7	21	1	2	0	322
61	29	1	3	0	0	0	94	H/TOT	1172	333	62	170	7	4	0	1748	1053	246	42	100	1	7	0	1449
17	7	3	0	0	0	0	27	17:00	311	71	7	38	3	3	0	433	336	41	3	22	1	2	0	405
14	4	0	2	0	0	0	20	17:15	368	51	11	37	3	1	0	471	308	39	9	25	0	2	0	383
18	8	0	0	0	0	0	26	17:30	388	49	3	29	2	2	0	473	254	34	3	23	0	4	0	318
19	3	0	0	0	0	0	22	17:45	351	41	7	32	1	0	0	432	217	31	5	17	1	1	0	272
68	22	3	2	0	0	0	95	H/TOT	1418	212	28	136	9	6	0	1809	1115	145	20	87	2	9	0	1378
11	3	1	0	0	0	0	15	18:00	271	33	4	19	2	0	0	329	296	26	2	16	0	2	0	342
16	2	1	0	0	0	0	19	18:15	227	33	6	15	0	8	0	289	183	24	4	16	2	2	0	231
15	1	1	0	0	0	0	17	18:30	226	32	10	25	1	4	0	298	241	24	5	16	1	1	0	288
11	1	1	0	0	0	0	13	18:45	180	27	9	20	2	3	0	241	164	20	6	13	1	1	0	205
53	7	4	0	0	0	0	64	H/TOT	904	125	29	79	5	15	0	1157	884	94	17	61	4	6	0	1066
182	58	8	5	0	0	0	253	P/TOT	3494	670	119	385	21	25	0	4714	3052	485	79	248	7	22	0	3893

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 7

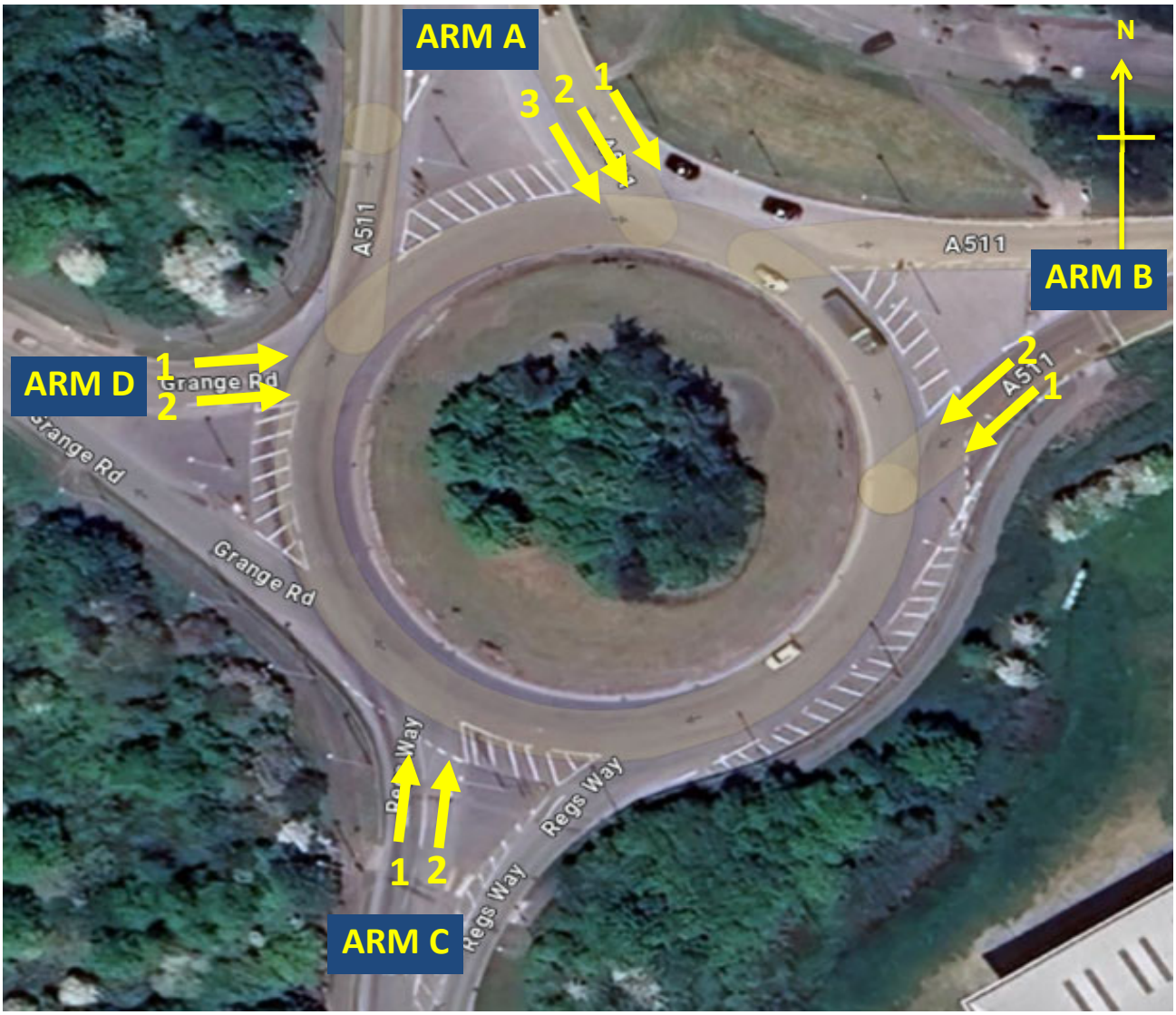
LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511

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

TIME	ARM A M1 SLIP ROADS (N)			ARM B A50			ARM C M1 SLIP ROADS (S)			ARM D CLIFFE LANE	ARM E A511		
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 1	LANE 2	LANE 3
07:00	11	8	7	9	7	9	4	3	0	2	3	6	11
07:05	6	7	8	8	10	9	5	4	1	2	5	10	11
07:10	7	14	8	18+	16	16	3	5	0	5	3	10	14
07:15	8	7	10	15	14	14	7	6	0	3	2	13	12
07:20	7	5	5	15	10	19	3	4	1	4	4	9	15
07:25	11	12	8	11	11	21	5	3	1	2	5	14	17
07:30	9	16	9	15	7	10	6	11	1	5	3	9	10
07:35	6	7	4	9	17	19	4	5	0	2	3	14	16
07:40	14	7	5	18	16	21	3	5	1	4	6	13	18
07:45	7	11	7	18+	10	22	6	10	0	3	5	10	8
07:50	8	7	3	15+	14	23	7	11	2	4	5	10	11
07:55	10	14	4	9	10	11	3	5	1	4	3	10	7
08:00	6	5	6	8	10	8	6	7	0	3	4	16	11
08:05	8	13	7	16	8	9	7	4	2	5	2	9	7
08:10	7	6	7	9	15	11	6	6	1	2	3	9	8
08:15	11	9	4	15	11	22	5	5	0	3	7	10	14
08:20	7	6	6	11	9	17	6	6	2	4	4	10	12
08:25	10	8	7	16+	13	15	5	3	1	4	7	8	8
08:30	6	5	5	20+	12	14	3	3	0	3	3	6	9
08:35	7	5	5	9	9	19	3	3	1	3	2	8	11
08:40	8	7	6	8	9	9	9	7	1	2	4	6	8
08:45	7	7	7	15	11	18	5	6	1	1	2	9	11
08:50	5	5	6	9	6	8	4	6	2	2	1	5	6
08:55	6	7	5	7	7	7	4	5	1	2	3	5	7
09:00	7	4	3	6	6	8	5	4	0	3	5	6	10
09:05	5	5	2	6	7	7	5	3	1	2	6	6	10
09:10	8	5	6	12	8	16	7	6	1	1	2	8	7
09:15	8	5	5	14	4	8	10	8	1	2	6	9	9
09:20	4	4	4	8	5	8	5	2	0	0	2	8	8
09:25	6	3	4	6	5	9	3	4	0	1	2	10	6
09:30	6	2	3	4	2	2	3	4	0	2	2	7	5
09:35	3	2	2	4	3	4	3	2	1	1	1	5	4
09:40	4	2	2	1	5	5	5	1	0	2	4	7	3
09:45	5	1	4	3	5	3	3	4	1	1	1	3	5
09:50	4	1	3	2	2	2	3	2	0	1	2	3	7
09:55	5	2	7	5	8	7	3	3	0	1	1	5	7

TIME	ARM A M1 SLIP ROADS (N)			ARM B A50			ARM C M1 SLIP ROADS (S)		
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3
16:00	5	4	2	10	9	9	6	7	1
16:05	6	5	5	10	12	10	5	6	1
16:10	5	3	5	6	4	7	4	5	1
16:15	9	4	6	11	5	6	6	3	1
16:20	7	5	4	10	9	10	3	5	2
16:25	7	9	3	7	7	13	2	5	0
16:30	7	5	5	10	8	11	4	5	1
16:35	9	8	7	6	8	14	6	5	1
16:40	8	8	6	6	7	8	7	8	1
16:45	5	3	9	10	9	13	5	9	2
16:50	6	6	5	16	11	7	5	7	0
16:55	13	26	5	6	7	7	6	6	0
17:00	9	9	3	9	10	15	4	4	1
17:05	11	12	14	10	7	10	2	5	0
17:10	7	8	6	12	11	13	5	8	1
17:15	9	6	7	9	9	7	4	3	1
17:20	9	4	7	8	7	5	6	7	2
17:25	9	7	8	10	10	14	5	8	4
17:30	9	6	6	10	13	12	5	5	1
17:35	7	8	3	8	8	8	6	8	0
17:40	6	4	8	9	11	12	4	7	1
17:45	4	3	3	8	9	6	5	4	0
17:50	8	5	6	12	10	8	4	6	2
17:55	8	5	11	6	9	8	4	5	2
18:00	5	6	5	6	8	8	5	5	2
18:05	9	3	3	8	10	6	3	4	1
18:10	5	8	3	6	7	7	3	4	1
18:15	3	6	2	7	5	4	2	4	2
18:20	8	3	6	7	5	6	3	3	1
18:25	2	2	4	6	8	3	3	2	0
18:30	4	2	2	3	3	1	4	1	1
18:35	7	3	2	4	3	3	5	2	1
18:40	3	3	2	3	3	5	2	4	1
18:45	6	5	3	2	3	2	4	3	1
18:50	11	9	3	3	4	4	3	2	0
18:55	3	4	7	4	3	4	2	3	0

SITE:		DATE:
8	AUTO SURVEYS LTD	23/05/2024
LOCATION:		**DAY:**
A511 (N) / A511 (E) / REGS WAY		THURSDAY



JOB TITLE:		JOB NUMBER:
BAGWORTH		13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	A TO A FROM A511 (N) TO A511 (N)								A TO B FROM A511 (N) TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	1	4	0	0	0	6	111	40	10	27	0	1	0	189
07:15	2	0	0	3	0	0	0	5	130	28	11	27	2	0	0	198
07:30	1	0	0	6	0	0	0	7	109	40	10	24	1	0	0	184
07:45	3	0	0	4	0	0	0	7	97	15	8	20	0	1	0	141
H/TOT	6	1	1	17	0	0	0	25	447	123	39	98	3	2	0	712
08:00	0	0	1	3	0	0	0	4	116	27	9	23	1	0	0	176
08:15	4	0	0	2	0	0	0	6	105	24	10	17	2	2	0	160
08:30	1	0	0	2	0	0	0	3	83	23	5	22	0	0	0	133
08:45	3	0	0	0	0	0	0	3	59	12	5	18	0	0	0	94
H/TOT	8	0	1	7	0	0	0	16	363	86	29	80	3	2	0	563
09:00	0	0	0	1	0	0	0	1	93	17	9	20	0	0	0	139
09:15	1	1	0	3	0	0	0	5	81	20	8	15	0	0	0	124
09:30	1	1	2	4	0	0	0	8	78	30	6	15	0	0	0	129
09:45	0	2	1	1	0	0	0	4	73	22	5	22	0	0	0	122
H/TOT	2	4	3	9	0	0	0	18	325	89	28	72	0	0	0	514
P/TOT	16	5	5	33	0	0	0	59	1135	298	96	250	6	4	0	1789

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	A TO A FROM A511 (N) TO A511 (N)								A TO B FROM A511 (N) TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	3	1	2	0	0	0	13	110	30	6	16	0	1	0	163
16:15	7	0	0	1	0	0	0	8	111	26	2	13	0	0	0	152
16:30	6	2	0	2	0	0	0	10	108	28	5	9	0	2	0	152
16:45	4	1	0	1	0	0	0	6	136	18	4	9	0	0	0	167
H/TOT	24	6	1	6	0	0	0	37	465	102	17	47	0	3	0	634
17:00	14	0	0	0	0	0	0	14	150	21	2	6	0	0	0	179
17:15	5	0	1	0	0	0	0	6	121	16	4	10	0	1	0	152
17:30	3	0	0	2	0	1	0	6	99	16	3	8	0	3	0	129
17:45	6	2	0	0	0	0	0	8	111	21	3	11	0	0	0	146
H/TOT	28	2	1	2	0	1	0	34	481	74	12	35	0	4	0	606
18:00	1	1	0	0	0	0	0	2	82	21	1	3	0	0	1	108
18:15	3	0	0	0	0	0	0	3	98	18	2	7	0	1	0	126
18:30	1	1	1	0	0	1	0	4	80	3	2	8	0	0	0	93
18:45	3	0	0	1	0	0	0	4	103	10	2	6	0	1	0	122
H/TOT	8	2	1	1	0	1	0	13	363	52	7	24	0	2	1	449
P/TOT	60	10	3	9	0	2	0	84	1309	228	36	106	0	9	1	1689

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	A TO C FROM A511 (N) TO REGS WAY								A TO D FROM A511 (N) TO GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	5	3	7	1	1	1	53	1	4	0	2	0	0	0	7
07:15	50	9	0	5	0	3	1	68	2	4	3	0	0	0	0	9
07:30	65	9	2	11	1	1	1	90	7	4	0	0	0	0	0	11
07:45	64	12	0	5	0	1	0	82	6	2	0	0	0	0	0	8
H/TOT	214	35	5	28	2	6	3	293	16	14	3	2	0	0	0	35
08:00	92	13	4	5	0	0	0	114	7	0	2	0	0	0	0	9
08:15	72	6	1	2	1	0	0	82	11	0	1	0	0	0	0	12
08:30	60	7	0	4	0	0	0	71	15	0	2	1	0	0	0	18
08:45	82	6	3	5	2	3	0	101	21	3	2	0	0	0	0	26
H/TOT	306	32	8	16	3	3	0	368	54	3	7	1	0	0	0	65
09:00	34	6	2	12	0	2	0	56	7	1	2	2	0	0	0	12
09:15	26	13	5	7	0	1	0	52	12	1	1	0	0	0	0	14
09:30	20	7	3	2	1	0	0	33	5	1	0	0	0	0	0	6
09:45	30	6	3	10	0	0	0	49	2	0	1	0	0	0	0	3
H/TOT	110	32	13	31	1	3	0	190	26	3	4	2	0	0	0	35
P/TOT	630	99	26	75	6	12	3	851	96	20	14	5	0	0	0	135

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	A TO C FROM A511 (N) TO REGS WAY								A TO D FROM A511 (N) TO GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	31	11	2	6	2	0	0	52	13	2	0	0	0	0	0	15
16:15	20	2	5	10	1	0	0	38	13	3	0	0	0	0	0	16
16:30	24	2	4	11	1	0	0	42	15	2	0	0	0	0	0	17
16:45	33	3	2	11	0	1	0	50	8	0	0	0	0	0	0	8
H/TOT	108	18	13	38	4	1	0	182	49	7	0	0	0	0	0	56
17:00	35	5	7	7	1	0	1	56	22	0	0	0	0	0	0	22
17:15	37	3	2	4	0	0	0	46	20	0	0	0	0	0	0	20
17:30	43	6	3	2	1	0	0	55	9	0	0	0	0	0	0	9
17:45	47	4	1	5	0	1	0	58	18	3	0	0	0	0	0	21
H/TOT	162	18	13	18	2	1	1	215	69	3	0	0	0	0	0	72
18:00	28	3	0	5	1	0	0	37	15	1	1	0	0	0	0	17
18:15	29	5	2	6	0	0	0	42	15	1	0	0	0	0	0	16
18:30	6	0	0	2	1	0	0	9	9	0	0	0	0	1	0	10
18:45	31	7	3	4	0	0	0	45	22	4	0	0	0	0	0	26
H/TOT	94	15	5	17	2	0	0	133	61	6	1	0	0	1	0	69
P/TOT	364	51	31	73	8	2	1	530	179	16	1	0	0	1	0	197

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	B TO A FROM A511 (E) TO A511 (N)								B TO B FROM A511 (E) TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	67	39	11	16	1	0	0	134	0	0	0	3	0	0	0	3
07:15	107	44	7	22	0	0	0	180	0	0	0	0	0	0	0	0
07:30	110	33	7	16	0	0	0	166	2	0	0	1	0	0	0	3
07:45	123	21	8	18	0	0	0	170	3	1	0	0	0	0	0	4
H/TOT	407	137	33	72	1	0	0	650	5	1	0	4	0	0	0	10
08:00	141	22	9	15	0	2	0	189	1	1	2	0	0	0	0	4
08:15	130	28	13	14	0	2	0	187	0	0	2	0	0	0	0	2
08:30	105	27	15	22	0	1	0	170	0	0	0	1	0	0	0	1
08:45	97	15	4	29	0	0	0	145	0	0	2	1	0	0	0	3
H/TOT	473	92	41	80	0	5	0	691	1	1	6	2	0	0	0	10
09:00	84	29	11	12	0	0	0	136	1	0	1	0	0	0	0	2
09:15	95	23	10	24	0	1	0	153	0	1	1	1	0	0	0	3
09:30	82	25	6	23	1	0	1	138	1	0	0	1	0	0	0	2
09:45	66	20	13	20	0	0	0	119	0	1	0	1	0	0	0	2
H/TOT	327	97	40	79	1	1	1	546	2	2	2	3	0	0	0	9
P/TOT	1207	326	114	231	2	6	1	1887	8	4	8	9	0	0	0	29

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	B TO A FROM A511 (E) TO A511 (N)								B TO B FROM A511 (E) TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	147	41	9	20	0	2	0	219	7	1	0	1	0	0	0	9
16:15	132	33	4	8	1	1	0	179	0	0	0	0	0	0	0	0
16:30	124	35	3	14	0	1	0	177	1	0	0	0	0	0	0	1
16:45	140	34	6	9	2	2	0	193	0	0	1	0	0	0	0	1
H/TOT	543	143	22	51	3	6	0	768	8	1	1	1	0	0	0	11
17:00	146	29	6	12	1	2	0	196	9	0	1	1	0	1	0	12
17:15	159	27	4	14	0	0	0	204	2	1	0	0	0	0	0	3
17:30	153	24	1	10	1	0	0	189	0	0	0	0	0	0	0	0
17:45	150	11	2	5	0	2	0	170	0	1	0	0	0	0	0	1
H/TOT	608	91	13	41	2	4	0	759	11	2	1	1	0	1	0	16
18:00	145	14	2	6	0	0	0	167	0	0	0	0	0	0	0	0
18:15	108	11	0	5	1	8	0	133	1	0	0	0	0	0	0	1
18:30	71	11	3	5	0	6	0	96	0	0	0	0	0	0	0	0
18:45	89	18	4	5	0	4	0	120	0	0	0	0	0	0	0	0
H/TOT	413	54	9	21	1	18	0	516	1	0	0	0	0	0	0	1
P/TOT	1564	288	44	113	6	28	0	2043	20	3	2	2	0	1	0	28

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	B TO C FROM A511 (E) TO REGS WAY								B TO D FROM A511 (E) TO GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	2	0	2	0	0	0	4	21	17	1	1	0	0	0	40
07:15	0	0	0	1	0	0	0	1	27	20	1	1	0	0	0	49
07:30	0	0	0	1	0	0	0	1	21	12	3	2	0	0	0	38
07:45	2	0	0	1	0	0	0	3	27	8	5	0	0	0	0	40
H/TOT	2	2	0	5	0	0	0	9	96	57	10	4	0	0	0	167
08:00	1	0	1	2	0	0	0	4	22	15	1	0	0	0	0	38
08:15	1	0	0	0	0	0	0	1	24	8	5	1	0	0	0	38
08:30	3	0	1	2	0	0	0	6	27	3	0	1	0	0	0	31
08:45	2	0	0	2	0	0	0	4	33	9	0	1	0	0	0	43
H/TOT	7	0	2	6	0	0	0	15	106	35	6	3	0	0	0	150
09:00	1	0	0	2	0	0	0	3	25	3	1	1	0	0	0	30
09:15	0	0	0	0	0	0	0	0	25	5	0	0	0	0	0	30
09:30	2	0	1	1	0	0	0	4	20	2	2	0	0	0	0	24
09:45	1	1	0	0	0	0	0	2	18	7	7	0	0	0	0	32
H/TOT	4	1	1	3	0	0	0	9	88	17	10	1	0	0	0	116
P/TOT	13	3	3	14	0	0	0	33	290	109	26	8	0	0	0	433

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	B TO C FROM A511 (E) TO REGS WAY								B TO D FROM A511 (E) TO GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	0	0	0	0	0	4	65	0	1	0	0	0	0	66
16:15	1	0	1	0	0	0	0	2	61	7	1	0	0	0	0	69
16:30	0	0	1	1	0	1	0	3	58	8	1	0	0	0	0	67
16:45	2	0	0	2	0	0	0	4	95	17	0	1	0	0	0	113
H/TOT	7	0	2	3	0	1	0	13	279	32	3	1	0	0	0	315
17:00	0	0	0	0	0	0	0	0	85	6	0	0	0	0	0	91
17:15	1	0	0	0	0	0	0	1	72	7	0	0	0	1	0	80
17:30	0	0	0	0	0	0	0	0	96	2	1	0	0	1	0	100
17:45	0	0	0	1	0	0	0	1	87	6	0	0	1	1	0	95
H/TOT	1	0	0	1	0	0	0	2	340	21	1	0	1	3	0	366
18:00	0	0	0	0	0	0	0	0	57	6	0	0	0	0	0	63
18:15	0	0	0	0	0	0	0	0	73	8	2	0	0	0	0	83
18:30	0	0	0	0	0	0	0	0	56	6	0	1	0	0	0	63
18:45	0	0	0	0	0	0	0	0	37	4	1	0	0	0	0	42
H/TOT	0	0	0	0	0	0	0	0	223	24	3	1	0	0	0	251
P/TOT	8	0	2	4	0	1	0	15	842	77	7	2	1	3	0	932

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	C TO A FROM REGS WAY TO A511 (N)								C TO B FROM REGS WAY TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	2	2	11	0	0	0	28	0	0	0	1	0	0	0	1
07:15	15	7	5	9	3	0	0	39	0	0	0	2	0	0	0	2
07:30	11	1	1	4	0	0	0	17	0	0	0	1	0	0	0	1
07:45	16	5	1	6	1	0	0	29	0	0	0	2	0	0	0	2
H/TOT	55	15	9	30	4	0	0	113	0	0	0	6	0	0	0	6
08:00	22	1	2	9	0	0	0	34	0	0	0	1	0	0	0	1
08:15	32	2	1	10	1	0	0	46	0	0	0	3	0	0	0	3
08:30	26	3	4	3	0	0	0	36	0	0	1	0	0	0	0	1
08:45	30	4	2	5	0	0	0	41	0	0	0	1	0	0	0	1
H/TOT	110	10	9	27	1	0	0	157	0	0	1	5	0	0	0	6
09:00	21	4	3	8	1	1	0	38	0	0	0	2	0	0	0	2
09:15	16	2	2	3	1	0	0	24	0	0	0	1	0	0	0	1
09:30	12	4	1	6	0	0	0	23	0	1	0	1	0	0	0	2
09:45	21	2	0	5	0	1	0	29	0	0	0	1	0	0	0	1
H/TOT	70	12	6	22	2	2	0	114	0	1	0	5	0	0	0	6
P/TOT	235	37	24	79	7	2	0	384	0	1	1	16	0	0	0	18

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	C TO A FROM REGS WAY TO A511 (N)								C TO B FROM REGS WAY TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	44	15	2	3	1	0	0	65	1	0	0	0	0	0	0	1
16:15	34	4	2	4	0	0	0	44	1	0	0	1	0	0	0	2
16:30	62	6	1	6	1	5	0	81	2	1	0	3	0	0	0	6
16:45	30	4	2	7	0	0	0	43	0	0	0	0	0	0	0	0
H/TOT	170	29	7	20	2	5	0	233	4	1	0	4	0	0	0	9
17:00	85	4	5	5	1	2	0	102	1	0	0	0	0	0	0	1
17:15	55	11	2	3	0	0	0	71	0	0	0	0	0	0	0	0
17:30	62	6	1	0	1	0	0	70	0	0	0	2	0	0	0	2
17:45	55	3	1	4	1	1	0	65	0	0	0	1	0	0	0	1
H/TOT	257	24	9	12	3	3	0	308	1	0	0	3	0	0	0	4
18:00	69	7	2	3	0	0	0	81	1	0	0	0	0	0	1	2
18:15	30	2	3	1	1	0	1	38	0	0	0	0	0	0	0	0
18:30	27	0	3	3	0	2	0	35	1	0	0	0	0	0	0	1
18:45	39	4	1	3	1	0	0	48	0	0	0	0	0	0	0	0
H/TOT	165	13	9	10	2	2	1	202	2	0	0	0	0	0	1	3
P/TOT	592	66	25	42	7	10	1	743	7	1	0	7	0	0	1	16

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	C TO C FROM REGS WAY TO REGS WAY								C TO D FROM REGS WAY TO GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
08:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	16
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	10	2	3	0	0	0	0	15
P/TOT	0	0	0	0	0	0	0	0	28	9	4	0	0	0	0	41

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	C TO C FROM REGS WAY TO REGS WAY								C TO D FROM REGS WAY TO GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
16:15	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
16:30	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
16:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	44	4	1	0	0	0	0	49
17:00	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18
17:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:45	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	44	4	0	0	0	0	0	48
18:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
18:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	32
P/TOT	0	0	0	0	0	0	0	0	120	8	1	0	0	0	0	129

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	D TO A FROM GRANGE ROAD TO A511 (N)								D TO B FROM GRANGE ROAD TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	0	0	0	0	0	0	10	93	12	1	0	0	1	0	107
07:15	8	1	0	1	0	0	0	10	80	9	1	0	0	0	0	90
07:30	15	2	0	0	0	0	0	17	92	9	2	0	0	1	0	104
07:45	18	6	0	0	0	0	0	24	86	7	0	0	0	1	0	94
H/TOT	51	9	0	1	0	0	0	61	351	37	4	0	0	3	0	395
08:00	21	1	0	0	0	0	0	22	77	9	0	0	0	1	0	87
08:15	30	0	1	1	0	0	0	32	65	7	2	0	0	0	0	74
08:30	17	2	0	0	0	0	0	19	43	8	0	0	0	1	0	52
08:45	16	1	0	0	0	0	0	17	34	3	2	0	0	0	0	39
H/TOT	84	4	1	1	0	0	0	90	219	27	4	0	0	2	0	252
09:00	13	1	2	0	0	0	0	16	29	6	2	0	0	1	0	38
09:15	7	3	0	0	0	0	0	10	32	2	1	0	0	0	0	35
09:30	7	2	1	0	0	0	0	10	31	9	0	1	0	1	0	42
09:45	5	1	1	2	0	0	0	9	33	5	3	0	0	0	0	41
H/TOT	32	7	4	2	0	0	0	45	125	22	6	1	0	2	0	156
P/TOT	167	20	5	4	0	0	0	196	695	86	14	1	0	7	0	803

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	D TO A FROM GRANGE ROAD TO A511 (N)								D TO B FROM GRANGE ROAD TO A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	12	2	0	1	0	0	0	15	39	18	4	0	0	0	0	61
16:15	6	1	0	0	0	0	0	7	29	11	1	0	0	0	0	41
16:30	12	4	0	0	0	0	0	16	42	8	0	0	0	0	0	50
16:45	14	0	0	0	0	0	0	14	33	6	1	0	0	0	0	40
H/TOT	44	7	0	1	0	0	0	52	143	43	6	0	0	0	0	192
17:00	20	0	0	0	0	0	0	20	34	6	1	0	0	0	0	41
17:15	16	2	0	0	0	0	0	18	35	6	1	0	0	1	0	43
17:30	18	2	0	0	0	0	0	20	30	4	0	0	0	0	0	34
17:45	14	0	0	0	0	1	0	15	28	6	0	0	0	0	0	34
H/TOT	68	4	0	0	0	1	0	73	127	22	2	0	0	1	0	152
18:00	19	0	0	0	0	0	0	19	41	5	0	0	0	0	0	46
18:15	12	2	0	0	0	0	0	14	35	2	0	0	0	0	0	37
18:30	10	2	0	0	0	0	0	12	25	4	0	0	0	0	0	29
18:45	14	1	0	0	0	0	0	15	18	5	0	0	0	0	0	23
H/TOT	55	5	0	0	0	0	0	60	119	16	0	0	0	0	0	135
P/TOT	167	16	0	1	0	1	0	185	389	81	8	0	0	1	0	479

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	D TO C FROM GRANGE ROAD TO REGS WAY								D TO D FROM GRANGE ROAD TO GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	4	0	1	0	0	0	14	0	0	0	0	0	0	0	0
07:15	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
07:30	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
07:45	32	0	2	3	0	0	0	37	0	0	0	0	0	0	0	0
H/TOT	63	6	2	4	0	0	0	75	0	0	0	0	0	0	0	0
08:00	20	2	1	0	0	0	0	23	0	0	0	0	0	0	0	0
08:15	15	4	0	1	0	0	0	20	0	0	0	0	0	0	0	0
08:30	11	1	4	0	0	0	0	16	0	0	0	0	0	0	0	0
08:45	10	1	0	0	0	1	0	12	0	0	0	0	0	0	0	0
H/TOT	56	8	5	1	0	1	0	71	0	0	0	0	0	0	0	0
09:00	7	1	0	1	0	0	0	9	0	0	0	0	0	0	0	0
09:15	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	11	4	1	1	0	0	0	17	0	0	0	0	0	0	0	0
P/TOT	130	18	8	6	0	1	0	163	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	D TO C FROM GRANGE ROAD TO REGS WAY								D TO D FROM GRANGE ROAD TO GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
17:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	27	3	0	0	0	0	0	30	0	0	0	0	0	0	0	0
18:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0
P/TOT	66	7	0	0	0	0	0	73	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	TO ARM A A511 (N)								FROM ARM A A511 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	90	42	14	31	1	0	0	178	147	50	14	40	1	2	1	255
07:15	132	52	12	35	3	0	0	234	184	41	14	35	2	3	1	280
07:30	137	36	8	26	0	0	0	207	182	53	12	41	2	1	1	292
07:45	160	32	9	28	1	0	0	230	170	29	8	29	0	2	0	238
H/TOT	519	162	43	120	5	0	0	849	683	173	48	145	5	8	3	1065
08:00	184	24	12	27	0	2	0	249	215	40	16	31	1	0	0	303
08:15	196	30	15	27	1	2	0	271	192	30	12	21	3	2	0	260
08:30	149	32	19	27	0	1	0	228	159	30	7	29	0	0	0	225
08:45	146	20	6	34	0	0	0	206	165	21	10	23	2	3	0	224
H/TOT	675	106	52	115	1	5	0	954	731	121	45	104	6	5	0	1012
09:00	118	34	16	21	1	1	0	191	134	24	13	35	0	2	0	208
09:15	119	29	12	30	1	1	0	192	120	35	14	25	0	1	0	195
09:30	102	32	10	33	1	0	1	179	104	39	11	21	1	0	0	176
09:45	92	25	15	28	0	1	0	161	105	30	10	33	0	0	0	178
H/TOT	431	120	53	112	3	3	1	723	463	128	48	114	1	3	0	757
P/TOT	1625	388	148	347	9	8	1	2526	1877	422	141	363	12	16	3	2834

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	TO ARM A A511 (N)								FROM ARM A A511 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	210	61	12	26	1	2	0	312	161	46	9	24	2	1	0	243
16:15	179	38	6	13	1	1	0	238	151	31	7	24	1	0	0	214
16:30	204	47	4	22	1	6	0	284	153	34	9	22	1	2	0	221
16:45	188	39	8	17	2	2	0	256	181	22	6	21	0	1	0	231
H/TOT	781	185	30	78	5	11	0	1090	646	133	31	91	4	4	0	909
17:00	265	33	11	17	2	4	0	332	221	26	9	13	1	0	1	271
17:15	235	40	7	17	0	0	0	299	183	19	7	14	0	1	0	224
17:30	236	32	2	12	2	1	0	285	154	22	6	12	1	4	0	199
17:45	225	16	3	9	1	4	0	258	182	30	4	16	0	1	0	233
H/TOT	961	121	23	55	5	9	0	1174	740	97	26	55	2	6	1	927
18:00	234	22	4	9	0	0	0	269	126	26	2	8	1	0	1	164
18:15	153	15	3	6	2	8	1	188	145	24	4	13	0	1	0	187
18:30	109	14	7	8	0	9	0	147	96	4	3	10	1	2	0	116
18:45	145	23	5	9	1	4	0	187	159	21	5	11	0	1	0	197
H/TOT	641	74	19	32	3	21	1	791	526	75	14	42	2	4	1	664
P/TOT	2383	380	72	165	13	41	1	3055	1912	305	71	188	8	14	2	2500

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	TO ARM B A511 (E)								FROM ARM B A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	204	52	11	31	0	2	0	300	88	58	12	22	1	0	0	181
07:15	210	37	12	29	2	0	0	290	134	64	8	24	0	0	0	230
07:30	203	49	12	26	1	1	0	292	133	45	10	20	0	0	0	208
07:45	186	23	8	22	0	2	0	241	155	30	13	19	0	0	0	217
H/TOT	803	161	43	108	3	5	0	1123	510	197	43	85	1	0	0	836
08:00	194	37	11	24	1	1	0	268	165	38	13	17	0	2	0	235
08:15	170	31	14	20	2	2	0	239	155	36	20	15	0	2	0	228
08:30	126	31	6	23	0	1	0	187	135	30	16	26	0	1	0	208
08:45	93	15	9	20	0	0	0	137	132	24	6	33	0	0	0	195
H/TOT	583	114	40	87	3	4	0	831	587	128	55	91	0	5	0	866
09:00	123	23	12	22	0	1	0	181	111	32	13	15	0	0	0	171
09:15	113	23	10	17	0	0	0	163	120	29	11	25	0	1	0	186
09:30	110	40	6	18	0	1	0	175	105	27	9	25	1	0	1	168
09:45	106	28	8	24	0	0	0	166	85	29	20	21	0	0	0	155
H/TOT	452	114	36	81	0	2	0	685	421	117	53	86	1	1	1	680
P/TOT	1838	389	119	276	6	11	0	2639	1518	442	151	262	2	6	1	2382

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	TO ARM B A511 (E)								FROM ARM B A511 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	157	49	10	17	0	1	0	234	223	42	10	21	0	2	0	298
16:15	141	37	3	14	0	0	0	195	194	40	6	8	1	1	0	250
16:30	153	37	5	12	0	2	0	209	183	43	5	15	0	2	0	248
16:45	169	24	6	9	0	0	0	208	237	51	7	12	2	2	0	311
H/TOT	620	147	24	52	0	3	0	846	837	176	28	56	3	7	0	1107
17:00	194	27	4	7	0	1	0	233	240	35	7	13	1	3	0	299
17:15	158	23	5	10	0	2	0	198	234	35	4	14	0	1	0	288
17:30	129	20	3	10	0	3	0	165	249	26	2	10	1	1	0	289
17:45	139	28	3	12	0	0	0	182	237	18	2	6	1	3	0	267
H/TOT	620	98	15	39	0	6	0	778	960	114	15	43	3	8	0	1143
18:00	124	26	1	3	0	0	2	156	202	20	2	6	0	0	0	230
18:15	134	20	2	7	0	1	0	164	182	19	2	5	1	8	0	217
18:30	106	7	2	8	0	0	0	123	127	17	3	6	0	6	0	159
18:45	121	15	2	6	0	1	0	145	126	22	5	5	0	4	0	162
H/TOT	485	68	7	24	0	2	2	588	637	78	12	22	1	18	0	768
P/TOT	1725	313	46	115	0	11	2	2212	2434	368	55	121	7	33	0	3018

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	TO ARM C REGS WAY								FROM ARM C REGS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	44	11	3	10	1	1	1	71	14	4	2	12	0	0	0	32
07:15	60	10	0	6	0	3	1	80	17	9	5	11	3	0	0	45
07:30	77	10	2	12	1	1	1	104	11	1	1	5	0	0	0	18
07:45	98	12	2	9	0	1	0	122	18	6	1	8	1	0	0	34
H/TOT	279	43	7	37	2	6	3	377	60	20	9	36	4	0	0	129
08:00	113	15	6	7	0	0	0	141	24	1	3	10	0	0	0	38
08:15	88	10	1	3	1	0	0	103	37	3	1	13	1	0	0	55
08:30	74	8	5	6	0	0	0	93	31	3	5	3	0	0	0	42
08:45	94	7	3	7	2	4	0	117	31	5	2	6	0	0	0	44
H/TOT	369	40	15	23	3	4	0	454	123	12	11	32	1	0	0	179
09:00	42	7	2	15	0	2	0	68	24	4	3	10	1	1	0	43
09:15	27	14	6	7	0	1	0	55	19	2	3	4	1	0	0	29
09:30	23	8	4	3	1	0	0	39	13	6	2	7	0	0	0	28
09:45	33	8	3	10	0	0	0	54	24	3	1	6	0	1	0	35
H/TOT	125	37	15	35	1	3	0	216	80	15	9	27	2	2	0	135
P/TOT	773	120	37	95	6	13	3	1047	263	47	29	95	7	2	0	443

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	TO ARM C REGS WAY								FROM ARM C REGS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	38	12	2	6	2	0	0	60	58	17	2	3	1	0	0	81
16:15	23	2	6	10	1	0	0	42	42	5	3	5	0	0	0	55
16:30	27	2	5	12	1	1	0	48	75	8	1	9	1	5	0	99
16:45	42	4	2	13	0	1	0	62	43	4	2	7	0	0	0	56
H/TOT	130	20	15	41	4	2	0	212	218	34	8	24	2	5	0	291
17:00	40	6	7	7	1	0	1	62	101	7	5	5	1	2	0	121
17:15	44	4	2	4	0	0	0	54	60	11	2	3	0	0	0	76
17:30	54	7	3	2	1	0	0	67	72	6	1	2	1	0	0	82
17:45	52	4	1	6	0	1	0	64	69	4	1	5	1	1	0	81
H/TOT	190	21	13	19	2	1	1	247	302	28	9	15	3	3	0	360
18:00	33	3	0	5	1	0	0	42	78	7	2	3	0	0	1	91
18:15	35	6	2	6	0	0	0	49	38	2	3	1	1	0	1	46
18:30	10	0	0	2	1	0	0	13	37	0	3	3	0	2	0	45
18:45	40	8	3	4	0	0	0	55	46	4	1	3	1	0	0	55
H/TOT	118	17	5	17	2	0	0	159	199	13	9	10	2	2	2	237
P/TOT	438	58	33	77	8	3	1	618	719	75	26	49	7	10	2	888

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	TO ARM D GRANGE ROAD								FROM ARM D GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	23	23	1	3	0	0	0	50	112	16	1	1	0	1	0	131
07:15	31	26	4	1	0	0	0	62	98	11	1	1	0	0	0	111
07:30	28	16	3	2	0	0	0	49	119	12	2	0	0	1	0	134
07:45	35	11	5	0	0	0	0	51	136	13	2	3	0	1	0	155
H/TOT	117	76	13	6	0	0	0	212	465	52	6	5	0	3	0	531
08:00	31	15	4	0	0	0	0	50	118	12	1	0	0	1	0	132
08:15	40	9	6	1	0	0	0	56	110	11	3	2	0	0	0	126
08:30	47	3	2	2	0	0	0	54	71	11	4	0	0	1	0	87
08:45	55	13	2	1	0	0	0	71	60	5	2	0	0	1	0	68
H/TOT	173	40	14	4	0	0	0	231	359	39	10	2	0	3	0	413
09:00	35	4	3	3	0	0	0	45	49	8	4	1	0	1	0	63
09:15	40	6	2	0	0	0	0	48	40	6	2	0	0	0	0	48
09:30	26	4	3	0	0	0	0	33	39	12	1	1	0	1	0	54
09:45	23	8	9	0	0	0	0	40	40	7	4	2	0	0	0	53
H/TOT	124	22	17	3	0	0	0	166	168	33	11	4	0	2	0	218
P/TOT	414	138	44	13	0	0	0	609	992	124	27	11	0	8	0	1162

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

LOCATION: A511 (N) / A511 (E) / REGS WAY **DAY:** THURSDAY

TIME	TO ARM D GRANGE ROAD								FROM ARM D GRANGE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	91	4	1	0	0	0	0	96	54	21	4	1	0	0	0	80
16:15	81	11	2	0	0	0	0	94	37	12	1	0	0	0	0	50
16:30	84	11	1	0	0	0	0	96	57	12	0	0	0	0	0	69
16:45	116	17	0	1	0	0	0	134	54	7	1	0	0	0	0	62
H/TOT	372	43	4	1	0	0	0	420	202	52	6	1	0	0	0	261
17:00	122	9	0	0	0	0	0	131	59	7	1	0	0	0	0	67
17:15	97	7	0	0	0	1	0	105	57	9	1	0	0	1	0	68
17:30	115	2	1	0	0	1	0	119	59	7	0	0	0	0	0	66
17:45	119	10	0	0	1	1	0	131	47	6	0	0	0	1	0	54
H/TOT	453	28	1	0	1	3	0	486	222	29	2	0	0	2	0	255
18:00	80	7	1	0	0	0	0	88	65	5	0	0	0	0	0	70
18:15	96	9	2	0	0	0	0	107	53	5	0	0	0	0	0	58
18:30	74	6	0	1	0	1	0	82	39	6	0	0	0	0	0	45
18:45	66	8	1	0	0	0	0	75	41	7	0	0	0	0	0	48
H/TOT	316	30	4	1	0	1	0	352	198	23	0	0	0	0	0	221
P/TOT	1141	101	9	2	1	4	0	1258	622	104	8	1	0	2	0	737

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 8 **DATE:** 23/05/2024

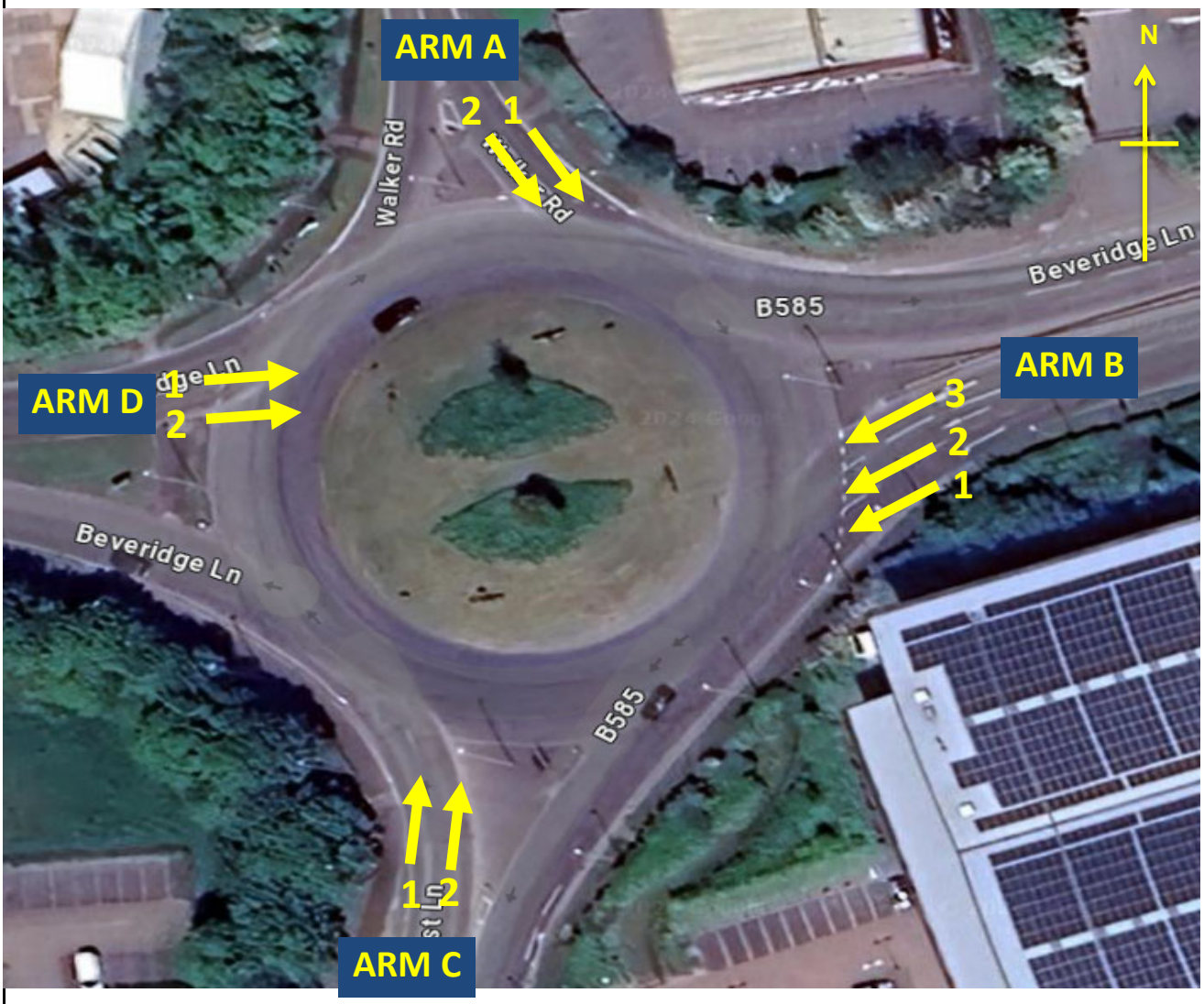
LOCATION: A511 (N) / A511 (E) / REGS WAY / GRANGE ROAD **DAY:** THURSDAY

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

TIME	ARM A A511 (N)			ARM B A511 (E)		ARM C REGS WAY		ARM D GRANGE ROAD	
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	3	2	1	1	0	2	0	3	1
07:05	5	1	0	4	5	3	1	4	1
07:10	15	1	0	1	1	1	0	8	1
07:15	3	1	0	2	10	2	0	6	2
07:20	3	1	0	1	12+	1	0	5	2
07:25	4	1	1	2	12+	2	1	3	1
07:30	6	2	0	1	13+	1	1	3	2
07:35	2	1	0	1	6	0	1	7	1
07:40	7	3	2	2	5	4	0	3	2
07:45	5	2	1	1	14+	4	0	4	1
07:50	15+	3	1	2	14+	1	2	8	3
07:55	17+	8	1	1	12+	3	0	6	2
08:00	7	2	0	1	15+	3	2	9	1
08:05	6	3	0	1	13+	2	0	12	2
08:10	5	2	1	2	9	1	0	5	2
08:15	2	2	2	0	5	2	1	10	1
08:20	4	2	1	2	10	2	0	5	2
08:25	1	1	1	1	9	2	1	6	3
08:30	3	2	1	1	9	3	0	4	1
08:35	1	2	0	2	6	3	1	2	1
08:40	3	2	0	2	8	2	0	3	2
08:45	2	2	0	2	13+	2	0	4	0
08:50	7	6	2	2	6	3	0	1	0
08:55	9	5	0	3	10	3	0	3	1
09:00	9	2	1	2	8	3	0	1	1
09:05	5	1	0	1	7	0	0	3	1
09:10	3	2	1	1	2	3	1	1	0
09:15	1	0	0	1	5	1	0	2	0
09:20	1	2	0	0	4	3	0	2	0
09:25	2	0	0	0	2	1	0	3	0
09:30	2	1	0	0	3	1	1	2	0
09:35	2	1	0	1	6	2	0	2	0
09:40	2	0	0	0	3	1	0	1	0
09:45	1	0	0	1	3	4	0	2	0
09:50	0	0	0	0	3	2	0	3	1
09:55	2	0	0	0	2	1	0	6	0

TIME	ARM A A511 (N)			ARM B A511 (E)		ARM C REGS WAY		ARM D GRANGE ROAD	
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	1	1	1	1	4	5	0	4	0
16:05	1	2	0	2	6	10	1	10	0
16:10	3	1	2	2	6	2	1	3	0
16:15	2	0	0	1	4	3	1	4	0
16:20	2	0	1	3	5	2	0	1	0
16:25	1	0	0	2	4	3	0	1	1
16:30	1	1	1	2	6	4	0	2	1
16:35	2	0	0	2	6	3	1	4	3
16:40	4	0	0	1	4	4	1	6	0
16:45	3	1	0	0	5	3	0	3	2
16:50	2	2	0	6	3	3	0	3	1
16:55	2	1	0	4	5	2	0	2	1
17:00	4	1	0	2	9	6	1	6	2
17:05	3	0	0	2	9	13	1	8	2
17:10	0	0	0	1	8	14	1	7	2
17:15	1	0	1	1	12	11	0	4	1
17:20	1	1	0	2	5	15	0	5	3
17:25	3	1	1	0	3	4	0	2	0
17:30	2	1	0	1	3	3	0	1	1
17:35	1	1	0	3	5	4	0	4	1
17:40	1	1	0	1	5	3	0	3	1
17:45	2	2	0	1	4	3	0	4	1
17:50	2	1	0	3	9	4	0	3	0
17:55	1	1	0	1	3	5	0	3	0
18:00	0	0	1	3	7	5	0	2	0
18:05	2	1	0	1	4	7	0	4	1
18:10	2	1	2	1	2	3	0	4	0
18:15	3	2	0	0	0	2	0	2	1
18:20	2	1	0	0	3	2	0	4	0
18:25	2	1	0	1	2	2	0	4	0
18:30	2	1	0	1	1	1	0	1	0
18:35	2	1	0	0	5	1	0	2	0
18:40	0	0	0	1	2	1	0	3	0
18:45	2	2	1	5	10	4	0	6	1
18:50	0	0	0	0	1	0	0	0	0
18:55	0	0	0	1	5	1	0	2	0

SITE:		DATE:
9	AUTO SURVEYS LTD	23/05/2024
LOCATION:		DAY:
WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE		THURSDAY



JOB TITLE:		JOB NUMBER:
BAGWORTH		13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	A TO A FROM WALKER ROAD TO WALKER ROAD								A TO B FROM WALKER ROAD TO BEVERIDGE LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	5	3	2	0	0	0	10
07:15	0	0	0	0	0	0	0	0	3	6	2	1	0	0	0	12
07:30	0	0	0	0	0	0	0	0	1	6	2	1	0	0	0	10
07:45	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	5	18	7	6	0	0	0	36
08:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3
08:15	0	0	0	0	0	0	0	0	1	4	3	2	0	0	0	10
08:30	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	7
08:45	0	0	0	0	0	0	0	0	0	1	2	5	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	2	10	7	9	0	0	0	28
09:00	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0	1	5	1	1	0	0	0	8
09:45	0	0	0	0	0	0	0	0	0	4	1	4	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	6	13	3	5	0	0	0	27
P/TOT	0	0	0	0	0	0	0	0	13	41	17	20	0	0	0	91

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	A TO A FROM WALKER ROAD TO WALKER ROAD								A TO B FROM WALKER ROAD TO BEVERIDGE LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	34	9	1	3	0	1	0	48
16:15	0	0	0	0	0	0	0	0	9	2	0	1	0	0	0	12
16:30	0	0	0	0	0	0	0	0	8	3	0	1	0	0	0	12
16:45	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	55	18	1	5	0	1	0	80
17:00	0	0	0	0	0	0	0	0	37	2	0	2	0	0	0	41
17:15	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
17:30	0	0	0	0	0	0	0	0	10	4	1	0	0	0	0	15
17:45	0	0	0	0	0	0	0	0	33	3	0	0	0	0	0	36
H/TOT	0	0	0	0	0	0	0	0	92	11	1	2	0	0	0	106
18:00	0	0	0	0	0	0	0	0	9	6	1	4	0	0	0	20
18:15	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	4
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	15	9	2	5	0	0	0	31
P/TOT	0	0	0	0	0	0	0	0	162	38	4	12	0	1	0	217

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	A TO C FROM WALKER ROAD TO WEST LANE								A TO D FROM WALKER ROAD TO BEVERIDGE LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	1	0	0	0	2	2	2	0	0	0	0	0	4
07:15	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	2
07:30	0	2	0	1	0	0	0	3	1	0	0	0	0	0	0	1
07:45	0	1	1	1	0	0	0	3	1	3	0	0	0	0	0	4
H/TOT	0	4	1	5	0	0	0	10	6	5	0	0	0	0	0	11
08:00	0	3	0	2	0	0	0	5	0	0	0	0	0	0	0	0
08:15	1	1	0	1	0	0	0	3	3	1	1	0	0	0	0	5
08:30	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
08:45	1	0	2	0	0	0	0	3	1	3	0	0	0	0	0	4
H/TOT	2	4	2	5	0	0	0	13	4	4	1	0	0	0	0	9
09:00	0	0	0	2	0	0	0	2	2	1	2	0	0	0	0	5
09:15	0	1	1	0	0	0	0	2	4	0	0	0	0	0	0	4
09:30	1	2	1	1	0	0	0	5	3	0	1	0	0	0	0	4
09:45	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	3
H/TOT	1	5	2	3	0	0	0	11	11	1	3	1	0	0	0	16
P/TOT	3	13	5	13	0	0	0	34	21	10	4	1	0	0	0	36

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	A TO C FROM WALKER ROAD TO WEST LANE								A TO D FROM WALKER ROAD TO BEVERIDGE LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	1	0	0	0	0	3	9	2	0	0	0	1	0	12
16:15	0	1	0	0	0	0	0	1	4	0	1	0	0	0	0	5
16:30	4	1	1	0	0	0	0	6	5	0	0	0	0	0	0	5
16:45	2	0	0	2	0	0	0	4	2	0	1	0	0	0	0	3
H/TOT	7	3	2	2	0	0	0	14	20	2	2	0	0	1	0	25
17:00	4	2	2	0	0	0	0	8	15	3	0	0	0	1	0	19
17:15	0	0	2	0	0	0	0	2	4	0	1	0	0	0	0	5
17:30	2	2	3	0	0	0	0	7	4	1	0	0	0	0	0	5
17:45	1	0	1	0	0	0	0	2	9	0	1	1	0	0	0	11
H/TOT	7	4	8	0	0	0	0	19	32	4	2	1	0	1	0	40
18:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	3	0	0	0	0	3	1	0	0	0	0	0	0	1
18:45	0	1	1	0	0	0	0	2	1	1	0	0	0	0	0	2
H/TOT	2	1	4	0	0	0	0	7	7	1	0	0	0	0	0	8
P/TOT	16	8	14	2	0	0	0	40	59	7	4	1	0	2	0	73

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	B TO A FROM BEVERIDGE LANE (E) TO WALKER ROAD								B TO B FROM BEVERIDGE LANE (E) TO BEVERIDGE LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	3	0	2	0	0	0	9	5	2	0	0	0	0	0	7
07:15	15	2	1	1	0	1	0	20	2	1	0	0	0	0	0	3
07:30	10	1	1	1	0	0	0	13	5	1	1	0	0	0	0	7
07:45	8	6	1	0	0	0	0	15	9	1	0	0	0	0	0	10
H/TOT	37	12	3	4	0	1	0	57	21	5	1	0	0	0	0	27
08:00	5	4	0	3	0	0	0	12	12	0	0	0	0	0	0	12
08:15	17	2	2	1	0	0	0	22	12	0	0	0	0	0	0	12
08:30	13	3	0	1	0	0	0	17	6	0	4	0	0	0	0	10
08:45	24	2	2	2	0	0	0	30	16	0	1	0	0	0	0	17
H/TOT	59	11	4	7	0	0	0	81	46	0	5	0	0	0	0	51
09:00	17	0	2	1	0	0	0	20	5	2	0	0	0	0	0	7
09:15	6	4	0	2	0	0	0	12	4	1	0	0	0	0	0	5
09:30	2	2	0	0	0	0	0	4	1	1	0	0	0	0	0	2
09:45	4	3	1	1	0	0	0	9	3	0	0	0	0	0	0	3
H/TOT	29	9	3	4	0	0	0	45	13	4	0	0	0	0	0	17
P/TOT	125	32	10	15	0	1	0	183	80	9	6	0	0	0	0	95

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	B TO A FROM BEVERIDGE LANE (E) TO WALKER ROAD								B TO B FROM BEVERIDGE LANE (E) TO BEVERIDGE LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	1	2	0	0	0	0	5	1	0	0	1	0	0	0	2
16:15	1	1	0	2	0	0	0	4	2	0	0	0	0	0	0	2
16:30	0	0	1	3	0	0	0	4	2	3	1	0	0	0	0	6
16:45	1	1	3	6	0	0	0	11	2	0	1	1	0	0	0	4
H/TOT	4	3	6	11	0	0	0	24	7	3	2	2	0	0	0	14
17:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	0	0	1	2	0	0	0	3	1	0	0	0	0	0	0	1
17:30	2	0	0	2	0	0	0	4	2	0	0	1	0	0	0	3
17:45	6	0	2	1	0	0	0	9	1	0	0	0	0	0	0	1
H/TOT	9	1	3	5	0	0	0	18	4	0	0	1	0	0	0	5
18:00	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
18:30	0	0	1	0	0	0	0	1	2	0	0	1	0	0	0	3
18:45	0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	1	3	2	2	0	0	0	8	3	0	0	1	0	0	0	4
P/TOT	14	7	11	18	0	0	0	50	14	3	2	4	0	0	0	23

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	B TO C FROM BEVERIDGE LANE (E) TO WEST LANE								B TO D FROM BEVERIDGE LANE (E) TO BEVERIDGE LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	42	17	2	13	0	1	0	75	82	12	1	11	1	1	0	108
07:15	44	26	5	14	0	1	0	90	103	19	3	10	0	1	0	136
07:30	45	22	5	14	0	1	0	87	96	23	0	12	1	1	0	133
07:45	70	11	4	12	1	1	0	99	140	21	3	10	0	0	0	174
H/TOT	201	76	16	53	1	4	0	351	421	75	7	43	2	3	0	551
08:00	50	16	3	13	0	0	0	82	103	23	3	15	0	0	0	144
08:15	78	12	5	10	0	0	0	105	117	17	1	5	1	1	0	142
08:30	45	14	8	12	0	0	0	79	76	17	6	5	3	0	0	107
08:45	66	10	6	9	0	0	0	91	93	28	1	12	5	1	0	140
H/TOT	239	52	22	44	0	0	0	357	389	85	11	37	9	2	0	533
09:00	34	11	2	9	0	0	0	56	68	18	3	7	2	0	0	98
09:15	46	11	2	9	0	0	0	68	54	14	4	6	2	0	0	80
09:30	28	10	7	13	0	0	0	58	43	7	6	7	0	0	0	63
09:45	33	16	3	14	0	0	0	66	46	5	1	4	1	0	0	57
H/TOT	141	48	14	45	0	0	0	248	211	44	14	24	5	0	0	298
P/TOT	581	176	52	142	1	4	0	956	1021	204	32	104	16	5	0	1382

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	B TO C FROM BEVERIDGE LANE (E) TO WEST LANE								B TO D FROM BEVERIDGE LANE (E) TO BEVERIDGE LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	38	13	1	19	1	1	0	73	73	17	5	14	2	0	0	111
16:15	45	5	4	13	0	0	0	67	67	29	4	16	1	0	0	117
16:30	48	10	4	11	0	1	0	74	82	23	0	14	2	0	0	121
16:45	46	6	0	10	0	0	0	62	94	25	4	8	0	0	0	131
H/TOT	177	34	9	53	1	2	0	276	316	94	13	52	5	0	0	480
17:00	46	15	2	10	0	0	0	73	85	22	4	12	2	0	0	125
17:15	84	4	1	9	0	1	0	99	106	19	7	13	1	2	0	148
17:30	79	10	0	10	0	1	0	100	110	8	2	11	2	0	0	133
17:45	63	14	1	16	0	0	0	94	100	10	2	14	1	0	0	127
H/TOT	272	43	4	45	0	2	0	366	401	59	15	50	6	2	0	533
18:00	48	10	1	5	0	0	0	64	83	8	1	5	1	0	0	98
18:15	29	9	0	9	0	0	0	47	62	7	3	5	0	0	0	77
18:30	43	4	2	10	0	0	0	59	63	7	3	7	1	0	0	81
18:45	30	4	1	11	0	0	0	46	44	5	0	5	2	0	0	56
H/TOT	150	27	4	35	0	0	0	216	252	27	7	22	4	0	0	312
P/TOT	599	104	17	133	1	4	0	858	969	180	35	124	15	2	0	1325

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	C TO A FROM WEST LANE TO WALKER ROAD								C TO B FROM WEST LANE TO BEVERIDGE LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	2	0	0	0	2	25	15	3	6	0	0	0	49
07:15	0	0	0	2	0	0	0	2	27	11	8	21	0	0	0	67
07:30	3	1	2	1	0	0	0	7	37	11	3	25	0	0	0	76
07:45	2	1	2	0	0	0	0	5	37	12	2	20	0	0	0	71
H/TOT	5	2	4	5	0	0	0	16	126	49	16	72	0	0	0	263
08:00	6	0	2	0	0	0	0	8	38	9	3	17	1	0	0	68
08:15	1	0	1	0	0	0	0	2	38	6	1	15	0	0	0	60
08:30	1	2	2	1	0	0	0	6	42	6	7	10	0	0	0	65
08:45	3	1	1	0	0	0	0	5	38	10	1	12	0	0	0	61
H/TOT	11	3	6	1	0	0	0	21	156	31	12	54	1	0	0	254
09:00	2	0	0	0	0	0	0	2	21	8	5	15	0	0	0	49
09:15	0	0	1	0	0	0	0	1	27	6	4	11	1	0	0	49
09:30	0	2	0	0	0	0	0	2	25	2	2	8	0	0	0	37
09:45	0	1	1	1	0	0	0	3	16	6	2	15	0	0	0	39
H/TOT	2	3	2	1	0	0	0	8	89	22	13	49	1	0	0	174
P/TOT	18	8	12	7	0	0	0	45	371	102	41	175	2	0	0	691

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	C TO A FROM WEST LANE TO WALKER ROAD								C TO B FROM WEST LANE TO BEVERIDGE LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	47	10	3	7	0	1	0	68
16:15	0	2	0	0	0	0	0	2	38	12	2	6	0	1	0	59
16:30	0	0	0	0	0	0	0	0	70	12	4	13	0	2	0	101
16:45	0	1	2	0	0	0	0	3	47	12	1	12	0	0	0	72
H/TOT	0	3	2	0	0	0	0	5	202	46	10	38	0	4	0	300
17:00	1	0	2	0	0	0	0	3	109	13	3	10	0	1	0	136
17:15	0	0	1	0	0	0	0	1	52	10	2	13	0	1	0	78
17:30	1	0	0	0	0	0	0	1	72	13	2	6	0	0	0	93
17:45	0	0	0	0	0	0	0	0	41	5	1	4	0	1	0	52
H/TOT	2	0	3	0	0	0	0	5	274	41	8	33	0	3	0	359
18:00	2	0	0	0	0	0	0	2	79	9	3	7	0	3	0	101
18:15	0	0	1	1	0	0	0	2	35	10	1	5	0	1	0	52
18:30	0	0	0	0	0	0	0	0	28	10	2	7	0	2	0	49
18:45	0	0	0	0	0	0	0	0	26	6	1	4	0	0	0	37
H/TOT	2	0	1	1	0	0	0	4	168	35	7	23	0	6	0	239
P/TOT	4	3	6	1	0	0	0	14	644	122	25	94	0	13	0	898

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	C TO C FROM WEST LANE TO WEST LANE								C TO D FROM WEST LANE TO BEVERIDGE LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	5	3	2	7	0	0	0	17
07:15	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	8
07:30	0	0	0	0	0	0	0	0	11	4	1	7	0	0	0	23
07:45	0	0	0	0	0	0	0	0	9	4	2	1	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	28	11	8	17	0	0	0	64
08:00	0	0	0	0	0	0	0	0	9	1	2	6	0	0	0	18
08:15	0	0	0	0	0	0	0	0	11	0	0	4	0	0	0	15
08:30	0	0	0	0	0	0	0	0	15	2	2	3	0	0	0	22
08:45	0	0	0	0	0	0	0	0	13	1	0	2	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	48	4	4	15	0	0	0	71
09:00	0	0	0	0	0	0	0	0	6	1	0	6	0	1	0	14
09:15	0	0	0	0	0	0	0	0	8	0	1	4	0	2	0	15
09:30	0	0	0	0	0	0	0	0	9	3	1	3	0	0	0	16
09:45	0	0	0	0	0	0	0	0	11	1	0	5	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	34	5	2	18	0	3	0	62
P/TOT	0	0	0	0	0	0	0	0	110	20	14	50	0	3	0	197

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	C TO C FROM WEST LANE TO WEST LANE								C TO D FROM WEST LANE TO BEVERIDGE LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	8	3	0	4	0	0	0	15
16:15	0	0	0	0	0	0	0	0	7	4	1	1	0	0	0	13
16:30	0	0	0	0	0	0	0	0	11	1	0	3	0	0	0	15
16:45	0	0	0	0	0	0	0	0	9	2	2	6	0	0	0	19
H/TOT	0	0	0	0	0	0	0	0	35	10	3	14	0	0	0	62
17:00	0	0	0	0	0	0	0	0	22	1	0	2	0	1	0	26
17:15	0	0	0	0	0	0	0	0	16	2	0	1	0	0	0	19
17:30	0	0	0	0	0	0	0	0	13	5	1	0	0	0	0	19
17:45	0	0	0	0	0	0	0	0	13	3	2	0	0	1	0	19
H/TOT	0	0	0	0	0	0	0	0	64	11	3	3	0	2	0	83
18:00	0	0	0	0	0	0	0	0	22	1	2	0	0	1	0	26
18:15	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6
18:30	0	0	0	0	0	0	0	0	7	0	2	0	0	2	0	11
18:45	0	0	0	0	0	0	0	0	4	0	0	3	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	38	1	4	4	0	3	0	50
P/TOT	0	0	0	0	0	0	0	0	137	22	10	21	0	5	0	195

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	D TO A FROM BEVERIDGE LANE (W) TO WALKER ROAD								D TO B FROM BEVERIDGE LANE (W) TO BEVERIDGE LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	3	0	0	0	0	0	16	77	20	10	16	0	0	0	123
07:15	14	5	0	1	0	1	0	21	83	14	7	9	3	0	0	116
07:30	11	2	1	0	0	1	0	15	93	23	8	11	2	1	0	138
07:45	8	4	0	0	0	1	0	13	102	26	8	21	0	0	0	157
H/TOT	46	14	1	1	0	3	0	65	355	83	33	57	5	1	0	534
08:00	8	3	1	0	0	0	0	12	93	23	6	8	1	0	0	131
08:15	11	4	0	0	0	0	0	15	90	9	5	21	1	1	0	127
08:30	7	2	1	0	0	0	0	10	75	15	4	10	0	0	0	104
08:45	12	0	2	1	0	0	0	15	72	11	10	17	1	1	0	112
H/TOT	38	9	4	1	0	0	0	52	330	58	25	56	3	2	0	474
09:00	5	0	1	0	0	0	0	6	89	21	6	12	1	0	0	129
09:15	1	1	2	0	0	0	0	4	51	12	3	13	0	0	0	79
09:30	2	3	1	2	0	0	0	8	55	15	4	11	2	0	0	87
09:45	1	3	1	0	0	0	0	5	42	3	6	10	0	0	0	61
H/TOT	9	7	5	2	0	0	0	23	237	51	19	46	3	0	0	356
P/TOT	93	30	10	4	0	3	0	140	922	192	77	159	11	3	0	1364

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	D TO A FROM BEVERIDGE LANE (W) TO WALKER ROAD								D TO B FROM BEVERIDGE LANE (W) TO BEVERIDGE LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	1	0	1	0	0	0	5	120	27	8	11	1	0	0	167
16:15	4	1	2	0	0	0	0	7	85	22	4	9	0	0	0	120
16:30	2	0	0	0	0	0	0	2	128	25	7	4	1	4	0	169
16:45	4	0	0	0	0	0	0	4	83	8	3	2	0	1	0	97
H/TOT	13	2	2	1	0	0	0	18	416	82	22	26	2	5	0	553
17:00	1	0	2	1	0	0	0	4	132	20	1	8	1	1	0	163
17:15	4	0	1	0	0	0	0	5	99	6	3	8	0	0	0	116
17:30	0	1	1	0	0	0	0	2	66	7	3	6	1	0	0	83
17:45	1	0	0	0	0	0	0	1	74	6	2	6	0	1	0	89
H/TOT	6	1	4	1	0	0	0	12	371	39	9	28	2	2	0	451
18:00	0	0	0	0	0	0	0	0	136	5	1	4	0	0	0	146
18:15	0	0	0	0	0	0	0	0	63	4	1	10	2	1	0	81
18:30	0	0	0	0	0	0	0	0	120	3	1	6	0	1	0	131
18:45	1	0	0	0	0	0	0	1	46	9	3	5	1	0	0	64
H/TOT	1	0	0	0	0	0	0	1	365	21	6	25	3	2	0	422
P/TOT	20	3	6	2	0	0	0	31	1152	142	37	79	7	9	0	1426

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	D TO C FROM BEVERIDGE LANE (W) TO WEST LANE								D TO D FROM BEVERIDGE LANE (W) TO BEVERIDGE LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	1	1	8	0	0	0	17	0	0	0	0	0	0	0	0
07:15	4	1	1	2	0	0	0	8	0	0	0	0	0	0	0	0
07:30	19	3	0	7	0	0	1	30	0	0	0	0	0	0	0	0
07:45	18	4	0	4	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	48	9	2	21	0	0	1	81	0	0	0	0	0	0	0	0
08:00	19	4	1	4	0	0	0	28	0	0	0	0	0	0	0	0
08:15	15	2	1	0	0	0	0	18	0	0	0	0	0	0	0	0
08:30	12	1	1	3	0	0	0	17	0	0	0	0	0	0	0	0
08:45	13	1	2	3	0	0	0	19	0	0	0	0	0	0	0	0
H/TOT	59	8	5	10	0	0	0	82	0	0	0	0	0	0	0	0
09:00	10	2	0	6	0	0	0	18	0	0	0	0	0	0	0	0
09:15	10	2	0	2	0	0	0	14	0	0	0	0	0	0	0	0
09:30	4	2	2	0	0	0	0	8	0	0	0	0	0	0	0	0
09:45	9	2	0	2	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	33	8	2	10	0	0	0	53	0	0	0	0	0	0	0	0
P/TOT	140	25	9	41	0	0	1	216	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	D TO C FROM BEVERIDGE LANE (W) TO WEST LANE								D TO D FROM BEVERIDGE LANE (W) TO BEVERIDGE LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	3	1	1	0	0	0	13	0	0	0	0	0	0	0	0
16:15	12	3	0	4	0	1	0	20	0	0	0	0	0	0	0	0
16:30	12	1	3	2	0	0	0	18	0	0	0	0	0	0	0	0
16:45	10	0	2	2	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	42	7	6	9	0	1	0	65	0	0	0	0	0	0	0	0
17:00	25	3	1	1	0	0	0	30	0	0	0	0	0	0	0	0
17:15	22	1	1	0	0	0	0	24	0	0	0	0	0	0	0	0
17:30	19	2	1	1	0	0	0	23	0	0	0	0	0	0	0	0
17:45	16	0	0	3	0	1	0	20	0	0	0	0	0	0	0	0
H/TOT	82	6	3	5	0	1	0	97	0	0	0	0	0	0	0	0
18:00	13	1	1	1	0	0	0	16	0	0	0	0	0	0	0	0
18:15	10	2	2	1	0	0	0	15	0	0	0	0	0	0	0	0
18:30	7	0	1	1	0	0	0	9	0	0	0	0	0	0	0	0
18:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	32	4	4	3	0	0	0	43	0	0	0	0	0	0	0	0
P/TOT	156	17	13	17	0	2	0	205	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	TO ARM A WALKER ROAD								FROM ARM A WALKER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	6	0	4	0	0	0	27	2	8	3	3	0	0	0	16
07:15	29	7	1	4	0	2	0	43	5	6	2	3	0	0	0	16
07:30	24	4	4	2	0	1	0	35	2	8	2	2	0	0	0	14
07:45	18	11	3	0	0	1	0	33	2	5	1	3	0	0	0	11
H/TOT	88	28	8	10	0	4	0	138	11	27	8	11	0	0	0	57
08:00	19	7	3	3	0	0	0	32	0	4	0	4	0	0	0	8
08:15	29	6	3	1	0	0	0	39	5	6	4	3	0	0	0	18
08:30	21	7	3	2	0	0	0	33	1	4	2	2	0	0	0	9
08:45	39	3	5	3	0	0	0	50	2	4	4	5	0	0	0	15
H/TOT	108	23	14	9	0	0	0	154	8	18	10	14	0	0	0	50
09:00	24	0	3	1	0	0	0	28	3	4	3	2	0	0	0	12
09:15	7	5	3	2	0	0	0	17	8	2	1	0	0	0	0	11
09:30	4	7	1	2	0	0	0	14	5	7	3	2	0	0	0	17
09:45	5	7	3	2	0	0	0	17	2	6	1	5	0	0	0	14
H/TOT	40	19	10	7	0	0	0	76	18	19	8	9	0	0	0	54
P/TOT	236	70	32	26	0	4	0	368	37	64	26	34	0	0	0	161

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	TO ARM A WALKER ROAD								FROM ARM A WALKER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	2	2	1	0	0	0	10	44	12	2	3	0	2	0	63
16:15	5	4	2	2	0	0	0	13	13	3	1	1	0	0	0	18
16:30	2	0	1	3	0	0	0	6	17	4	1	1	0	0	0	23
16:45	5	2	5	6	0	0	0	18	8	4	1	2	0	0	0	15
H/TOT	17	8	10	12	0	0	0	47	82	23	5	7	0	2	0	119
17:00	3	1	4	1	0	0	0	9	56	7	2	2	0	1	0	68
17:15	4	0	3	2	0	0	0	9	16	2	3	0	0	0	0	21
17:30	3	1	1	2	0	0	0	7	16	7	4	0	0	0	0	27
17:45	7	0	2	1	0	0	0	10	43	3	2	1	0	0	0	49
H/TOT	17	2	10	6	0	0	0	35	131	19	11	3	0	1	0	165
18:00	2	1	1	0	0	0	0	4	14	6	1	4	0	0	0	25
18:15	1	0	1	2	0	0	0	4	4	2	1	0	0	0	0	7
18:30	0	0	1	0	0	0	0	1	3	1	3	1	0	0	0	8
18:45	1	2	0	1	0	0	0	4	3	2	1	0	0	0	0	6
H/TOT	4	3	3	3	0	0	0	13	24	11	6	5	0	0	0	46
P/TOT	38	13	23	21	0	0	0	95	237	53	22	15	0	3	0	330

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	TO ARM B BEVERIDGE LANE (E)								FROM ARM B BEVERIDGE LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	107	42	16	24	0	0	0	189	133	34	3	26	1	2	0	199
07:15	115	32	17	31	3	0	0	198	164	48	9	25	0	3	0	249
07:30	136	41	14	37	2	1	0	231	156	47	7	27	1	2	0	240
07:45	149	40	10	43	0	0	0	242	227	39	8	22	1	1	0	298
H/TOT	507	155	57	135	5	1	0	860	680	168	27	100	3	8	0	986
08:00	143	33	9	27	2	0	0	214	170	43	6	31	0	0	0	250
08:15	141	19	9	38	1	1	0	209	224	31	8	16	1	1	0	281
08:30	124	25	17	20	0	0	0	186	140	34	18	18	3	0	0	213
08:45	126	22	14	34	1	1	0	198	199	40	10	23	5	1	0	278
H/TOT	534	99	49	119	4	2	0	807	733	148	42	88	9	2	0	1022
09:00	116	34	12	27	1	0	0	190	124	31	7	17	2	0	0	181
09:15	86	20	7	24	1	0	0	138	110	30	6	17	2	0	0	165
09:30	82	23	7	20	2	0	0	134	74	20	13	20	0	0	0	127
09:45	61	13	9	29	0	0	0	112	86	24	5	19	1	0	0	135
H/TOT	345	90	35	100	4	0	0	574	394	105	31	73	5	0	0	608
P/TOT	1386	344	141	354	13	3	0	2241	1807	421	100	261	17	10	0	2616

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	TO ARM B BEVERIDGE LANE (E)								FROM ARM B BEVERIDGE LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	202	46	12	22	1	2	0	285	114	31	8	34	3	1	0	191
16:15	134	36	6	16	0	1	0	193	115	35	8	31	1	0	0	190
16:30	208	43	12	18	1	6	0	288	132	36	6	28	2	1	0	205
16:45	136	24	5	15	0	1	0	181	143	32	8	25	0	0	0	208
H/TOT	680	149	35	71	2	10	0	947	504	134	30	118	6	2	0	794
17:00	278	35	4	20	1	2	0	340	132	38	6	22	2	0	0	200
17:15	164	18	5	21	0	1	0	209	191	23	9	24	1	3	0	251
17:30	150	24	6	13	1	0	0	194	193	18	2	24	2	1	0	240
17:45	149	14	3	10	0	2	0	178	170	24	5	31	1	0	0	231
H/TOT	741	91	18	64	2	5	0	921	686	103	22	101	6	4	0	922
18:00	225	20	5	15	0	3	0	268	132	19	3	10	1	0	0	165
18:15	100	16	3	15	2	2	0	138	92	16	3	15	0	0	0	126
18:30	152	14	3	15	0	3	0	187	108	11	6	18	1	0	0	144
18:45	74	15	4	9	1	0	0	103	74	11	1	17	2	0	0	105
H/TOT	551	65	15	54	3	8	0	696	406	57	13	60	4	0	0	540
P/TOT	1972	305	68	189	7	23	0	2564	1596	294	65	279	16	6	0	2256

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	TO ARM C WEST LANE								FROM ARM C WEST LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	49	19	3	22	0	1	0	94	30	18	5	15	0	0	0	68
07:15	48	27	6	18	0	1	0	100	30	11	11	25	0	0	0	77
07:30	64	27	5	22	0	1	1	120	51	16	6	33	0	0	0	106
07:45	88	16	5	17	1	1	0	128	48	17	6	21	0	0	0	92
H/TOT	249	89	19	79	1	4	1	442	159	62	28	94	0	0	0	343
08:00	69	23	4	19	0	0	0	115	53	10	7	23	1	0	0	94
08:15	94	15	6	11	0	0	0	126	50	6	2	19	0	0	0	77
08:30	57	15	9	17	0	0	0	98	58	10	11	14	0	0	0	93
08:45	80	11	10	12	0	0	0	113	54	12	2	14	0	0	0	82
H/TOT	300	64	29	59	0	0	0	452	215	38	22	70	1	0	0	346
09:00	44	13	2	17	0	0	0	76	29	9	5	21	0	1	0	65
09:15	56	14	3	11	0	0	0	84	35	6	6	15	1	2	0	65
09:30	33	14	10	14	0	0	0	71	34	7	3	11	0	0	0	55
09:45	42	20	3	16	0	0	0	81	27	8	3	21	0	0	0	59
H/TOT	175	61	18	58	0	0	0	312	125	30	17	68	1	3	0	244
P/TOT	724	214	66	196	1	4	1	1206	499	130	67	232	2	3	0	933

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	TO ARM C WEST LANE								FROM ARM C WEST LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	47	17	3	20	1	1	0	89	55	13	3	11	0	1	0	83
16:15	57	9	4	17	0	1	0	88	45	18	3	7	0	1	0	74
16:30	64	12	8	13	0	1	0	98	81	13	4	16	0	2	0	116
16:45	58	6	2	14	0	0	0	80	56	15	5	18	0	0	0	94
H/TOT	226	44	17	64	1	3	0	355	237	59	15	52	0	4	0	367
17:00	75	20	5	11	0	0	0	111	132	14	5	12	0	2	0	165
17:15	106	5	4	9	0	1	0	125	68	12	3	14	0	1	0	98
17:30	100	14	4	11	0	1	0	130	86	18	3	6	0	0	0	113
17:45	80	14	2	19	0	1	0	116	54	8	3	4	0	2	0	71
H/TOT	361	53	15	50	0	3	0	482	340	52	14	36	0	5	0	447
18:00	63	11	2	6	0	0	0	82	103	10	5	7	0	4	0	129
18:15	39	11	2	10	0	0	0	62	40	10	2	7	0	1	0	60
18:30	50	4	6	11	0	0	0	71	35	10	4	7	0	4	0	60
18:45	32	6	2	11	0	0	0	51	30	6	1	7	0	0	0	44
H/TOT	184	32	12	38	0	0	0	266	208	36	12	28	0	9	0	293
P/TOT	771	129	44	152	1	6	0	1103	785	147	41	116	0	18	0	1107

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	TO ARM D BEVERIDGE LANE (W)								FROM ARM D BEVERIDGE LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	89	17	3	18	1	1	0	129	97	24	11	24	0	0	0	156
07:15	108	19	6	12	0	1	0	146	101	20	8	12	3	1	0	145
07:30	108	27	1	19	1	1	0	157	123	28	9	18	2	2	1	183
07:45	150	28	5	11	0	0	0	194	128	34	8	25	0	1	0	196
H/TOT	455	91	15	60	2	3	0	626	449	106	36	79	5	4	1	680
08:00	112	24	5	21	0	0	0	162	120	30	8	12	1	0	0	171
08:15	131	18	2	9	1	1	0	162	116	15	6	21	1	1	0	160
08:30	91	19	8	8	3	0	0	129	94	18	6	13	0	0	0	131
08:45	107	32	1	14	5	1	0	160	97	12	14	21	1	1	0	146
H/TOT	441	93	16	52	9	2	0	613	427	75	34	67	3	2	0	608
09:00	76	20	5	13	2	1	0	117	104	23	7	18	1	0	0	153
09:15	66	14	5	10	2	2	0	99	62	15	5	15	0	0	0	97
09:30	55	10	8	10	0	0	0	83	61	20	7	13	2	0	0	103
09:45	59	6	1	10	1	0	0	77	52	8	7	12	0	0	0	79
H/TOT	256	50	19	43	5	3	0	376	279	66	26	58	3	0	0	432
P/TOT	1152	234	50	155	16	8	0	1615	1155	247	96	204	11	6	1	1720

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE **DAY:** THURSDAY

TIME	TO ARM D BEVERIDGE LANE (W)								FROM ARM D BEVERIDGE LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	90	22	5	18	2	1	0	138	131	31	9	13	1	0	0	185
16:15	78	33	6	17	1	0	0	135	101	26	6	13	0	1	0	147
16:30	98	24	0	17	2	0	0	141	142	26	10	6	1	4	0	189
16:45	105	27	7	14	0	0	0	153	97	8	5	4	0	1	0	115
H/TOT	371	106	18	66	5	1	0	567	471	91	30	36	2	6	0	636
17:00	122	26	4	14	2	2	0	170	158	23	4	10	1	1	0	197
17:15	126	21	8	14	1	2	0	172	125	7	5	8	0	0	0	145
17:30	127	14	3	11	2	0	0	157	85	10	5	7	1	0	0	108
17:45	122	13	5	15	1	1	0	157	91	6	2	9	0	2	0	110
H/TOT	497	74	20	54	6	5	0	656	459	46	16	34	2	3	0	560
18:00	108	9	3	5	1	1	0	127	149	6	2	5	0	0	0	162
18:15	69	7	3	6	0	0	0	85	73	6	3	11	2	1	0	96
18:30	71	7	5	7	1	2	0	93	127	3	2	7	0	1	0	140
18:45	49	6	0	8	2	0	0	65	49	10	3	5	1	0	0	68
H/TOT	297	29	11	26	4	3	0	370	398	25	10	28	3	2	0	466
P/TOT	1165	209	49	146	15	9	0	1593	1328	162	56	98	7	11	0	1662

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 9 **DATE:** 23/05/2024

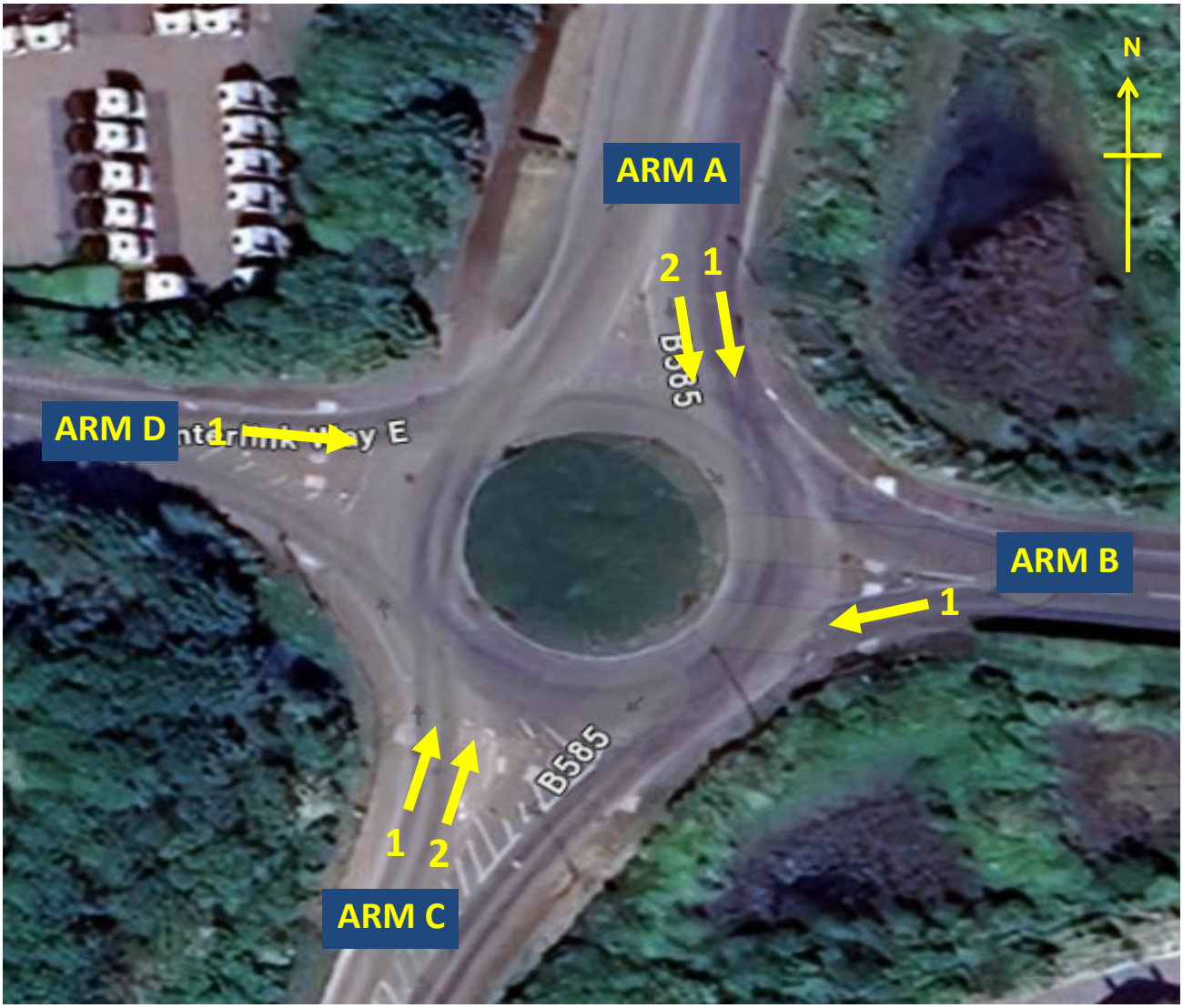
LOCATION: WALKER ROAD / BEVERIDGE LANE (E) / WEST LANE / BEVERIDGE LANE (W) **DAY:** THURSDAY

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

TIME	ARM A WALKER ROAD		ARM B BEVERIDGE LANE (E)			ARM C WEST LANE		ARM D BEVERIDGE LANE (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2
07:00	1	0	2	0	0	1	1	2	1
07:05	2	0	0	0	0	0	1	1	0
07:10	2	0	0	4	1	3	3	2	0
07:15	1	0	0	0	0	1	3	0	0
07:20	1	0	0	0	0	1	3	1	3
07:25	0	0	0	1	0	2	3	3	6
07:30	0	0	1	2	0	3	4	3	3
07:35	0	1	0	0	0	1	4	1	2
07:40	2	0	3	1	2	3	4	5	5
07:45	1	0	3	3	0	2	5	2	1
07:50	0	0	0	0	0	3	3	4	1
07:55	1	0	0	0	0	4	3	3	3
08:00	0	0	0	0	1	1	5	5	3
08:05	1	0	0	0	0	5	4	3	4
08:10	1	0	0	2	0	2	4	1	0
08:15	1	0	0	0	0	1	3	0	1
08:20	1	0	0	5	0	3	2	5	3
08:25	1	0	3	0	0	1	4	2	1
08:30	1	0	0	0	1	1	4	2	1
08:35	1	0	0	0	0	3	7	2	0
08:40	1	0	2	4	0	3	4	2	1
08:45	0	1	3	0	0	2	4	1	0
08:50	0	0	0	2	1	1	9	3	2
08:55	1	0	2	3	3	2	4	5	3
09:00	1	1	0	0	0	2	3	5	2
09:05	0	1	3	0	0	2	3	1	1
09:10	1	0	0	1	0	1	3	1	2
09:15	1	0	0	0	0	2	3	4	1
09:20	1	1	0	0	0	3	2	0	1
09:25	0	0	0	0	0	2	2	1	2
09:30	0	0	0	0	0	1	0	0	0
09:35	1	1	0	0	0	0	2	1	0
09:40	1	1	0	2	0	2	0	3	1
09:45	1	0	0	0	0	1	2	0	0
09:50	0	0	0	0	0	1	1	0	0
09:55	1	0	0	0	0	0	1	1	2

TIME	ARM A WALKER ROAD		ARM B BEVERIDGE LANE (E)			ARM C WEST LANE		ARM D BEVERIDGE LANE (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2
16:00	9	3	0	2	2	2	6	3	3
16:05	4	1	1	1	1	1	3	0	0
16:10	1	1	0	5	0	2	6	2	1
16:15	1	0	0	0	0	2	3	0	0
16:20	1	0	0	1	0	1	2	3	1
16:25	1	0	0	0	0	1	0	1	0
16:30	2	1	0	4	0	1	5	3	4
16:35	0	0	0	0	0	1	7	4	1
16:40	1	0	0	0	0	2	4	3	0
16:45	0	0	0	4	0	2	4	1	1
16:50	1	0	0	1	0	4	3	2	2
16:55	1	0	0	0	0	2	4	1	1
17:00	9	1	0	0	0	2	5	4	4
17:05	8	2	2	1	0	3	9	5	4
17:10	1	1	2	2	0	2	9	2	2
17:15	2	0	2	0	2	1	2	0	0
17:20	0	1	0	0	0	1	4	1	0
17:25	1	0	0	0	0	4	3	1	0
17:30	2	0	2	2	0	2	2	2	2
17:35	0	0	0	1	0	1	5	0	0
17:40	0	0	0	0	2	1	1	2	1
17:45	1	0	0	0	0	0	1	0	0
17:50	0	1	3	2	0	2	3	0	0
17:55	2	0	1	3	2	1	2	0	0
18:00	1	0	3	2	1	1	3	3	4
18:05	1	1	0	0	0	2	3	2	1
18:10	1	0	0	2	0	2	2	1	1
18:15	0	0	0	0	0	0	2	0	0
18:20	0	0	0	0	0	1	1	0	0
18:25	0	1	0	0	0	1	3	1	0
18:30	0	0	0	2	0	0	1	2	0
18:35	1	0	0	0	0	0	2	1	1
18:40	0	0	0	0	0	1	2	0	0
18:45	0	0	0	0	0	1	2	0	0
18:50	0	0	0	0	0	2	2	1	1
18:55	0	0	0	0	0	0	0	0	0

SITE:		DATE:
10	AUTO SURVEYS LTD	23/05/2024
LOCATION:		**DAY:**
B585 (N) / ACCESS ROAD / B585 (S)		THURSDAY



JOB TITLE:		JOB NUMBER:
BAGWORTH		13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	A TO A FROM B585 (N) TO B585 (N)								A TO B FROM B585 (N) TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
07:45	0	0	0	0	0	0	0	0	7	1	1	3	0	0	0	12
H/TOT	1	0	0	0	0	0	0	1	15	1	1	3	0	0	0	20
08:00	0	0	0	0	0	0	0	0	7	1	0	1	0	0	0	9
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:30	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	3
08:45	0	0	0	0	0	0	0	0	4	0	1	2	0	0	0	7
H/TOT	0	1	0	0	0	0	0	1	14	1	1	5	0	0	0	21
09:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
09:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
09:30	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
H/TOT	0	1	0	0	0	0	0	1	10	0	1	2	0	0	0	13
P/TOT	1	2	0	0	0	0	0	3	39	2	3	10	0	0	0	54

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	A TO A FROM B585 (N) TO B585 (N)								A TO B FROM B585 (N) TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5
16:30	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3
16:45	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	4	4	0	5	0	0	0	13
17:00	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4
17:15	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	7
17:30	0	0	0	0	0	0	0	0	6	0	0	3	0	0	0	9
17:45	0	0	0	0	0	0	0	0	12	1	0	3	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	24	2	0	10	0	0	0	36
18:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
H/TOT	1	0	0	0	0	0	0	1	4	0	0	7	0	0	0	11
P/TOT	1	0	0	0	0	0	0	1	32	6	0	22	0	0	0	60

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	A TO C FROM B585 (N) TO B585 (S)								A TO D FROM B585 (N) TO INTERLINK WAY E							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	36	20	2	19	0	1	0	78	9	1	1	3	0	0	0	14
07:15	42	26	4	15	0	1	0	88	6	0	2	3	0	0	0	11
07:30	45	24	3	17	0	1	0	90	11	1	2	3	0	0	0	17
07:45	55	15	2	12	1	1	0	86	21	2	2	4	0	0	0	29
H/TOT	178	85	11	63	1	4	0	342	47	4	7	13	0	0	0	71
08:00	51	18	4	17	0	0	0	90	13	4	0	1	0	0	0	18
08:15	58	10	2	10	0	0	0	80	33	5	1	1	0	0	1	41
08:30	40	13	9	14	0	0	0	76	13	1	3	1	0	0	0	18
08:45	46	7	4	9	0	0	0	66	31	3	3	1	0	0	0	38
H/TOT	195	48	19	50	0	0	0	312	90	13	7	4	0	0	1	115
09:00	32	14	4	14	0	0	0	64	10	1	0	2	0	0	0	13
09:15	45	10	2	8	0	0	0	65	14	3	1	3	0	0	0	21
09:30	22	5	5	12	0	0	0	44	8	7	4	2	0	0	0	21
09:45	27	11	1	13	0	0	0	52	14	10	2	2	0	0	0	28
H/TOT	126	40	12	47	0	0	0	225	46	21	7	9	0	0	0	83
P/TOT	499	173	42	160	1	4	0	879	183	38	21	26	0	0	1	269

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	A TO C FROM B585 (N) TO B585 (S)								A TO D FROM B585 (N) TO INTERLINK WAY E							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	44	16	2	16	1	1	0	80	4	1	2	3	0	0	0	10
16:15	53	7	3	11	0	0	0	74	2	1	2	4	0	1	0	10
16:30	63	8	4	9	0	0	0	84	4	3	4	3	0	1	0	15
16:45	48	5	1	11	0	0	0	65	6	1	1	2	0	0	0	10
H/TOT	208	36	10	47	1	1	0	303	16	6	9	12	0	2	0	45
17:00	66	16	2	7	0	0	0	91	12	3	3	1	0	0	0	19
17:15	70	4	2	4	0	1	0	81	30	0	2	4	0	0	0	36
17:30	68	12	0	2	0	1	0	83	21	2	3	6	0	0	0	32
17:45	55	7	0	8	0	1	0	71	18	6	2	8	0	0	0	34
H/TOT	259	39	4	21	0	3	0	326	81	11	10	19	0	0	0	121
18:00	57	6	0	4	0	0	0	67	6	5	2	2	0	0	0	15
18:15	33	4	3	3	0	0	0	43	5	6	1	5	0	0	0	17
18:30	41	1	1	7	0	0	0	50	12	3	3	3	0	0	0	21
18:45	26	2	1	5	0	0	0	34	8	3	1	2	0	0	0	14
H/TOT	157	13	5	19	0	0	0	194	31	17	7	12	0	0	0	67
P/TOT	624	88	19	87	1	4	0	823	128	34	26	43	0	2	0	233

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	B TO A FROM ACCESS ROAD TO B585 (N)								B TO B FROM ACCESS ROAD TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	4	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0
08:00	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
08:45	1	0	1	1	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	1	0	1	5	0	0	0	7	0	0	0	0	0	0	0	0
09:00	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
09:15	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
09:30	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
09:45	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	6	0	0	5	0	0	0	11	0	0	0	0	0	0	0	0
P/TOT	11	0	1	12	0	0	0	24	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	B TO A FROM ACCESS ROAD TO B585 (N)								B TO B FROM ACCESS ROAD TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:15	2	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0
16:30	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
16:45	1	3	0	3	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	10	3	0	6	0	0	0	19	0	0	0	0	0	0	0	0
17:00	12	1	1	2	0	0	0	16	0	0	0	0	0	0	0	0
17:15	4	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0
17:30	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
17:45	3	0	0	1	0	1	0	5	0	0	0	0	0	0	0	0
H/TOT	21	1	1	6	0	1	0	30	0	0	0	0	0	0	0	0
18:00	21	0	0	1	0	1	0	23	0	0	0	0	0	0	0	0
18:15	5	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0
18:30	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
18:45	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	28	0	0	7	0	1	0	36	0	0	0	0	0	0	0	0
P/TOT	59	4	1	19	0	2	0	85	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	B TO C FROM ACCESS ROAD TO B585 (S)								B TO D FROM ACCESS ROAD TO INTERLINK WAY E							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
P/TOT	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	B TO C FROM ACCESS ROAD TO B585 (S)								B TO D FROM ACCESS ROAD TO INTERLINK WAY E							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
P/TOT	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	C TO A FROM B585 (S) TO B585 (N)								C TO B FROM B585 (S) TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	15	4	11	0	0	0	62	0	0	0	0	0	0	0	0
07:15	28	10	2	21	0	0	0	61	0	0	0	0	0	0	0	0
07:30	49	15	4	29	0	0	0	97	0	0	0	0	0	0	0	0
07:45	51	18	4	19	0	0	0	92	1	0	0	0	0	0	0	1
H/TOT	160	58	14	80	0	0	0	312	1	0	0	0	0	0	0	1
08:00	43	5	4	16	1	0	0	69	0	0	0	0	0	0	0	0
08:15	44	5	2	18	0	0	0	69	0	0	0	0	0	0	0	0
08:30	55	8	7	12	0	0	0	82	0	0	0	0	0	0	0	0
08:45	49	8	2	13	0	1	1	74	1	0	0	0	0	0	0	1
H/TOT	191	26	15	59	1	1	1	294	1	0	0	0	0	0	0	1
09:00	24	5	2	15	0	0	0	46	0	0	0	0	0	0	0	0
09:15	33	5	4	12	1	2	0	57	0	0	0	0	0	0	0	0
09:30	28	3	2	9	0	0	0	42	0	0	0	0	0	0	0	0
09:45	25	5	2	19	0	0	0	51	0	0	0	0	0	0	0	0
H/TOT	110	18	10	55	1	2	0	196	0	0	0	0	0	0	0	0
P/TOT	461	102	39	194	2	3	1	802	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	C TO A FROM B585 (S) TO B585 (N)								C TO B FROM B585 (S) TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	30	12	2	9	0	0	1	54	0	0	0	0	0	0	0	0
16:15	38	14	1	5	0	1	0	59	0	0	0	1	0	0	0	1
16:30	59	11	2	13	0	2	0	87	0	0	0	0	0	0	0	0
16:45	41	9	3	15	0	0	0	68	0	0	0	0	0	0	0	0
H/TOT	168	46	8	42	0	3	1	268	0	0	0	1	0	0	0	1
17:00	63	11	3	9	0	1	0	87	0	0	0	0	0	0	0	0
17:15	41	11	1	9	0	1	0	63	1	0	0	0	0	0	0	1
17:30	54	14	3	3	0	0	0	74	0	0	0	0	0	0	0	0
17:45	33	7	2	1	0	1	0	44	0	0	0	0	0	0	0	0
H/TOT	191	43	9	22	0	3	0	268	1	0	0	0	0	0	0	1
18:00	51	7	4	4	0	1	0	67	0	0	0	0	0	0	0	0
18:15	28	5	2	1	0	1	0	37	0	0	0	0	0	0	0	0
18:30	23	4	2	4	0	4	0	37	0	0	0	0	0	0	0	0
18:45	19	4	2	0	0	0	0	25	1	0	0	0	0	0	0	1
H/TOT	121	20	10	9	0	6	0	166	1	0	0	0	0	0	0	1
P/TOT	480	109	27	73	0	12	1	702	2	0	0	1	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	C TO C FROM B585 (S) TO B585 (S)								C TO D FROM B585 (S) TO INTERLINK WAY E							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
07:15	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	10	0	0	0	0	1	1	12
07:45	0	0	0	0	0	0	0	0	7	0	1	0	0	0	1	9
H/TOT	0	0	0	0	0	0	0	0	24	4	3	0	0	1	2	34
08:00	0	0	0	0	0	0	0	0	6	3	0	2	0	0	0	11
08:15	0	0	1	0	0	0	0	1	7	2	0	0	0	0	0	9
08:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
08:45	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	9
H/TOT	0	0	1	0	0	0	0	1	26	7	0	3	0	0	0	36
09:00	0	0	0	0	0	0	0	0	5	2	1	1	0	0	0	9
09:15	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	6
09:45	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	15	3	5	2	0	0	0	25
P/TOT	0	0	1	0	0	0	0	1	65	14	8	5	0	1	2	95

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	C TO C FROM B585 (S) TO B585 (S)								C TO D FROM B585 (S) TO INTERLINK WAY E							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	3
16:30	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	5
16:45	0	0	0	0	0	0	0	0	7	0	1	1	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	13	4	2	3	0	0	1	23
17:00	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	4
17:15	0	0	0	0	0	0	0	0	4	1	0	2	0	0	0	7
17:30	0	0	0	0	0	0	0	0	7	0	0	1	0	0	1	9
17:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	14	2	1	4	0	0	1	22
18:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
18:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	11	0	0	1	0	0	0	12
P/TOT	0	0	0	0	0	0	0	0	38	6	3	8	0	0	2	57

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	D TO A FROM INTERLINK WAY E TO B585 (N)								D TO B FROM INTERLINK WAY E TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	2	3	3	0	0	0	8	0	0	0	0	0	0	0	0
07:15	1	1	7	4	0	0	0	13	0	0	0	0	0	0	0	0
07:30	2	1	2	3	0	0	0	8	0	0	0	0	0	0	0	0
07:45	0	2	2	3	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	3	6	14	13	0	0	0	36	0	0	0	0	0	0	0	0
08:00	4	2	3	4	0	0	0	13	0	0	0	0	0	0	0	0
08:15	2	1	0	1	0	0	0	4	0	0	0	0	0	0	0	0
08:30	2	1	4	0	0	0	0	7	0	0	0	0	0	0	0	0
08:45	2	5	0	0	0	0	0	7	1	0	0	0	0	0	1	2
H/TOT	10	9	7	5	0	0	0	31	1	0	0	0	0	0	1	2
09:00	2	3	2	4	0	0	0	11	1	0	0	0	0	0	0	1
09:15	2	1	2	2	0	0	0	7	0	0	0	0	0	0	0	0
09:30	3	3	0	1	0	0	0	7	0	0	0	0	0	0	0	0
09:45	1	2	2	1	0	0	0	6	1	0	0	0	0	0	0	1
H/TOT	8	9	6	8	0	0	0	31	2	0	0	0	0	0	0	2
P/TOT	21	24	27	26	0	0	0	98	3	0	0	0	0	0	1	4

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	D TO A FROM INTERLINK WAY E TO B585 (N)								D TO B FROM INTERLINK WAY E TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	16	2	1	2	0	0	0	21	0	0	0	0	0	0	0	0
16:15	7	4	2	0	0	0	0	13	0	0	0	0	0	0	0	0
16:30	17	3	2	2	0	0	1	25	1	0	0	0	0	0	0	1
16:45	11	2	2	0	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	51	11	7	4	0	0	1	74	1	0	0	0	0	0	0	1
17:00	53	2	1	1	0	1	0	58	0	0	0	0	0	0	0	0
17:15	26	1	2	3	0	0	0	32	0	0	0	0	0	0	0	0
17:30	26	4	0	2	0	0	0	32	0	0	0	0	0	0	1	1
17:45	20	1	1	2	0	0	0	24	0	0	0	0	0	0	0	0
H/TOT	125	8	4	8	0	1	0	146	0	0	0	0	0	0	1	1
18:00	27	3	1	2	0	2	0	35	0	0	0	0	0	0	0	0
18:15	5	5	0	4	0	0	0	14	0	0	0	0	0	0	0	0
18:30	8	6	2	2	0	0	0	18	0	0	0	0	0	0	0	0
18:45	10	3	0	3	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	50	17	3	11	0	2	0	83	0	0	0	0	0	0	0	0
P/TOT	226	36	14	23	0	3	1	303	1	0	0	0	0	0	1	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	D TO C FROM INTERLINK WAY E TO B585 (S)								D TO D FROM INTERLINK WAY E TO INTERLINK WAY E							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0
07:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:30	2	2	0	3	0	0	0	7	0	0	1	0	0	0	0	1
07:45	4	1	1	1	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	12	4	1	5	0	0	0	22	0	0	1	0	0	0	0	1
08:00	2	1	2	0	0	0	0	5	0	0	0	0	0	0	0	0
08:15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
08:30	2	0	2	1	0	0	0	5	0	0	0	0	0	0	0	0
08:45	0	1	2	1	0	0	0	4	0	0	0	1	0	0	0	1
H/TOT	12	3	6	2	0	0	0	23	0	0	0	1	0	0	0	1
09:00	2	1	0	2	0	0	0	5	0	0	0	0	0	0	0	0
09:15	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
09:30	1	1	0	2	0	0	0	4	0	0	0	0	0	0	0	0
09:45	1	1	0	1	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	4	3	1	6	0	0	0	14	1	0	0	0	0	0	0	1
P/TOT	28	10	8	13	0	0	0	59	1	0	1	1	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	D TO C FROM INTERLINK WAY E TO B585 (S)								D TO D FROM INTERLINK WAY E TO INTERLINK WAY E							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15	3	1	0	3	0	0	0	7	0	0	0	0	0	0	0	0
16:30	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:45	11	0	1	1	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	32	4	1	4	0	0	0	41	0	0	0	0	0	0	0	0
17:00	18	1	0	1	0	0	0	20	0	0	0	0	0	0	0	0
17:15	13	1	0	1	0	1	0	16	0	0	0	0	0	0	0	0
17:30	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0
17:45	4	2	0	0	0	0	1	7	0	0	0	1	0	0	0	1
H/TOT	42	4	1	2	0	1	1	51	0	0	0	1	0	0	0	1
18:00	12	0	1	0	0	0	0	13	0	0	0	0	0	0	0	0
18:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	22	1	1	0	0	0	0	24	0	0	0	0	0	0	0	0
P/TOT	96	9	3	6	0	1	1	116	0	0	0	1	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	TO ARM A B585 (N)								FROM ARM A B585 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	17	7	14	0	0	0	70	46	21	3	22	0	1	0	93
07:15	30	11	9	26	0	0	0	76	48	26	6	18	0	1	0	99
07:30	52	16	6	33	0	0	0	107	64	25	5	20	0	1	0	115
07:45	54	20	6	22	0	0	0	102	83	18	5	19	1	1	0	127
H/TOT	168	64	28	95	0	0	0	355	241	90	19	79	1	4	0	434
08:00	47	7	7	22	1	0	0	84	71	23	4	19	0	0	0	117
08:15	46	6	2	19	0	0	0	73	93	15	3	11	0	0	1	123
08:30	57	10	11	14	0	0	0	92	54	15	12	17	0	0	0	98
08:45	52	13	3	14	0	1	1	84	81	10	8	12	0	0	0	111
H/TOT	202	36	23	69	1	1	1	333	299	63	27	59	0	0	1	449
09:00	27	8	4	21	0	0	0	60	43	15	4	17	0	0	0	79
09:15	36	6	6	15	1	2	0	66	61	13	4	11	0	0	0	89
09:30	33	7	2	11	0	0	0	53	33	13	9	14	0	0	0	69
09:45	28	7	4	21	0	0	0	60	45	21	3	16	0	0	0	85
H/TOT	124	28	16	68	1	2	0	239	182	62	20	58	0	0	0	322
P/TOT	494	128	67	232	2	3	1	927	722	215	66	196	1	4	1	1205

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	TO ARM A B585 (N)								FROM ARM A B585 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	51	14	3	11	0	0	1	80	49	18	4	19	1	1	0	92
16:15	47	18	3	7	0	1	0	76	57	8	5	18	0	1	0	89
16:30	78	14	4	16	0	2	1	115	67	13	8	13	0	1	0	102
16:45	53	14	5	18	0	0	0	90	55	7	2	14	0	0	0	78
H/TOT	229	60	15	52	0	3	2	361	228	46	19	64	1	3	0	361
17:00	128	14	5	12	0	2	0	161	79	19	5	11	0	0	0	114
17:15	71	12	3	14	0	1	0	101	105	5	4	9	0	1	0	124
17:30	82	18	3	6	0	0	0	109	95	14	3	11	0	1	0	124
17:45	56	8	3	4	0	2	0	73	85	14	2	19	0	1	0	121
H/TOT	337	52	14	36	0	5	0	444	364	52	14	50	0	3	0	483
18:00	100	10	5	7	0	4	0	126	67	11	2	6	0	0	0	86
18:15	38	10	2	7	0	1	0	58	39	10	4	10	0	0	0	63
18:30	33	10	4	7	0	4	0	58	53	4	4	11	0	0	0	72
18:45	29	7	2	6	0	0	0	44	34	5	2	11	0	0	0	52
H/TOT	200	37	13	27	0	9	0	286	193	30	12	38	0	0	0	273
P/TOT	766	149	42	115	0	17	2	1091	785	128	45	152	1	6	0	1117

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	TO ARM B ACCESS ROAD								FROM ARM B ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
07:30	7	0	0	0	0	0	0	7	0	0	0	1	0	0	0	1
07:45	8	1	1	3	0	0	0	13	3	0	0	0	0	0	0	3
H/TOT	16	1	1	3	0	0	0	21	4	0	0	2	0	0	0	6
08:00	7	1	0	1	0	0	0	9	0	0	0	2	0	0	0	2
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	1	0	0	2	0	0	0	3	0	0	0	2	0	0	0	2
08:45	6	0	1	2	0	0	1	10	1	0	1	1	0	0	0	3
H/TOT	16	1	1	5	0	0	1	24	1	0	1	5	0	0	0	7
09:00	2	0	0	1	0	0	0	3	1	0	1	2	0	0	0	4
09:15	2	0	1	0	0	0	0	3	1	0	0	1	0	0	0	2
09:30	3	0	0	0	0	0	0	3	2	0	0	1	0	0	0	3
09:45	5	0	0	1	0	0	0	6	3	0	0	1	0	0	0	4
H/TOT	12	0	1	2	0	0	0	15	7	0	1	5	0	0	0	13
P/TOT	44	2	3	10	0	0	1	60	12	0	2	12	0	0	0	26

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	TO ARM B ACCESS ROAD								FROM ARM B ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	0	0	0	0	0	2	7	0	0	0	0	0	0	7
16:15	2	0	0	4	0	0	0	6	2	0	0	2	0	0	0	4
16:30	1	2	0	1	0	0	0	4	3	0	0	1	0	0	0	4
16:45	1	1	0	1	0	0	0	3	1	3	0	3	0	0	0	7
H/TOT	5	4	0	6	0	0	0	15	13	3	0	6	0	0	0	22
17:00	1	0	0	3	0	0	0	4	12	1	1	2	0	0	0	16
17:15	6	1	0	1	0	0	0	8	6	0	0	2	0	0	0	8
17:30	6	0	0	3	0	0	1	10	2	0	0	1	0	0	0	3
17:45	12	1	0	3	0	0	0	16	3	0	0	1	0	1	0	5
H/TOT	25	2	0	10	0	0	1	38	23	1	1	6	0	1	0	32
18:00	3	0	0	0	0	0	0	3	24	0	0	1	0	1	0	26
18:15	1	0	0	2	0	0	0	3	5	0	0	2	0	0	0	7
18:30	0	0	0	1	0	0	0	1	3	0	0	1	0	0	0	4
18:45	1	0	0	4	0	0	0	5	1	0	0	3	0	0	0	4
H/TOT	5	0	0	7	0	0	0	12	33	0	0	7	0	1	0	41
P/TOT	35	6	0	23	0	0	1	65	69	4	1	19	0	2	0	95

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	TO ARM C B585 (S)								FROM ARM C B585 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	37	21	2	20	0	1	0	81	38	16	5	11	0	0	0	70
07:15	47	26	4	15	0	1	0	93	29	13	3	21	0	0	0	66
07:30	47	26	3	20	0	1	0	97	59	15	4	29	0	1	1	109
07:45	59	16	3	13	1	1	0	93	59	18	5	19	0	0	1	102
H/TOT	190	89	12	68	1	4	0	364	185	62	17	80	0	1	2	347
08:00	53	19	6	17	0	0	0	95	49	8	4	18	1	0	0	80
08:15	66	11	3	10	0	0	0	90	51	7	3	18	0	0	0	79
08:30	42	13	11	15	0	0	0	81	60	10	7	12	0	0	0	89
08:45	46	8	6	10	0	0	0	70	58	8	2	14	0	1	1	84
H/TOT	207	51	26	52	0	0	0	336	218	33	16	62	1	1	1	332
09:00	34	15	4	16	0	0	0	69	29	7	3	16	0	0	0	55
09:15	45	10	3	9	0	0	0	67	37	5	5	12	1	2	0	62
09:30	23	6	5	14	0	0	0	48	32	3	3	10	0	0	0	48
09:45	28	12	1	14	0	0	0	55	27	6	4	19	0	0	0	56
H/TOT	130	43	13	53	0	0	0	239	125	21	15	57	1	2	0	221
P/TOT	527	183	51	173	1	4	0	939	528	116	48	199	2	4	3	900

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	TO ARM C B585 (S)								FROM ARM C B585 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	50	18	2	16	1	1	0	88	33	14	3	9	0	0	1	60
16:15	56	8	3	14	0	0	0	81	39	14	1	7	0	1	1	63
16:30	75	9	4	9	0	0	0	97	61	13	2	14	0	2	0	92
16:45	59	5	2	12	0	0	0	78	48	9	4	16	0	0	0	77
H/TOT	240	40	11	51	1	1	0	344	181	50	10	46	0	3	2	292
17:00	84	17	2	8	0	0	0	111	65	11	4	10	0	1	0	91
17:15	84	5	2	5	0	2	0	98	46	12	1	11	0	1	0	71
17:30	75	12	1	2	0	1	0	91	61	14	3	4	0	0	1	83
17:45	59	9	0	8	0	1	1	78	34	8	2	1	0	1	0	46
H/TOT	302	43	5	23	0	4	1	378	206	45	10	26	0	3	1	291
18:00	72	6	1	4	0	0	0	83	52	7	4	5	0	1	0	69
18:15	39	5	3	3	0	0	0	50	35	5	2	1	0	1	0	44
18:30	43	1	1	7	0	0	0	52	25	4	2	4	0	4	0	39
18:45	30	2	1	5	0	0	0	38	21	4	2	0	0	0	0	27
H/TOT	184	14	6	19	0	0	0	223	133	20	10	10	0	6	0	179
P/TOT	726	97	22	93	1	5	1	945	520	115	30	82	0	12	3	762

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	TO ARM D INTERLINK WAY E								FROM ARM D INTERLINK WAY E							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	2	2	3	0	0	0	22	1	3	3	4	0	0	0	11
07:15	7	3	3	3	0	0	0	16	6	1	7	4	0	0	0	18
07:30	21	1	3	3	0	1	1	30	4	3	3	6	0	0	0	16
07:45	28	2	3	4	0	0	1	38	4	3	3	4	0	0	0	14
H/TOT	71	8	11	13	0	1	2	106	15	10	16	18	0	0	0	59
08:00	19	7	0	3	0	0	0	29	6	3	5	4	0	0	0	18
08:15	40	7	1	1	0	0	1	50	10	2	0	1	0	0	0	13
08:30	18	3	3	1	0	0	0	25	4	1	6	1	0	0	0	12
08:45	39	3	3	3	0	0	0	48	3	6	2	2	0	0	1	14
H/TOT	116	20	7	8	0	0	1	152	23	12	13	8	0	0	1	57
09:00	15	3	2	3	0	0	0	23	5	4	2	6	0	0	0	17
09:15	18	3	2	3	0	0	0	26	2	1	3	3	0	0	0	9
09:30	12	7	5	3	0	0	0	27	4	4	0	3	0	0	0	11
09:45	18	11	4	2	0	0	0	35	4	3	2	2	0	0	0	11
H/TOT	63	24	13	11	0	0	0	111	15	12	7	14	0	0	0	48
P/TOT	250	52	31	32	0	1	3	369	53	34	36	40	0	0	1	164

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

LOCATION: B585 (N) / ACCESS ROAD / B585 (S) **DAY:** THURSDAY

TIME	TO ARM D INTERLINK WAY E								FROM ARM D INTERLINK WAY E							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	3	3	3	0	0	0	18	22	4	1	2	0	0	0	29
16:15	3	1	2	5	0	1	1	13	10	5	2	3	0	0	0	20
16:30	7	5	4	4	0	1	0	21	30	4	2	2	0	0	1	39
16:45	13	1	2	3	0	0	0	19	22	2	3	1	0	0	0	28
H/TOT	32	10	11	15	0	2	1	71	84	15	8	8	0	0	1	116
17:00	14	3	4	2	0	0	0	23	71	3	1	2	0	1	0	78
17:15	35	1	2	6	0	0	0	44	39	2	2	4	0	1	0	48
17:30	28	2	3	7	0	0	1	41	33	4	1	2	0	0	1	41
17:45	19	7	2	9	0	0	0	37	24	3	1	3	0	0	1	32
H/TOT	96	13	11	24	0	0	1	145	167	12	5	11	0	2	2	199
18:00	7	5	2	3	0	0	0	17	39	3	2	2	0	2	0	48
18:15	12	6	1	5	0	0	0	24	11	6	0	4	0	0	0	21
18:30	14	3	3	3	0	0	0	23	9	6	2	2	0	0	0	19
18:45	9	3	1	2	0	0	0	15	13	3	0	3	0	0	0	19
H/TOT	42	17	7	13	0	0	0	79	72	18	4	11	0	2	0	107
P/TOT	170	40	29	52	0	2	2	295	323	45	17	30	0	4	3	422

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 10 **DATE:** 23/05/2024

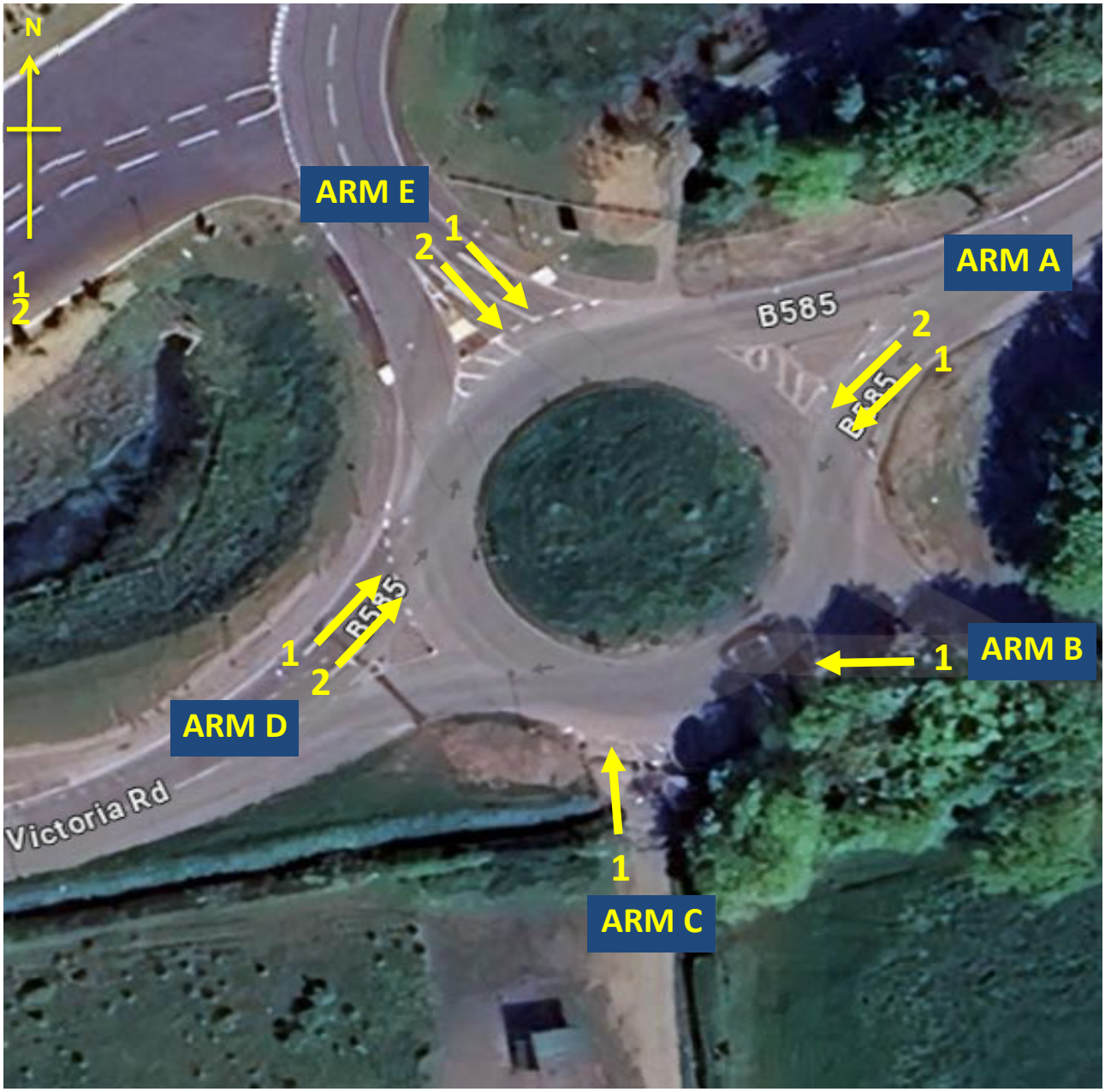
LOCATION: B585 (N) / ACCESS ROAD / B585 (S) / INTERLINK WAY E **DAY:** THURSDAY

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

TIME	ARM A B585 (N)		ARM B ACCESS ROAD	ARM C B585 (S)		ARM D INTERLINK WAY E
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	0	0	0	0	0
07:05	0	0	0	0	0	1
07:10	0	0	0	4	0	0
07:15	0	0	0	0	0	1
07:20	0	0	0	0	0	0
07:25	0	0	0	0	0	1
07:30	3	0	0	0	0	1
07:35	1	0	1	2	0	0
07:40	0	0	0	5	1	1
07:45	0	1	0	0	0	0
07:50	1	0	1	4	2	1
07:55	0	0	1	1	1	1
08:00	0	0	1	5	0	1
08:05	0	0	0	5	1	2
08:10	0	1	0	5	0	1
08:15	1	0	0	2	0	1
08:20	0	1	0	2	1	1
08:25	0	0	0	0	0	0
08:30	1	0	1	1	1	0
08:35	0	0	0	4	0	1
08:40	0	0	0	2	0	1
08:45	2	1	0	3	0	0
08:50	0	2	0	0	0	1
08:55	0	0	1	5	0	1
09:00	0	0	0	1	0	0
09:05	0	0	1	0	0	0
09:10	0	0	0	2	0	1
09:15	2	0	0	2	0	1
09:20	0	0	0	0	0	0
09:25	0	0	0	3	0	1
09:30	3	0	1	1	0	2
09:35	0	0	0	1	0	0
09:40	0	0	0	9	0	1
09:45	0	0	0	2	0	1
09:50	0	0	0	0	0	0
09:55	0	0	0	1	0	0

TIME	ARM A B585 (N)		ARM B ACCESS ROAD	ARM C B585 (S)		ARM D INTERLINK WAY E
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
16:00	0	0	1	0	0	2
16:05	2	0	1	0	0	0
16:10	0	0	1	0	0	0
16:15	1	0	0	5	0	1
16:20	0	1	0	1	0	1
16:25	0	0	1	2	0	1
16:30	0	0	0	0	0	1
16:35	0	0	0	2	0	4
16:40	0	0	0	1	0	2
16:45	0	0	1	0	0	2
16:50	2	1	0	0	0	1
16:55	6	0	1	2	0	2
17:00	2	0	1	0	0	5
17:05	1	0	1	2	1	5
17:10	0	0	1	1	3	4
17:15	1	0	1	0	0	1
17:20	0	0	0	1	0	2
17:25	0	0	1	0	0	1
17:30	3	0	1	1	0	2
17:35	0	0	0	2	0	0
17:40	0	0	0	6	0	2
17:45	0	0	0	1	0	0
17:50	1	0	0	0	0	2
17:55	0	0	1	1	1	2
18:00	2	0	3	0	1	3
18:05	1	0	1	0	0	3
18:10	0	0	1	0	0	2
18:15	5	0	0	0	0	1
18:20	0	0	0	1	0	0
18:25	0	0	0	2	0	0
18:30	0	0	0	0	0	0
18:35	1	0	1	1	1	0
18:40	0	0	0	0	0	0
18:45	0	0	1	0	0	1
18:50	0	0	0	0	0	1
18:55	5	0	1	0	0	0

SITE:		DATE:
11	AUTO SURVEYS LTD	23/05/2024
LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
BAGWORTH		13418

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	A TO A FROM B585 (NE) TO B585 (NE)								A TO B FROM B585 (NE) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
08:00	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4
08:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	8	2	0	1	0	0	0	11
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
P/TOT	2	0	0	0	0	0	0	2	14	2	0	2	0	0	0	18

TIME	A TO A FROM B585 (NE) TO B585 (NE)								A TO B FROM B585 (NE) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20
17:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
17:15	0	1	0	1	0	0	0	2	8	1	0	0	0	0	0	9
17:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3
H/TOT	0	1	0	1	0	0	0	2	19	4	0	0	0	0	1	24
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
P/TOT	0	1	0	1	0	0	0	2	43	6	0	0	0	0	1	50

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	A TO C FROM B585 (NE) TO ACCESS ROAD (S)								A TO D FROM B585 (NE) TO B585 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	40	15	3	9	0	1	0	68
07:15	0	0	0	0	0	0	0	0	43	28	4	8	0	1	0	84
07:30	0	0	0	0	0	0	0	0	44	22	4	17	0	1	0	88
07:45	0	0	0	0	0	0	0	0	53	14	1	13	1	0	1	83
H/TOT	0	0	0	0	0	0	0	0	180	79	12	47	1	3	1	323
08:00	0	0	0	0	0	0	0	0	49	18	10	13	0	0	0	90
08:15	0	0	0	0	0	0	0	0	52	8	2	6	0	0	0	68
08:30	0	0	0	0	0	0	0	0	36	9	7	12	0	0	0	64
08:45	0	0	0	0	0	0	0	0	37	7	8	11	0	0	0	63
H/TOT	0	0	0	0	0	0	0	0	174	42	27	42	0	0	0	285
09:00	0	0	0	0	0	0	0	0	32	16	4	14	0	0	0	66
09:15	0	0	0	0	0	0	0	0	35	12	3	7	0	0	0	57
09:30	0	0	0	0	0	0	0	0	19	9	6	9	0	0	0	43
09:45	0	0	0	0	0	0	0	0	23	13	2	10	0	0	0	48
H/TOT	0	0	0	0	0	0	0	0	109	50	15	40	0	0	0	214
P/TOT	0	0	0	0	0	0	0	0	463	171	54	129	1	3	1	822

TIME	A TO C FROM B585 (NE) TO ACCESS ROAD (S)								A TO D FROM B585 (NE) TO B585 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	50	15	2	11	0	1	0	79
16:15	0	0	0	0	0	0	0	0	46	7	1	4	0	0	0	58
16:30	0	0	0	0	0	0	0	0	63	8	4	5	0	0	0	80
16:45	0	0	0	0	0	0	0	0	53	4	2	8	0	0	1	68
H/TOT	0	0	0	0	0	0	0	0	212	34	9	28	0	1	1	285
17:00	0	0	0	0	0	0	0	0	63	15	2	7	0	0	0	87
17:15	1	0	0	0	0	0	0	1	87	4	3	2	0	1	0	97
17:30	0	0	0	0	0	0	0	0	68	14	2	2	0	2	1	89
17:45	0	0	0	0	0	0	0	0	51	9	0	7	0	0	0	67
H/TOT	1	0	0	0	0	0	0	1	269	42	7	18	0	3	1	340
18:00	0	0	0	0	0	0	0	0	66	4	1	5	0	0	0	76
18:15	1	0	0	0	0	0	0	1	35	6	3	2	0	0	0	46
18:30	0	0	0	0	0	0	0	0	37	3	1	6	0	0	0	47
18:45	0	0	0	0	0	0	0	0	26	3	1	5	0	0	0	35
H/TOT	1	0	0	0	0	0	0	1	164	16	6	18	0	0	0	204
P/TOT	2	0	0	0	0	0	0	2	645	92	22	64	0	4	2	829

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	A TO E FROM B585 (NE) TO ACCESS ROAD (N)								B TO A FROM UN-NAMED ROAD TO B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	1	0	0	0	5	0	1	0	0	0	0	0	1
07:15	1	2	2	0	0	0	0	5	1	1	0	0	0	0	0	2
07:30	3	0	0	1	0	0	0	4	1	0	0	0	0	0	0	1
07:45	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	6
H/TOT	12	3	2	2	0	0	0	19	7	3	0	0	0	0	0	10
08:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:15	7	1	1	1	0	0	0	10	2	0	0	0	0	0	0	2
08:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
08:45	2	0	0	1	0	0	0	3	5	0	0	0	0	0	1	6
H/TOT	14	2	1	2	0	0	0	19	10	0	0	0	0	0	1	11
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0
09:30	2	0	1	1	0	0	0	4	1	1	0	0	0	0	0	2
09:45	0	2	0	1	0	0	0	3	0	1	0	0	0	0	0	1
H/TOT	5	2	1	3	0	0	0	11	1	2	0	0	0	0	0	3
P/TOT	31	7	4	7	0	0	0	49	18	5	0	0	0	0	1	24

TIME	A TO E FROM B585 (NE) TO ACCESS ROAD (N)								B TO A FROM UN-NAMED ROAD TO B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	2
16:30	2	0	1	0	0	0	0	3	4	3	0	0	0	0	0	7
16:45	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
H/TOT	2	1	1	0	0	0	0	4	9	4	1	0	0	0	1	15
17:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
17:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	0	2	5	0	1	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	4	0	0	1	0	0	0	5	3	1	0	0	0	0	0	4
P/TOT	7	1	1	1	0	1	0	11	17	5	2	0	0	0	1	25

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	B TO B FROM UN-NAMED ROAD TO UN-NAMED ROAD								B TO C FROM UN-NAMED ROAD TO ACCESS ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME	B TO B FROM UN-NAMED ROAD TO UN-NAMED ROAD								B TO C FROM UN-NAMED ROAD TO ACCESS ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	B TO D FROM UN-NAMED ROAD TO B585 (SW)								B TO E FROM UN-NAMED ROAD TO ACCESS ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	4	0	2	0	0	0	0	6	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	0	2	0	0	0	0	10	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0
09:15	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0
09:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	8	1	0	0	1	0	1	11	0	0	0	0	0	0	0	0
P/TOT	21	2	2	0	1	0	1	27	0	0	0	0	0	0	0	0

TIME	B TO D FROM UN-NAMED ROAD TO B585 (SW)								B TO E FROM UN-NAMED ROAD TO ACCESS ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	4	3	0	0	1	0	0	8	0	0	0	0	0	0	0	0
16:45	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	10	6	0	0	1	0	0	17	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:00	2	1	0	0	0	0	1	4	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0
18:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	8	2	0	0	1	0	1	12	0	0	0	0	0	0	0	0
P/TOT	24	11	0	0	2	0	1	38	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	C TO A FROM ACCESS ROAD (S) TO B585 (NE)								C TO B FROM ACCESS ROAD (S) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME	C TO A FROM ACCESS ROAD (S) TO B585 (NE)								C TO B FROM ACCESS ROAD (S) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	C TO C FROM ACCESS ROAD (S) TO ACCESS ROAD (S)								C TO D FROM ACCESS ROAD (S) TO B585 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME	C TO C FROM ACCESS ROAD (S) TO ACCESS ROAD (S)								C TO D FROM ACCESS ROAD (S) TO B585 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	C TO E FROM ACCESS ROAD (S) TO ACCESS ROAD (N)								D TO A FROM B585 (SW) TO B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	39	14	4	5	0	0	0	62
07:15	0	0	0	0	0	0	0	0	36	14	6	10	0	1	0	67
07:30	0	0	0	0	0	0	0	0	60	14	3	11	0	0	0	88
07:45	0	0	0	0	0	0	0	0	60	18	7	8	0	0	0	93
H/TOT	0	0	0	0	0	0	0	0	195	60	20	34	0	1	0	310
08:00	0	0	0	0	0	0	0	0	44	7	2	9	1	0	0	63
08:15	0	0	0	0	0	0	0	0	57	3	6	6	0	0	0	72
08:30	0	0	0	0	0	0	0	0	60	8	6	8	0	0	0	82
08:45	0	0	0	0	0	0	0	0	58	7	2	11	0	1	0	79
H/TOT	0	0	0	0	0	0	0	0	219	25	16	34	1	1	0	296
09:00	0	0	0	0	0	0	0	0	26	7	4	11	0	0	0	48
09:15	0	0	0	0	0	0	0	0	39	5	4	7	1	2	0	58
09:30	0	0	0	0	0	0	0	0	34	0	2	11	0	0	0	47
09:45	0	0	0	0	0	0	0	0	23	10	1	11	0	0	0	45
H/TOT	0	0	0	0	0	0	0	0	122	22	11	40	1	2	0	198
P/TOT	0	0	0	0	0	0	0	0	536	107	47	108	2	4	0	804

TIME	C TO E FROM ACCESS ROAD (S) TO ACCESS ROAD (N)								D TO A FROM B585 (SW) TO B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	31	15	2	4	0	1	0	53
16:15	0	0	0	0	0	0	0	0	39	9	3	5	0	1	0	57
16:30	0	0	0	0	0	0	0	0	51	11	3	2	0	2	0	69
16:45	0	0	0	0	0	0	0	0	41	9	3	9	0	0	0	62
H/TOT	0	0	0	0	0	0	0	0	162	44	11	20	0	4	0	241
17:00	0	0	0	0	0	0	0	0	55	5	4	4	0	1	0	69
17:15	0	0	0	0	0	0	0	0	42	9	1	9	0	1	0	62
17:30	0	0	0	0	0	0	0	0	55	11	2	5	0	1	0	74
17:45	0	0	0	0	0	0	0	0	32	6	2	0	0	0	0	40
H/TOT	0	0	0	0	0	0	0	0	184	31	9	18	0	3	0	245
18:00	0	0	0	0	0	0	0	0	46	7	4	5	0	1	0	63
18:15	0	0	0	0	0	0	0	0	28	5	2	1	0	1	0	37
18:30	0	0	0	0	0	0	0	0	19	5	2	4	0	4	0	34
18:45	0	0	0	0	0	0	0	0	17	2	1	0	0	0	0	20
H/TOT	0	0	0	0	0	0	0	0	110	19	9	10	0	6	0	154
P/TOT	0	0	0	0	0	0	0	0	456	94	29	48	0	13	0	640

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	D TO B FROM B585 (SW) TO UN-NAMED ROAD								D TO C FROM B585 (SW) TO ACCESS ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	6	1	0	0	1	0	0	8	0	0	0	0	0	0	0	0
H/TOT	11	3	0	0	1	0	0	15	0	0	0	0	0	0	0	0
08:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:15	8	0	2	0	0	0	0	10	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	18	0	2	0	0	0	0	20	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:30	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	10	0	1	0	0	0	0	11	0	0	0	0	0	0	0	0
P/TOT	39	3	3	0	1	0	0	46	0	0	0	0	0	0	0	0

TIME	D TO B FROM B585 (SW) TO UN-NAMED ROAD								D TO C FROM B585 (SW) TO ACCESS ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:15	4	0	0	0	0	3	0	7	0	1	0	0	0	0	0	1
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	19	2	1	0	0	3	0	25	0	1	0	0	0	0	0	1
17:00	2	1	1	0	1	0	0	5	0	0	0	0	0	0	0	0
17:15	4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	11	4	1	0	1	0	0	17	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	0	0	11	2	0	0	0	0	0	0	2
P/TOT	41	6	2	0	1	3	0	53	3	1	0	0	0	0	0	4

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	D TO D FROM B585 (SW) TO B585 (SW)								D TO E FROM B585 (SW) TO ACCESS ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	6
08:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
08:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	5
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	2	1	1	0	0	1	9
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
P/TOT	0	0	0	0	0	0	0	0	11	5	1	1	0	0	2	20

TIME	D TO D FROM B585 (SW) TO B585 (SW)								D TO E FROM B585 (SW) TO ACCESS ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1
17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	0	1	1	0	0	0	0	2	1	1	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	E TO A FROM ACCESS ROAD (N) TO B585 (NE)								E TO B FROM ACCESS ROAD (N) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
07:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
07:30	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
07:45	1	0	1	1	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	3	0	2	5	0	0	0	10	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	1	2	2	0	0	0	0	5	0	1	0	0	0	0	0	1
09:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0
09:30	1	0	1	2	0	0	0	4	0	0	0	0	0	0	0	0
09:45	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	1	2	3	3	0	0	0	9	0	0	0	0	0	0	0	0
P/TOT	5	4	7	8	0	0	0	24	0	1	0	0	0	0	0	1

TIME	E TO A FROM ACCESS ROAD (N) TO B585 (NE)								E TO B FROM ACCESS ROAD (N) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
16:45	5	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	6	0	1	2	0	0	0	9	0	0	0	0	0	0	0	0
17:00	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	1
17:15	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	14	2	0	0	0	0	0	16	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	4	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	7	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0
P/TOT	27	2	1	3	0	0	0	33	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11 **DATE:** 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

TIME	E TO C FROM ACCESS ROAD (N) TO ACCESS ROAD (S)								E TO D FROM ACCESS ROAD (N) TO B585 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
P/TOT	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6

TIME	E TO C FROM ACCESS ROAD (N) TO ACCESS ROAD (S)								E TO D FROM ACCESS ROAD (N) TO B585 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3
17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	0	0	1	7
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
P/TOT	0	0	0	0	0	0	0	0	11	2	0	0	0	0	2	15

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N)

DATE: 23/05/2024

DAY: THURSDAY

TIME	E TO E FROM ACCESS ROAD (N) TO ACCESS ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E TO E FROM ACCESS ROAD (N) TO ACCESS ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N)

TIME	TO ARM A B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	15	4	6	0	0	0	66
07:15	37	15	6	12	0	1	0	71
07:30	61	14	4	12	0	0	0	91
07:45	66	19	8	9	0	0	0	102
H/TOT	205	63	22	39	0	1	0	330
08:00	44	7	3	9	1	0	0	64
08:15	59	4	6	6	0	0	0	75
08:30	64	9	7	8	0	0	0	88
08:45	63	7	2	11	0	1	1	85
H/TOT	230	27	18	34	1	1	1	312
09:00	26	7	5	11	0	0	0	49
09:15	40	6	4	8	1	2	0	61
09:30	36	1	3	13	0	0	0	53
09:45	24	12	2	11	0	0	0	49
H/TOT	126	26	14	43	1	2	0	212
P/TOT	561	116	54	116	2	4	1	854

TIME	TO ARM A B585 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	33	15	3	4	0	1	0	56
16:15	39	10	3	5	0	1	1	59
16:30	56	14	3	3	0	2	0	78
16:45	49	9	4	10	0	0	0	72
H/TOT	177	48	13	22	0	4	1	265
17:00	68	5	4	4	0	1	0	82
17:15	46	11	1	10	0	1	0	69
17:30	58	11	3	5	0	1	0	78
17:45	32	7	2	0	0	0	0	41
H/TOT	204	34	10	19	0	3	0	270
18:00	47	7	4	5	0	1	0	64
18:15	29	5	2	1	0	1	0	38
18:30	26	5	2	5	0	4	0	42
18:45	19	3	1	0	0	0	0	23
H/TOT	121	20	9	11	0	6	0	167
P/TOT	502	102	32	52	0	13	1	702

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

DATE: 23/05/2024 **SITE:** 11 **DATE:** 23/05/2024

DAY: THURSDAY **LOCATION:** B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:** THURSDAY

FROM ARM A B585 (NE)								TIME	TO ARM B UN-NAMED ROAD								FROM ARM B UN-NAMED ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
43	16	3	10	0	1	0	73	07:00	1	2	0	0	0	0	0	3	1	1	0	0	0	0	0	2
45	30	6	9	0	1	0	91	07:15	3	0	0	1	0	0	0	4	2	1	0	0	0	0	0	3
49	22	4	18	0	1	0	94	07:30	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
59	14	1	13	1	0	1	89	07:45	7	1	0	0	1	0	0	9	6	1	0	0	0	0	0	7
196	82	14	50	1	3	1	347	H/TOT	15	3	0	1	1	0	0	20	12	4	0	0	0	0	0	16
53	21	10	14	0	0	0	98	08:00	5	2	0	1	0	0	0	8	1	0	0	0	0	0	0	1
62	9	3	7	0	0	0	81	08:15	11	0	2	0	0	0	0	13	5	0	0	0	0	0	0	5
42	9	7	12	0	0	0	70	08:30	9	0	0	0	0	0	0	9	7	0	2	0	0	0	0	9
39	7	8	12	0	0	0	66	08:45	1	1	0	0	0	0	0	2	5	0	0	0	0	0	1	6
196	46	28	45	0	0	0	315	H/TOT	26	3	2	1	0	0	0	32	18	0	2	0	0	0	1	21
32	16	4	14	0	0	0	66	09:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3
39	12	3	8	0	0	0	62	09:15	4	0	0	0	0	0	0	4	1	0	0	0	1	0	0	2
22	9	7	10	0	0	0	48	09:30	4	0	1	0	0	0	0	5	4	1	0	0	0	0	0	5
25	15	2	11	0	0	0	53	09:45	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
118	52	16	43	0	0	0	229	H/TOT	12	0	1	0	0	0	0	13	9	3	0	0	1	0	1	14
510	180	58	138	1	3	1	891	P/TOT	53	6	3	2	1	0	0	65	39	7	2	0	1	0	2	51

FROM ARM A B585 (NE)								TIME	TO ARM B UN-NAMED ROAD								FROM ARM B UN-NAMED ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
53	17	2	11	0	1	0	84	16:00	11	3	0	0	0	0	0	14	4	0	0	0	0	0	0	4
49	8	1	4	0	0	0	62	16:15	7	0	0	0	0	3	0	10	2	1	0	0	0	0	1	4
75	8	5	5	0	0	0	93	16:30	13	0	0	0	0	0	0	13	8	6	0	0	1	0	0	15
55	4	2	8	0	0	1	70	16:45	6	1	1	0	0	0	0	8	5	3	1	0	0	0	0	9
232	37	10	28	0	1	1	309	H/TOT	37	4	1	0	0	3	0	45	19	10	1	0	1	0	1	32
71	16	2	7	0	0	0	96	17:00	10	2	1	0	1	0	0	14	1	0	0	0	0	0	0	1
96	6	3	3	0	1	0	109	17:15	13	3	0	0	0	0	0	16	6	2	0	0	0	0	0	8
71	15	2	2	0	2	1	93	17:30	6	1	0	0	0	0	0	7	4	1	1	0	0	0	0	6
52	10	0	7	0	1	1	71	17:45	3	2	0	0	0	0	1	6	0	0	0	0	0	0	0	0
290	47	7	19	0	4	2	369	H/TOT	32	8	1	0	1	0	1	43	11	3	1	0	0	0	0	15
70	4	1	5	0	0	0	80	18:00	5	0	0	0	0	0	0	5	3	1	0	0	0	0	1	5
37	6	3	3	0	0	0	49	18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
42	3	1	6	0	0	0	52	18:30	4	0	0	0	0	0	0	4	3	0	0	0	1	0	0	4
26	3	1	5	0	0	0	35	18:45	6	0	0	0	0	0	0	6	5	2	0	0	0	0	0	7
175	16	6	19	0	0	0	216	H/TOT	17	0	0	0	0	0	0	17	11	3	0	0	1	0	1	16
697	100	23	66	0	5	3	894	P/TOT	86	12	2	0	1	3	1	105	41	16	2	0	2	0	2	63

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N)

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) /

DATE: 23/05/2024

DAY: THURSDAY

TIME	TO ARM C ACCESS ROAD (S)								FROM ARM C ACCESS ROAD (S)								TIME	TO ARM D B585 (SW)					
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:00	41	15	3	9	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:15	44	28	4	8	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:30	46	23	4	17	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:45	54	14	1	13	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	185	80	12	47	1	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:00	50	18	10	13	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:15	55	9	2	6	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:30	41	9	9	12	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:45	37	7	8	11	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	183	43	29	42	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:00	33	17	4	14	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:15	37	12	3	7	1	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:30	22	10	6	9	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:45	28	13	2	10	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	120	52	15	40	1	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P/TOT	488	175	56	129	2	3

TIME	TO ARM C ACCESS ROAD (S)								FROM ARM C ACCESS ROAD (S)								TIME	TO ARM D B585 (SW)					
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	52	15	3	11	0	1
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	16:15	49	7	1	4	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	16:30	67	13	4	5	1	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	55	7	2	8	0	0
H/TOT	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	H/TOT	223	42	10	28	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	67	16	2	7	0	0
17:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	17:15	92	7	3	2	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:30	70	15	2	2	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:45	51	9	0	7	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	H/TOT	280	47	7	18	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:00	71	5	1	5	0	0
18:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	18:15	38	6	3	2	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	18:30	38	3	1	6	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:45	31	4	1	5	0	0
H/TOT	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	H/TOT	178	18	6	18	1	0
P/TOT	5	1	0	0	0	0	0	6	3	1	0	0	0	0	0	4	P/TOT	681	107	23	64	2	4

MANUAL CLASSIFIED COUNTS

JOB REF: 13418

JOB NAME: BAGWORTH

DATE: 23/05/2024 **SITE:** 11 **DATE:**

/ ACCESS ROAD (N) **DAY:** THURSDAY **LOCATION:** B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N) **DAY:**

		FROM ARM D B585 (SW)								TIME	TO ARM E ACCESS ROAD (N)								FROM ARM E ACCESS ROAD (N)					
PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL
0	69	41	16	4	5	0	0	0	66	07:00	4	1	0	1	0	0	0	6	2	0	0	1	0	0
0	85	38	14	6	10	0	1	1	70	07:15	1	2	2	0	0	0	1	6	0	0	0	2	0	0
0	91	62	16	3	11	0	0	0	92	07:30	3	2	0	1	0	0	0	6	0	0	1	1	0	0
1	84	68	19	7	8	1	0	0	103	07:45	7	0	0	0	0	0	0	7	1	0	1	1	0	0
1	329	209	65	20	34	1	1	1	331	H/TOT	15	5	2	2	0	0	1	25	3	0	2	5	0	0
0	91	48	7	3	10	1	0	0	69	08:00	3	1	1	1	0	0	0	6	0	0	1	0	0	0
0	72	68	4	8	6	0	0	1	87	08:15	10	2	1	1	0	0	1	15	0	2	0	0	0	0
0	71	66	8	6	8	0	0	0	88	08:30	3	0	0	0	0	0	0	3	2	1	1	0	0	0
0	63	59	8	2	11	0	1	0	81	08:45	2	1	0	1	0	0	0	4	0	1	0	0	0	0
0	297	241	27	19	35	1	1	1	325	H/TOT	18	4	2	3	0	0	1	28	2	4	2	0	0	0
1	69	28	7	4	11	0	0	0	50	09:00	1	0	0	0	0	0	0	1	0	0	1	0	0	0
0	60	44	5	4	7	1	2	0	63	09:15	4	0	0	1	0	0	0	5	1	1	0	1	0	0
0	47	37	1	3	11	0	0	0	52	09:30	2	1	1	1	0	0	0	5	1	1	1	2	0	0
0	53	27	10	1	11	0	0	0	49	09:45	2	2	0	1	0	0	0	5	2	1	1	0	0	0
1	229	136	23	12	40	1	2	0	214	H/TOT	9	3	1	3	0	0	0	16	4	3	3	3	0	0
2	855	586	115	51	109	3	4	2	870	P/TOT	42	12	5	8	0	0	2	69	9	7	7	8	0	0

		FROM ARM D B585 (SW)								TIME	TO ARM E ACCESS ROAD (N)								FROM ARM E ACCESS ROAD (N)					
PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL
0	82	39	16	3	4	0	1	0	63	16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1	62	43	10	3	5	0	4	0	65	16:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0
0	90	54	11	3	2	0	2	0	72	16:30	2	0	1	0	0	0	0	3	1	1	0	1	0	0
1	73	45	11	4	9	0	0	0	69	16:45	0	1	0	0	0	0	0	1	5	0	0	1	0	0
2	307	181	48	13	20	0	7	0	269	H/TOT	2	2	1	0	0	0	0	5	7	1	1	2	0	0
1	93	57	7	5	4	1	1	0	75	17:00	1	0	0	0	0	0	0	1	17	0	0	0	0	0
0	105	47	11	1	9	0	1	0	69	17:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0
1	92	58	11	2	5	0	1	0	77	17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0
0	67	34	7	2	0	0	0	0	43	17:45	0	0	0	0	0	1	0	1	0	1	0	0	0	0
2	357	196	36	10	18	1	3	0	264	H/TOT	1	0	0	0	0	1	0	2	21	3	0	0	0	0
1	83	47	7	4	5	0	1	0	64	18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0
0	49	32	5	2	1	0	1	0	41	18:15	1	0	0	1	0	0	0	2	3	0	0	0	0	0
0	49	22	5	2	4	0	4	0	37	18:30	4	0	0	0	0	0	0	4	4	0	0	1	0	0
0	41	23	2	1	0	0	0	0	26	18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0
1	222	124	19	9	10	0	6	0	168	H/TOT	5	0	0	1	0	0	0	6	12	0	0	1	0	0
5	886	501	103	32	48	1	16	0	701	P/TOT	8	2	1	1	0	1	0	13	40	4	1	3	0	0

23/05/2024

THURSDAY

PCL	TOT
0	3
0	2
0	2
0	3
0	10
0	1
0	2
0	4
0	1
0	8
0	1
0	3
0	5
0	4
0	13
0	31

PCL	TOT
0	1
1	2
0	3
0	6
1	12
1	18
0	5
0	1
0	1
1	25
0	3
0	3
0	5
0	2
0	13
2	50

QUEUE LENGTHS

JOB REF: 13418

JOB NAME: BAGWORTH

SITE: 11

DATE: 23/05/2024

LOCATION: B585 (NE) / UN-NAMED ROAD / ACCESS ROAD (S) / B585 (SW) / ACCESS ROAD (N)

DAY: THURSDAY

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

TIME	ARM A B585 (NE)		ARM B UN-NAMED ROAD	ARM C ACCESS ROAD (S)	ARM D B585 (SW)		ARM E ACCESS ROAD (N)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0	1	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	1	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	1	0	0	0
07:45	4	0	1	0	1	0	0	0
07:50	0	0	1	0	1	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	1	0
08:05	0	0	0	0	1	0	0	0
08:10	0	0	1	0	0	0	0	0
08:15	1	0	1	0	0	0	0	0
08:20	1	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	2	0	1	0	0	0	0	0
08:40	0	0	1	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	2	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	1	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	1	0	0	0	0	0
09:40	0	0	1	0	0	0	0	0
09:45	3	0	0	0	0	0	0	0
09:50	0	0	0	0	0	1	0	0
09:55	0	0	0	0	0	0	0	0

TIME	ARM A B585 (NE)		ARM B UN-NAMED ROAD	ARM C ACCESS ROAD (S)	ARM D B585 (SW)		ARM E ACCESS ROAD (N)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
16:00	2	0	1	0	0	0	0	0
16:05	2	0	0	0	0	0	0	0
16:10	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	2	0	0	0	0	0
16:35	0	0	1	0	0	0	1	0
16:40	2	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	2	0	0	0	0	0	1	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	2	1	0
17:05	2	0	0	0	0	0	1	0
17:10	0	0	0	0	0	0	0	0
17:15	1	0	1	0	0	0	1	0
17:20	0	0	0	0	0	0	0	0
17:25	1	0	0	0	0	0	1	0
17:30	0	0	1	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	2	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	1	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	2	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	0
18:50	0	0	1	0	0	0	0	0
18:55	0	0	1	0	1	0	0	0

Appendix K

Junction 1 Operational Assessment

Junctions 11

ARCADY 11 - Roundabout Module

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Filename: Junction 1 _ Station Road - Wood Road - B585 Roundabout.j11
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Report generation date: 19/03/2025 13:32:53

»2024 | Base | AM
»2024 | Base | PM
»2030 | Future Year | AM
»2030 | Future Year | PM
»2030 | Future Year + Committed Dev | AM
»2030 | Future Year + Committed Dev | PM
»2030 | Future Year + Committed Dev + Development | AM
»2030 | Future Year + Committed Dev + Development | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2024 - Base					
A - Station Road	0.2	3.33	0.13	0.1	2.95	0.09
B - Wood Road	0.3	3.62	0.20	0.1	3.14	0.11
C - B585 (ETR)	0.7	5.98	0.38	0.4	4.76	0.27
	2030 - Future Year					
A - Station Road	0.2	3.40	0.14	0.1	2.98	0.10
B - Wood Road	0.3	3.70	0.21	0.1	3.18	0.12
C - B585 (ETR)	0.7	6.24	0.40	0.4	4.88	0.29
	2030 - Future Year + Committed Dev					
A - Station Road	0.2	3.77	0.15	0.1	3.18	0.10
B - Wood Road	0.5	4.48	0.28	0.3	4.17	0.21
C - B585 (ETR)	1.6	9.38	0.57	0.8	6.47	0.40
	2030 - Future Year + Committed Dev + Development					
A - Station Road	0.2	4.04	0.17	0.4	4.06	0.29
B - Wood Road	0.6	4.90	0.35	0.4	4.78	0.27
C - B585 (ETR)	5.1	22.29	0.81	1.4	8.92	0.56

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

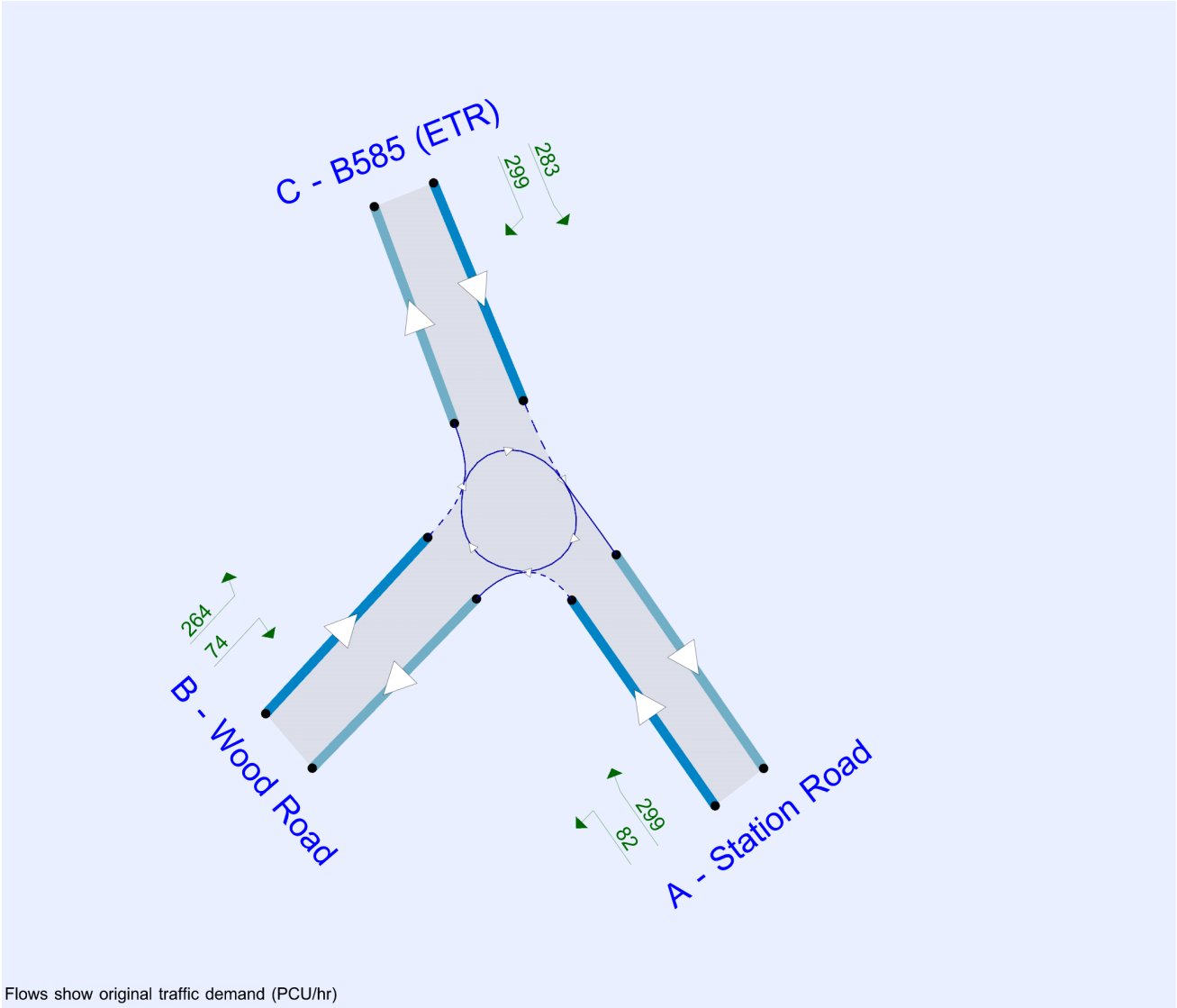
File summary

File Description

Title	
Location	
Site number	
Date	05/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2024	Base	AM	FLAT	06:45	08:15	90	15
D2	2024	Base	PM	FLAT	17:45	19:15	90	15
D3	2030	Future Year	AM	FLAT	06:45	08:15	90	15
D4	2030	Future Year	PM	FLAT	17:45	19:15	90	15
D5	2030	Future Year + Committed Dev	AM	FLAT	06:45	08:15	90	15
D6	2030	Future Year + Committed Dev	PM	FLAT	17:45	19:15	90	15
D7	2030	Future Year + Committed Dev + Development	AM	FLAT	06:45	08:15	90	15
D8	2030	Future Year + Committed Dev + Development	PM	FLAT	17:45	19:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.70	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Station Road		
B	Wood Road		
C	B585 (ETR)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Station Road	3.59	5.77	8.4	22.9	26.1	24.0		
B - Wood Road	3.45	5.11	16.0	16.0	26.1	29.0		
C - B585 (ETR)	3.51	3.51	0.0	10.0	26.1	12.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Station Road	0.626	1487
B - Wood Road	0.599	1410
C - B585 (ETR)	0.538	1078

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2024	Base	AM	FLAT	06:45	08:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	167	100.000
B - Wood Road		✓	264	100.000
C - B585 (ETR)		✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	25	142
	B - Wood Road	11	0	253
	C - B585 (ETR)	109	295	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	6
	B - Wood Road	0	0	7
	C - B585 (ETR)	11	11	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404
07:00-07:15	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404
07:15-07:30	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404
07:30-07:45	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404
07:45-08:00	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404
08:00-08:15	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.13	3.33	0.2	A
B - Wood Road	0.20	3.62	0.3	A
C - B585 (ETR)	0.38	5.98	0.7	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	293	1304	0.128	166	0.2	3.323	A
B - Wood Road	264	141	1325	0.199	263	0.3	3.611	A
C - B585 (ETR)	404	11	1072	0.377	401	0.7	5.939	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	295	1302	0.128	167	0.2	3.329	A
B - Wood Road	264	142	1325	0.199	264	0.3	3.618	A
C - B585 (ETR)	404	11	1072	0.377	404	0.7	5.981	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	295	1302	0.128	167	0.2	3.329	A
B - Wood Road	264	142	1325	0.199	264	0.3	3.618	A
C - B585 (ETR)	404	11	1072	0.377	404	0.7	5.981	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	295	1302	0.128	167	0.2	3.329	A
B - Wood Road	264	142	1325	0.199	264	0.3	3.618	A
C - B585 (ETR)	404	11	1072	0.377	404	0.7	5.981	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	295	1302	0.128	167	0.2	3.329	A
B - Wood Road	264	142	1325	0.199	264	0.3	3.618	A
C - B585 (ETR)	404	11	1072	0.377	404	0.7	5.981	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	295	1302	0.128	167	0.2	3.329	A
B - Wood Road	264	142	1325	0.199	264	0.3	3.618	A
C - B585 (ETR)	404	11	1072	0.377	404	0.7	5.981	A

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2024	Base	PM	FLAT	17:45	19:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	127	100.000
B - Wood Road		✓	152	100.000
C - B585 (ETR)		✓	291	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	10	117
	B - Wood Road	12	0	140
	C - B585 (ETR)	124	167	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	3
	B - Wood Road	0	0	4
	C - B585 (ETR)	2	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291
18:00-18:15	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291
18:15-18:30	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291
18:30-18:45	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291
18:45-19:00	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291
19:00-19:15	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.09	2.95	0.1	A
B - Wood Road	0.11	3.14	0.1	A
C - B585 (ETR)	0.27	4.76	0.4	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	166	1383	0.092	127	0.1	2.944	A
B - Wood Road	152	117	1340	0.113	151	0.1	3.137	A
C - B585 (ETR)	291	12	1072	0.272	289	0.4	4.739	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	167	1383	0.092	127	0.1	2.945	A
B - Wood Road	152	117	1340	0.113	152	0.1	3.140	A
C - B585 (ETR)	291	12	1072	0.272	291	0.4	4.756	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	167	1383	0.092	127	0.1	2.945	A
B - Wood Road	152	117	1340	0.113	152	0.1	3.140	A
C - B585 (ETR)	291	12	1072	0.272	291	0.4	4.756	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	167	1383	0.092	127	0.1	2.945	A
B - Wood Road	152	117	1340	0.113	152	0.1	3.140	A
C - B585 (ETR)	291	12	1072	0.272	291	0.4	4.756	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	167	1383	0.092	127	0.1	2.945	A
B - Wood Road	152	117	1340	0.113	152	0.1	3.140	A
C - B585 (ETR)	291	12	1072	0.272	291	0.4	4.756	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	167	1383	0.092	127	0.1	2.945	A
B - Wood Road	152	117	1340	0.113	152	0.1	3.140	A
C - B585 (ETR)	291	12	1072	0.272	291	0.4	4.756	A

2030 | Future Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Future Year	AM	FLAT	06:45	08:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	178	100.000
B - Wood Road		✓	282	100.000
C - B585 (ETR)		✓	431	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	27	151
	B - Wood Road	12	0	270
	C - B585 (ETR)	116	315	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	6
	B - Wood Road	0	0	7
	C - B585 (ETR)	11	11	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431
07:00-07:15	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431
07:15-07:30	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431
07:30-07:45	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431
07:45-08:00	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431
08:00-08:15	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.14	3.40	0.2	A
B - Wood Road	0.21	3.70	0.3	A
C - B585 (ETR)	0.40	6.24	0.7	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	313	1291	0.138	177	0.2	3.393	A
B - Wood Road	282	150	1320	0.214	281	0.3	3.692	A
C - B585 (ETR)	431	12	1072	0.402	428	0.7	6.181	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	315	1290	0.138	178	0.2	3.399	A
B - Wood Road	282	151	1320	0.214	282	0.3	3.699	A
C - B585 (ETR)	431	12	1072	0.402	431	0.7	6.238	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	315	1290	0.138	178	0.2	3.399	A
B - Wood Road	282	151	1320	0.214	282	0.3	3.699	A
C - B585 (ETR)	431	12	1072	0.402	431	0.7	6.238	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	315	1290	0.138	178	0.2	3.400	A
B - Wood Road	282	151	1320	0.214	282	0.3	3.699	A
C - B585 (ETR)	431	12	1072	0.402	431	0.7	6.238	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	315	1290	0.138	178	0.2	3.400	A
B - Wood Road	282	151	1320	0.214	282	0.3	3.699	A
C - B585 (ETR)	431	12	1072	0.402	431	0.7	6.238	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	315	1290	0.138	178	0.2	3.400	A
B - Wood Road	282	151	1320	0.214	282	0.3	3.699	A
C - B585 (ETR)	431	12	1072	0.402	431	0.7	6.238	A

2030 | Future Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Future Year	PM	FLAT	17:45	19:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	136	100.000
B - Wood Road		✓	163	100.000
C - B585 (ETR)		✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	11	125
	B - Wood Road	13	0	150
	C - B585 (ETR)	132	178	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	3
	B - Wood Road	0	0	4
	C - B585 (ETR)	2	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310
18:00-18:15	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310
18:15-18:30	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310
18:30-18:45	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310
18:45-19:00	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310
19:00-19:15	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.10	2.98	0.1	A
B - Wood Road	0.12	3.18	0.1	A
C - B585 (ETR)	0.29	4.88	0.4	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	177	1376	0.099	136	0.1	2.981	A
B - Wood Road	163	125	1336	0.122	162	0.1	3.179	A
C - B585 (ETR)	310	13	1071	0.289	308	0.4	4.857	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	178	1376	0.099	136	0.1	2.983	A
B - Wood Road	163	125	1335	0.122	163	0.1	3.182	A
C - B585 (ETR)	310	13	1071	0.289	310	0.4	4.878	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	178	1376	0.099	136	0.1	2.983	A
B - Wood Road	163	125	1335	0.122	163	0.1	3.182	A
C - B585 (ETR)	310	13	1071	0.289	310	0.4	4.878	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	178	1376	0.099	136	0.1	2.983	A
B - Wood Road	163	125	1335	0.122	163	0.1	3.182	A
C - B585 (ETR)	310	13	1071	0.289	310	0.4	4.878	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	178	1376	0.099	136	0.1	2.983	A
B - Wood Road	163	125	1335	0.122	163	0.1	3.182	A
C - B585 (ETR)	310	13	1071	0.289	310	0.4	4.878	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	178	1376	0.099	136	0.1	2.983	A
B - Wood Road	163	125	1335	0.122	163	0.1	3.182	A
C - B585 (ETR)	310	13	1071	0.289	310	0.4	4.878	A

2030 | Future Year + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2030	Future Year + Committed Dev	AM	FLAT	06:45	08:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	178	100.000
B - Wood Road		✓	369	100.000
C - B585 (ETR)		✓	606	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	27	151
	B - Wood Road	12	0	357
	C - B585 (ETR)	116	490	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	6
	B - Wood Road	0	0	19
	C - B585 (ETR)	11	24	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606
07:00-07:15	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606
07:15-07:30	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606
07:30-07:45	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606
07:45-08:00	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606
08:00-08:15	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.15	3.77	0.2	A
B - Wood Road	0.28	4.48	0.5	A
C - B585 (ETR)	0.57	9.38	1.6	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	485	1184	0.150	177	0.2	3.756	A
B - Wood Road	369	150	1320	0.280	367	0.5	4.460	A
C - B585 (ETR)	606	12	1072	0.566	600	1.5	9.142	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	490	1180	0.151	178	0.2	3.771	A
B - Wood Road	369	151	1320	0.280	369	0.5	4.477	A
C - B585 (ETR)	606	12	1072	0.566	606	1.6	9.373	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	490	1180	0.151	178	0.2	3.771	A
B - Wood Road	369	151	1320	0.280	369	0.5	4.477	A
C - B585 (ETR)	606	12	1072	0.566	606	1.6	9.377	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	490	1180	0.151	178	0.2	3.771	A
B - Wood Road	369	151	1320	0.280	369	0.5	4.477	A
C - B585 (ETR)	606	12	1072	0.566	606	1.6	9.377	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	490	1180	0.151	178	0.2	3.771	A
B - Wood Road	369	151	1320	0.280	369	0.5	4.477	A
C - B585 (ETR)	606	12	1072	0.566	606	1.6	9.378	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	490	1180	0.151	178	0.2	3.771	A
B - Wood Road	369	151	1320	0.280	369	0.5	4.477	A
C - B585 (ETR)	606	12	1072	0.566	606	1.6	9.378	A

2030 | Future Year + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2030	Future Year + Committed Dev	PM	FLAT	17:45	19:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	136	100.000
B - Wood Road		✓	277	100.000
C - B585 (ETR)		✓	431	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	11	125
	B - Wood Road	13	0	264
	C - B585 (ETR)	132	299	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	3
	B - Wood Road	0	0	24
	C - B585 (ETR)	2	22	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431
18:00-18:15	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431
18:15-18:30	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431
18:30-18:45	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431
18:45-19:00	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431
19:00-19:15	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.10	3.18	0.1	A
B - Wood Road	0.21	4.17	0.3	A
C - B585 (ETR)	0.40	6.47	0.8	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	297	1301	0.105	136	0.1	3.171	A
B - Wood Road	277	125	1336	0.207	276	0.3	4.159	A
C - B585 (ETR)	431	13	1071	0.402	428	0.8	6.423	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	299	1300	0.105	136	0.1	3.177	A
B - Wood Road	277	125	1335	0.207	277	0.3	4.170	A
C - B585 (ETR)	431	13	1071	0.402	431	0.8	6.473	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	299	1300	0.105	136	0.1	3.177	A
B - Wood Road	277	125	1335	0.207	277	0.3	4.170	A
C - B585 (ETR)	431	13	1071	0.402	431	0.8	6.473	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	299	1300	0.105	136	0.1	3.177	A
B - Wood Road	277	125	1335	0.207	277	0.3	4.170	A
C - B585 (ETR)	431	13	1071	0.402	431	0.8	6.473	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	299	1300	0.105	136	0.1	3.177	A
B - Wood Road	277	125	1335	0.207	277	0.3	4.170	A
C - B585 (ETR)	431	13	1071	0.402	431	0.8	6.473	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	299	1300	0.105	136	0.1	3.177	A
B - Wood Road	277	125	1335	0.207	277	0.3	4.170	A
C - B585 (ETR)	431	13	1071	0.402	431	0.8	6.473	A

2030 | Future Year + Committed Dev + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	14.55	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.55	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	Future Year + Committed Dev + Development	AM	FLAT	06:45	08:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	198	100.000
B - Wood Road		✓	452	100.000
C - B585 (ETR)		✓	833	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	30	168
	B - Wood Road	95	0	357
	C - B585 (ETR)	343	490	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	6	11
	B - Wood Road	9	0	19
	C - B585 (ETR)	16	24	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833
07:00-07:15	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833
07:15-07:30	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833
07:30-07:45	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833
07:45-08:00	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833
08:00-08:15	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.17	4.04	0.2	A
B - Wood Road	0.35	4.90	0.6	A
C - B585 (ETR)	0.81	22.29	5.1	C

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	479	1187	0.167	197	0.2	4.004	A
B - Wood Road	452	167	1310	0.345	450	0.6	4.871	A
C - B585 (ETR)	833	94	1027	0.811	815	4.6	19.041	C

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	489	1181	0.168	198	0.2	4.036	A
B - Wood Road	452	168	1310	0.345	452	0.6	4.900	A
C - B585 (ETR)	833	95	1027	0.811	832	4.9	21.982	C

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	490	1181	0.168	198	0.2	4.037	A
B - Wood Road	452	168	1310	0.345	452	0.6	4.900	A
C - B585 (ETR)	833	95	1027	0.811	833	5.0	22.167	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	490	1181	0.168	198	0.2	4.037	A
B - Wood Road	452	168	1310	0.345	452	0.6	4.900	A
C - B585 (ETR)	833	95	1027	0.811	833	5.0	22.234	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	490	1180	0.168	198	0.2	4.038	A
B - Wood Road	452	168	1310	0.345	452	0.6	4.900	A
C - B585 (ETR)	833	95	1027	0.811	833	5.0	22.271	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	490	1180	0.168	198	0.2	4.038	A
B - Wood Road	452	168	1310	0.345	452	0.6	4.900	A
C - B585 (ETR)	833	95	1027	0.811	833	5.1	22.293	C

2030 | Future Year + Committed Dev + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	Future Year + Committed Dev + Development	PM	FLAT	17:45	19:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	381	100.000
B - Wood Road		✓	338	100.000
C - B585 (ETR)		✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	82	299
	B - Wood Road	74	0	264
	C - B585 (ETR)	283	299	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	3	4
	B - Wood Road	3	0	24
	C - B585 (ETR)	5	22	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582
18:00-18:15	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582
18:15-18:30	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582
18:30-18:45	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582
18:45-19:00	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582
19:00-19:15	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.29	4.06	0.4	A
B - Wood Road	0.27	4.78	0.4	A
C - B585 (ETR)	0.56	8.92	1.4	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	296	1302	0.293	379	0.4	4.043	A
B - Wood Road	338	298	1232	0.274	336	0.4	4.761	A
C - B585 (ETR)	582	74	1038	0.560	576	1.4	8.709	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	299	1300	0.293	381	0.4	4.065	A
B - Wood Road	338	299	1231	0.275	338	0.4	4.784	A
C - B585 (ETR)	582	74	1038	0.561	582	1.4	8.921	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	299	1300	0.293	381	0.4	4.065	A
B - Wood Road	338	299	1231	0.275	338	0.4	4.784	A
C - B585 (ETR)	582	74	1038	0.561	582	1.4	8.923	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	299	1300	0.293	381	0.4	4.065	A
B - Wood Road	338	299	1231	0.275	338	0.4	4.784	A
C - B585 (ETR)	582	74	1038	0.561	582	1.4	8.924	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	299	1300	0.293	381	0.4	4.065	A
B - Wood Road	338	299	1231	0.275	338	0.4	4.784	A
C - B585 (ETR)	582	74	1038	0.561	582	1.4	8.924	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	299	1300	0.293	381	0.4	4.065	A
B - Wood Road	338	299	1231	0.275	338	0.4	4.784	A
C - B585 (ETR)	582	74	1038	0.561	582	1.4	8.924	A

Appendix L

Junction 2 Operational Assessment

LinSig V1 style report

User and Project Details

Project:	**B585 Victoria Road / Ellistown Terrace Road**
Title:	
Location:	
Additional detail:	
File name:	B585_Vic Road LCC model - DTA.lsg3x
Author:	Andy Stinson
Company:	Leicestershire County Council
Address:	County Hall, Glenfield, Leicester LE3 8RJ

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Dummy		1	1

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E
A		6	-	6	3
B	6		7	6	3
C	-	6		-	3
D	6	6	-		3
E	2	2	2	2	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		6	6	3
2	6		6	3
3	7	7		3
4	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C D
3	B
4	E

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Victoria Rd)	U	C	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 5 Left	17.00
1/2 (Victoria Rd)	U	D	2	3	4.2	Geom	-	2.90	0.00	N	Arm 6 Right	20.00
2/1 (Ellistown T Rd (E))	U	A	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 4 Right	15.00
											Arm 6 Ahead	Inf
3/1 (Ellistown T Rd (W))	U	B	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 4 Left	14.00
											Arm 5 Ahead	Inf
4/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

Scenario 1: '2024 base AM' (FG1: '2024 base AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	68.8 %	1829	1829
				Arm 6 Ahead	Inf	31.2 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	37.5 %	1928	1928
				Arm 5 Ahead	Inf	62.5 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 base PM' (FG2: '2024 base PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	51.3 %	1860	1860
				Arm 6 Ahead	Inf	48.7 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	13.8 %	1976	1976
				Arm 5 Ahead	Inf	86.2 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 Future Year AM' (FG3: '2030 Future Year AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	68.9 %	1829	1829
				Arm 6 Ahead	Inf	31.1 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	37.6 %	1927	1927
				Arm 5 Ahead	Inf	62.4 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Future Year PM' (FG4: '2030 Future Year PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	51.3 %	1860	1860
				Arm 6 Ahead	Inf	48.7 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	13.6 %	1976	1976
				Arm 5 Ahead	Inf	86.4 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2030 Future Year + Committed Dev AM' (FG5: '2030 Future Year + Committed Dev AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	73.8 %	1821	1821
				Arm 6 Ahead	Inf	26.2 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	35.8 %	1931	1931
				Arm 5 Ahead	Inf	64.2 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 Future Year + Committed Dev PM' (FG6: '2030 Future Year + Committed Dev PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	64.0 %	1837	1837
				Arm 6 Ahead	Inf	36.0 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	13.2 %	1977	1977
				Arm 5 Ahead	Inf	86.8 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2030 Future Year + Committed Dev + Dev AM' (FG7: '2030 Future Year + Committed Dev + Dev AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	74.6 %	1819	1819
				Arm 6 Ahead	Inf	25.4 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	31.0 %	1940	1940
				Arm 5 Ahead	Inf	69.0 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2030 Future Year + Committed Dev + Dev PM' (FG8: '2030 Future Year + Committed Dev + Dev PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	69.4 %	1828	1828
				Arm 6 Ahead	Inf	30.6 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	11.1 %	1981	1981
				Arm 5 Ahead	Inf	88.9 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 base AM'	07:00	08:00	01:00	
2: '2024 base PM'	18:00	19:00	01:00	
3: '2030 Future Year AM'	07:00	08:00	01:00	
4: '2030 Future Year PM'	18:00	19:00	01:00	
5: '2030 Future Year + Committed Dev AM'	07:00	08:00	01:00	
6: '2030 Future Year + Committed Dev PM'	18:00	19:00	01:00	
7: '2030 Future Year + Committed Dev + Dev AM'	07:00	08:00	01:00	
8: '2030 Future Year + Committed Dev + Dev PM'	18:00	19:00	01:00	

Traffic Flows, Desired

FG1: '2024 base AM'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	72	120	192
	B	57	0	276	333
	C	124	274	0	398
	Tot.	181	346	396	923

FG2: '2024 base PM'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	19	119	138
	B	26	0	170	196
	C	127	134	0	261
	Tot.	153	153	289	595

FG3: '2030 Future Year AM'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	77	128	205
	B	61	0	294	355
	C	132	292	0	424
	Tot.	193	369	422	984

FG4: '2030 Future Year PM'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	20	127	147
	B	28	0	182	210
	C	136	143	0	279
	Tot.	164	163	309	636

FG5: '2030 Future Year + Committed Dev AM'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	77	138	215
	B	61	0	460	521
	C	134	377	0	511
	Tot.	195	454	598	1247

FG6: '2030 Future Year + Committed Dev PM'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	20	132	152
	B	28	0	297	325
	C	141	251	0	392
	Tot.	169	271	429	869

FG7: '2030 Future Year + Committed Dev + Dev AM'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	77	171	248
	B	61	0	654	715
	C	134	394	0	528
	Tot.	195	471	825	1491

FG8: '2030 Future Year + Committed Dev + Dev PM'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	20	160	180
	B	28	0	420	448
	C	173	393	0	566
	Tot.	201	413	580	1194

Stage Timings

Scenario 1: '2024 base AM' (FG1: '2024 base AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	44	7	20
Change Point	0	51	64

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**42.7%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**42.7%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	57:7	-	333	1824:1902	813+168	33.9 : 33.9%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	45	-	398	1829	935	42.6%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	20	-	192	1928	450	42.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**4.2**	**1.0**	**0.0**	**5.2**	-	-	-	-
Unnamed Junction	-	-	**0**	**0**	**0**	**4.2**	**1.0**	**0.0**	**5.2**	-	-	-	-
1/1+1/2	333	333	-	-	-	1.1	0.3	-	1.4 (0.7+0.7)	14.9 (9.5:41.3)	2.8	0.3	3.1
2/1	398	398	-	-	-	1.5	0.4	-	1.9	17.1	6.2	0.4	6.6
3/1	192	192	-	-	-	1.6	0.4	-	1.9	36.3	4.1	0.4	4.4
4/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 110.9 Total Delay for Signalled Lanes (pcuHr): 5.21 Cycle Time (s): 90
PRC Over All Lanes (%): 110.9 Total Delay Over All Lanes(pcuHr): 5.21

Stage Timings

Scenario 2: '2024 base PM' (FG2: '2024 base PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	43	7	21
Change Point	0	50	63

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**28.6%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**28.6%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	56:7	-	196	1824:1902	1029+157	16.5 : 16.5%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	44	-	261	1860	930	28.1%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	21	-	138	1976	483	28.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**2.6**	**0.5**	**0.0**	**3.1**	-	-	-	-
Unnamed Junction	-	-	**0**	**0**	**0**	**2.6**	**0.5**	**0.0**	**3.1**	-	-	-	-
1/1+1/2	196	196	-	-	-	0.6	0.1	-	0.7 (0.4+0.3)	12.6 (8.5:39.7)	1.7	0.1	1.8
2/1	261	261	-	-	-	0.9	0.2	-	1.1	15.8	3.8	0.2	4.0
3/1	138	138	-	-	-	1.1	0.2	-	1.3	32.8	2.8	0.2	3.0
4/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 215.0 Total Delay for Signalled Lanes (pcuHr): 3.09 Cycle Time (s): 90
PRC Over All Lanes (%): 215.0 Total Delay Over All Lanes(pcuHr): 3.09

Stage Timings

Scenario 3: '2030 Future Year AM' (FG3: '2030 Future Year AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	44	7	20
Change Point	0	51	64

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**45.6%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**45.6%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	57:7	-	355	1824:1902	810+168	36.3 : 36.3%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	45	-	424	1829	935	45.4%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	20	-	205	1927	450	45.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**4.5**	**1.1**	**0.0**	**5.7**	-	-	-	-
Unnamed Junction	-	-	**0**	**0**	**0**	**4.5**	**1.1**	**0.0**	**5.7**	-	-	-	-
1/1+1/2	355	355	-	-	-	1.2	0.3	-	1.5 (0.8+0.7)	15.1 (9.7:41.5)	3.1	0.3	3.4
2/1	424	424	-	-	-	1.6	0.4	-	2.1	17.5	6.7	0.4	7.1
3/1	205	205	-	-	-	1.7	0.4	-	2.1	36.9	4.4	0.4	4.8
4/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 97.4 Total Delay for Signalled Lanes (pcuHr): 5.66 Cycle Time (s): 90
PRC Over All Lanes (%): 97.4 Total Delay Over All Lanes(pcuHr): 5.66

Stage Timings

Scenario 4: '2030 Future Year PM' (FG4: '2030 Future Year PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	43	7	21
Change Point	0	50	63

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**30.4%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**30.4%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	56:7	-	210	1824:1902	1028+158	17.7 : 17.7%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	44	-	279	1860	930	30.0%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	21	-	147	1976	483	30.4%
4/1	Exit	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**2.8**	**0.5**	**0.0**	**3.3**	-	-	-	-
Unnamed Junction	-	-	**0**	**0**	**0**	**2.8**	**0.5**	**0.0**	**3.3**	-	-	-	-
1/1+1/2	210	210	-	-	-	0.6	0.1	-	0.7 (0.4+0.3)	12.7 (8.6:39.8)	1.8	0.1	1.9
2/1	279	279	-	-	-	1.0	0.2	-	1.2	16.0	4.0	0.2	4.2
3/1	147	147	-	-	-	1.1	0.2	-	1.4	33.1	3.0	0.2	3.2
4/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 195.7 Total Delay for Signalled Lanes (pcuHr): 3.34 Cycle Time (s): 90
PRC Over All Lanes (%): 195.7 Total Delay Over All Lanes(pcuHr): 3.34

Stage Timings

Scenario 5: '2030 Future Year + Committed Dev AM' (FG5: '2030 Future Year + Committed Dev AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	46	7	18
Change Point	0	53	66

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**52.7%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**52.7%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	59:7	-	521	1824:1902	1100+146	41.8 : 41.8%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	47	-	511	1821	971	52.6%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	18	-	215	1931	408	52.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**5.3**	**1.5**	**0.0**	**6.8**	-	-	-	-
Unnamed Junction	-	-	**0**	**0**	**0**	**5.3**	**1.5**	**0.0**	**6.8**	-	-	-	-
1/1+1/2	521	521	-	-	-	1.5	0.4	-	1.9 (1.2+0.7)	12.9 (9.2:41.1)	5.2	0.4	5.6
2/1	511	511	-	-	-	1.9	0.6	-	2.5	17.5	8.2	0.6	8.8
3/1	215	215	-	-	-	1.9	0.6	-	2.4	40.8	4.7	0.6	5.3
4/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 70.6 Total Delay for Signalled Lanes (pcuHr): 6.79 Cycle Time (s): 90
PRC Over All Lanes (%): 70.6 Total Delay Over All Lanes(pcuHr): 6.79

Stage Timings

Scenario 6: '2030 Future Year + Committed Dev PM' (FG6: '2030 Future Year + Committed Dev PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	47	7	17
Change Point	0	54	67

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**39.2%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**39.2%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	60:7	-	325	1824:1902	1150+108	25.8 : 25.8%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	48	-	392	1837	1000	39.2%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	17	-	152	1977	395	38.4%
4/1	Exit	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**3.4**	**0.8**	**0.0**	**4.2**	-	-	-	-
Unnamed Junction	-	-	**0**	**0**	**0**	**3.4**	**0.8**	**0.0**	**4.2**	-	-	-	-
1/1+1/2	325	325	-	-	-	0.8	0.2	-	0.9 (0.6+0.3)	10.3 (7.5:39.9)	2.8	0.2	3.0
2/1	392	392	-	-	-	1.3	0.3	-	1.6	14.8	5.7	0.3	6.0
3/1	152	152	-	-	-	1.3	0.3	-	1.6	38.6	3.3	0.3	3.6
4/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 129.6 Total Delay for Signalled Lanes (pcuHr): 4.17 Cycle Time (s): 90
PRC Over All Lanes (%): 129.6 Total Delay Over All Lanes(pcuHr): 4.17

Stage Timings

Scenario 7: '2030 Future Year + Committed Dev + Dev AM' (FG7: '2030 Future Year + Committed Dev + Dev AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	45	7	19
Change Point	0	52	65

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.7%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.7%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	58:7	-	715	1824:1902	1113+104	58.7 : 58.7%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	46	-	528	1819	950	55.6%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	19	-	248	1940	431	57.5%
4/1	Exit	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**6.5**	**2.0**	**0.0**	**8.5**	-	-	-	-
Unnamed Junction	-	-	**0**	**0**	**0**	**6.5**	**2.0**	**0.0**	**8.5**	-	-	-	-
1/1+1/2	715	715	-	-	-	2.2	0.7	-	2.9 (2.2+0.7)	14.6 (12.0:42.2)	9.3	0.7	10.1
2/1	528	528	-	-	-	2.1	0.6	-	2.7	18.7	8.8	0.6	9.4
3/1	248	248	-	-	-	2.2	0.7	-	2.8	41.0	5.5	0.7	6.2
4/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 53.2 Total Delay for Signalled Lanes (pcuHr): 8.46 Cycle Time (s): 90
PRC Over All Lanes (%): 53.2 Total Delay Over All Lanes(pcuHr): 8.46

Stage Timings

Scenario 8: '2030 Future Year + Committed Dev + Dev PM' (FG8: '2030 Future Year + Committed Dev + Dev PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	50	7	14
Change Point	0	57	70

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.5%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.5%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	63:7	-	448	1824:1902	1231+82	34.1 : 34.1%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	51	-	566	1828	1056	53.6%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	14	-	180	1981	330	54.5%
4/1	Exit	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**4.4**	**1.4**	**0.0**	**5.8**	-	-	-	-
Unnamed Junction	-	-	**0**	**0**	**0**	**4.4**	**1.4**	**0.0**	**5.8**	-	-	-	-
1/1+1/2	448	448	-	-	-	0.9	0.3	-	1.1 (0.8+0.3)	9.0 (7.0:40.1)	3.9	0.3	4.1
2/1	566	566	-	-	-	1.8	0.6	-	2.4	15.3	8.6	0.6	9.2
3/1	180	180	-	-	-	1.7	0.6	-	2.3	46.3	4.1	0.6	4.7
4/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 65.1 Total Delay for Signalled Lanes (pcuHr): 5.84 Cycle Time (s): 90
PRC Over All Lanes (%): 65.1 Total Delay Over All Lanes(pcuHr): 5.84

Appendix M

Junction 3 Operational Assessment

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Junction 3 - B582 - Bagworth Road - B585 - Left Right Staggered.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 10 Models
Report generation date: 19/03/2025 10:37:49

«2030 | Future Year + Committed Dev + Dev | PM
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-CD	D1	0.2	7.42	0.19	A	D2	0.1	6.21	0.13	A
Stream B-A		0.2	14.26	0.13	B		0.1	9.02	0.08	A
Stream AB-CD		0.5	7.52	0.27	A		0.3	6.14	0.17	A
Stream D-AB		0.7	9.11	0.41	A		0.1	5.56	0.09	A
Stream D-C		0.0	9.27	0.01	A		0.0	8.07	0.00	A
Stream CD-AB		1.2	9.30	0.48	A		0.2	6.02	0.12	A
	2030 - Future Year									
Stream B-CD	D3	0.3	7.65	0.20	A	D4	0.2	6.31	0.14	A
Stream B-A		0.2	15.06	0.14	C		0.1	9.19	0.08	A
Stream AB-CD		0.6	7.68	0.30	A		0.3	6.20	0.19	A
Stream D-AB		0.8	9.64	0.44	A		0.1	5.61	0.10	A
Stream D-C		0.0	9.53	0.01	A		0.0	8.16	0.00	A
Stream CD-AB		1.5	10.01	0.52	B		0.2	6.07	0.13	A
	2030 - Future Year + Committed Dev									
Stream B-CD	D5	0.3	7.83	0.21	A	D6	0.2	6.41	0.14	A
Stream B-A		0.2	15.27	0.17	C		0.1	9.37	0.10	A
Stream AB-CD		0.6	7.76	0.31	A		0.3	6.30	0.20	A
Stream D-AB		0.9	10.13	0.46	B		0.1	5.69	0.11	A
Stream D-C		0.0	9.68	0.01	A		0.0	8.25	0.01	A
Stream CD-AB		1.6	10.04	0.53	B		0.2	6.03	0.13	A
	2030 - Future Year + Committed Dev + Dev									
Stream B-CD	D7	0.3	7.97	0.21	A	D8	0.2	6.74	0.14	A
Stream B-A		0.3	16.07	0.19	C		0.1	10.13	0.11	B
Stream AB-CD		0.7	7.99	0.32	A		0.5	7.04	0.29	A
Stream D-AB		1.3	12.56	0.55	B		0.2	6.19	0.17	A
Stream D-C		0.0	10.26	0.01	B		0.0	8.73	0.01	A
Stream CD-AB		1.9	10.18	0.56	B		0.2	5.91	0.14	A

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

File summary

File Description

Title	
Location	
Site number	
Date	19/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Future Year + Committed Dev + Dev	PM	ONE HOUR	17:45	19:15	15	✓

2030 | Future Year + Committed Dev + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		2.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.89	A

Arms

Arms

Arm	Name	Description	Arm type
A	B585 (N)		Major
B	B585 - Bagworth Road (E)		Minor
C	Bagworth Road (S)		Major
D	B582		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - B585 (N)	7.59			135.0	✓	0.00
C - Bagworth Road (S)	7.03			148.7	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B585 - Bagworth Road (E)	One lane plus flare	10.00	4.67	4.05	3.57	3.18	✓	1.00	57	42
D - B582	One lane plus flare	10.00	9.98	6.76	5.62	3.62	✓	3.00	65	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	652	-	-	-	-	-	0.235	0.235	0.235	-	-
B-A	533	0.093	0.234	0.234	-	-	0.147	0.335	-	0.147	0.335
B-CD	718	0.105	0.266	0.266	-	-	-	-	-	-	-
CD-B	660	0.244	0.244	0.244	-	-	-	-	-	-	-
D-AB	769	-	-	-	-	-	0.277	0.277	0.110	-	-
D-C	528	-	0.142	0.323	0.142	0.323	0.226	0.226	0.090	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	274	100.000
B - B585 - Bagworth Road (E)		ONE HOUR	✓	125	100.000
C - Bagworth Road (S)		ONE HOUR	✓	141	100.000
D - B582		ONE HOUR	✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - B585 - Bagworth Road (E)	C - Bagworth Road (S)	D - B582
From	A - B585 (N)	0	40	164	70
	B - B585 - Bagworth Road (E)	43	0	6	76
	C - Bagworth Road (S)	121	16	0	4
	D - B582	60	49	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - B585 (N)	B - B585 - Bagworth Road (E)	C - Bagworth Road (S)	D - B582
From	A - B585 (N)	0	3	2	5
	B - B585 - Bagworth Road (E)	3	0	0	0
	C - Bagworth Road (S)	2	0	0	0
	D - B582	6	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.14	6.74	0.2	A	75	113
B-A	0.11	10.13	0.1	B	39	59
A-B					37	55
A-C					150	226
A-D					64	96
AB-CD	0.29	7.04	0.5	A	172	258
AB-C					118	177
D-AB	0.17	6.19	0.2	A	100	150
D-C	0.01	8.73	0.0	A	2	3
C-D					4	6
C-A					111	167
C-B					15	22
CD-AB	0.14	5.91	0.2	A	78	118
CD-A					147	221

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	62	15	0.00	655	0.094	61	0.0	0.1	6.056	A
B-A	32	8	0.00	452	0.072	32	0.0	0.1	8.829	A
A-B	30	8	0.00			30				
A-C	123	31	0.00			123				
A-D	53	13	0.00			53				
AB-CD	134	33	0.00	711	0.188	132	0.0	0.3	6.360	A
AB-C	104	26	0.00			104				
D-AB	82	21	0.00	739	0.111	82	0.0	0.1	5.701	A
D-C	2	0.38	0.00	451	0.003	1	0.0	0.0	8.009	A
C-D	3	0.75	0.00			3				
C-A	91	23	0.00			91				
C-B	12	3	0.00			12				
CD-AB	60	15	0.00	700	0.086	60	0.0	0.1	5.728	A
CD-A	124	31	0.00			124				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	74	18	0.00	643	0.115	74	0.1	0.1	6.327	A
B-A	39	10	0.00	436	0.089	39	0.1	0.1	9.337	A
A-B	36	9	0.00			36				
A-C	147	37	0.00			147				
A-D	63	16	0.00			63				
AB-CD	166	42	0.00	722	0.230	166	0.3	0.4	6.620	A
AB-C	118	29	0.00			118				
D-AB	98	24	0.00	733	0.134	98	0.1	0.2	5.897	A
D-C	2	0.45	0.00	435	0.004	2	0.0	0.0	8.301	A
C-D	4	0.90	0.00			4				
C-A	109	27	0.00			109				
C-B	14	4	0.00			14				
CD-AB	76	19	0.00	708	0.107	76	0.1	0.2	5.799	A
CD-A	145	36	0.00			145				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	90	23	0.00	625	0.145	90	0.1	0.2	6.733	A
B-A	47	12	0.00	413	0.115	47	0.1	0.1	10.125	B
A-B	44	11	0.00			44				
A-C	181	45	0.00			181				
A-D	77	19	0.00			77				
AB-CD	215	54	0.00	739	0.291	215	0.4	0.5	7.020	A
AB-C	132	33	0.00			132				
D-AB	120	30	0.00	726	0.165	120	0.2	0.2	6.189	A
D-C	2	0.55	0.00	415	0.005	2	0.0	0.0	8.730	A
C-D	4	1	0.00			4				
C-A	133	33	0.00			133				
C-B	18	4	0.00			18				
CD-AB	99	25	0.00	721	0.137	99	0.2	0.2	5.900	A
CD-A	172	43	0.00			172				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	90	23	0.00	625	0.145	90	0.2	0.2	6.736	A
B-A	47	12	0.00	413	0.115	47	0.1	0.1	10.134	B
A-B	44	11	0.00			44				
A-C	181	45	0.00			181				
A-D	77	19	0.00			77				
AB-CD	216	54	0.00	739	0.292	216	0.5	0.5	7.038	A
AB-C	132	33	0.00			132				
D-AB	120	30	0.00	726	0.165	120	0.2	0.2	6.192	A
D-C	2	0.55	0.00	414	0.005	2	0.0	0.0	8.735	A
C-D	4	1	0.00			4				
C-A	133	33	0.00			133				
C-B	18	4	0.00			18				
CD-AB	99	25	0.00	721	0.137	99	0.2	0.2	5.910	A
CD-A	172	43	0.00			172				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	74	18	0.00	642	0.115	74	0.2	0.1	6.332	A
B-A	39	10	0.00	435	0.089	39	0.1	0.1	9.352	A
A-B	36	9	0.00			36				
A-C	147	37	0.00			147				
A-D	63	16	0.00			63				
AB-CD	167	42	0.00	723	0.231	167	0.5	0.4	6.641	A
AB-C	117	29	0.00			117				
D-AB	98	24	0.00	733	0.134	98	0.2	0.2	5.903	A
D-C	2	0.45	0.00	435	0.004	2	0.0	0.0	8.307	A
C-D	4	0.90	0.00			4				
C-A	109	27	0.00			109				
C-B	14	4	0.00			14				
CD-AB	76	19	0.00	709	0.107	76	0.2	0.2	5.809	A
CD-A	145	36	0.00			145				

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	62	15	0.00	655	0.094	62	0.1	0.1	6.068	A
B-A	32	8	0.00	451	0.072	32	0.1	0.1	8.850	A
A-B	30	8	0.00			30				
A-C	123	31	0.00			123				
A-D	53	13	0.00			53				
AB-CD	134	34	0.00	711	0.189	135	0.4	0.3	6.399	A
AB-C	104	26	0.00			104				
D-AB	82	21	0.00	739	0.111	82	0.2	0.1	5.709	A
D-C	2	0.38	0.00	450	0.003	2	0.0	0.0	8.021	A
C-D	3	0.75	0.00			3				
C-A	91	23	0.00			91				
C-B	12	3	0.00			12				
CD-AB	61	15	0.00	700	0.087	61	0.2	0.1	5.746	A
CD-A	124	31	0.00			124				

Appendix N

Junction 4 Operational Assessment

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Junction 4 - Ibstock Road - B582 - A447 T Junction.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 10 Models
Report generation date: 19/03/2025 11:07:45

»2024 | Base | AM
»2024 | Base | PM
»2030 | Future Year | AM
»2030 | Future Year | PM
»2030 | Future Year + Committed Dev | AM
»2030 | Future Year + Committed Dev | PM
»2030 | Future Year + Committed Dev + Development | AM
»2030 | Future Year + Committed Dev + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-C	D1	0.1	14.94	0.05	B	D2	0.0	5.93	0.01	A
Stream B-A		0.4	13.01	0.28	B		0.3	8.59	0.20	A
Stream C-AB		0.1	6.43	0.03	A		0.0	6.60	0.01	A
	2030 - Future Year									
Stream B-C	D3	0.1	15.59	0.05	C	D4	0.0	6.00	0.01	A
Stream B-A		0.5	14.19	0.31	B		0.3	8.91	0.22	A
Stream C-AB		0.1	6.39	0.04	A		0.0	6.53	0.01	A
	2030 - Future Year + Committed Dev									
Stream B-C	D5	0.1	15.75	0.05	C	D6	0.0	6.04	0.01	A
Stream B-A		0.5	14.47	0.32	B		0.3	9.11	0.24	A
Stream C-AB		0.1	6.41	0.04	A		0.0	6.55	0.01	A
	2030 - Future Year + Committed Dev + Development									
Stream B-C	D7	0.1	16.11	0.06	C	D8	0.0	8.20	0.01	A
Stream B-A		0.5	15.33	0.34	C		0.5	10.37	0.32	B
Stream C-AB		0.2	7.40	0.07	A		0.0	7.34	0.02	A

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

File summary

File Description

Title	
Location	
Site number	
Date	10/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15	✓
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15	✓
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15	✓
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15	✓
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15	✓
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.55	A

Arms

Arms

Arm	Name	Description	Arm type
A	A447 Ibsotck Road (NW)		Major
B	B582 Grange Road		Minor
C	A447 Ibstock Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A447 Ibstock Road (S)	6.00			93.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B582 Grange Road	One lane plus flare	10.00	9.40	5.40	3.90	3.40	✓	2.00	93	107

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	637	0.116	0.293	0.185	0.419
B-C	722	0.111	0.280	-	-
C-B	628	0.243	0.243	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibsotck Road (NW)		ONE HOUR	✓	699	100.000
B - B582 Grange Road		ONE HOUR	✓	123	100.000
C - A447 Ibstock Road (S)		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	264	435
	B - B582 Grange Road	101	0	22
	C - A447 Ibstock Road (S)	303	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	3	2
	B - B582 Grange Road	3	0	100
	C - A447 Ibstock Road (S)	7	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	14.94	0.1	B	20	30
B-A	0.28	13.01	0.4	B	93	139
C-AB	0.03	6.43	0.1	A	18	26
C-A					271	406
A-B					242	363
A-C					399	599

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	582	0.028	16	0.0	0.1	12.719	B
B-A	76	19	0.00	473	0.161	75	0.0	0.2	9.315	A
C-AB	13	3	0.00	665	0.019	13	0.0	0.0	6.426	A
C-A	224	56	0.00			224				
A-B	199	50	0.00			199				
A-C	327	82	0.00			327				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	552	0.036	20	0.1	0.1	13.529	B
B-A	91	23	0.00	440	0.206	91	0.2	0.3	10.586	B
C-AB	17	4	0.00	676	0.025	17	0.0	0.0	6.329	A
C-A	266	66	0.00			266				
A-B	237	59	0.00			237				
A-C	391	98	0.00			391				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	506	0.048	24	0.1	0.1	14.927	B
B-A	111	28	0.00	396	0.281	111	0.3	0.4	12.963	B
C-AB	23	6	0.00	693	0.034	23	0.0	0.1	6.173	A
C-A	322	81	0.00			322				
A-B	291	73	0.00			291				
A-C	479	120	0.00			479				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	506	0.048	24	0.1	0.1	14.943	B
B-A	111	28	0.00	396	0.281	111	0.4	0.4	13.010	B
C-AB	23	6	0.00	693	0.034	23	0.1	0.1	6.146	A
C-A	322	81	0.00			322				
A-B	291	73	0.00			291				
A-C	479	120	0.00			479				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	551	0.036	20	0.1	0.1	13.547	B
B-A	91	23	0.00	440	0.206	91	0.4	0.3	10.634	B
C-AB	17	4	0.00	676	0.025	17	0.1	0.0	6.271	A
C-A	266	66	0.00			266				
A-B	237	59	0.00			237				
A-C	391	98	0.00			391				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	582	0.028	17	0.1	0.1	12.744	B
B-A	76	19	0.00	473	0.161	76	0.3	0.2	9.365	A
C-AB	13	3	0.00	665	0.019	13	0.0	0.0	6.395	A
C-A	224	56	0.00			224				
A-B	199	50	0.00			199				
A-C	327	82	0.00			327				

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibsotck Road (NW)		ONE HOUR	✓	247	100.000
B - B582 Grange Road		ONE HOUR	✓	102	100.000
C - A447 Ibstock Road (S)		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	57	190
	B - B582 Grange Road	99	0	3
	C - A447 Ibstock Road (S)	197	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	2	1
	B - B582 Grange Road	1	0	0
	C - A447 Ibstock Road (S)	1	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.93	0.0	A	3	4
B-A	0.20	8.59	0.3	A	91	136
C-AB	0.01	6.60	0.0	A	5	8
C-A					179	269
A-B					52	78
A-C					174	262

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	643	0.004	2	0.0	0.0	5.614	A
B-A	75	19	0.00	567	0.131	74	0.0	0.2	7.359	A
C-AB	4	0.96	0.00	683	0.006	4	0.0	0.0	6.596	A
C-A	147	37	0.00			147				
A-B	43	11	0.00			43				
A-C	143	36	0.00			143				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	630	0.004	3	0.0	0.0	5.739	A
B-A	89	22	0.00	553	0.161	89	0.2	0.2	7.838	A
C-AB	5	1	0.00	694	0.007	5	0.0	0.0	6.453	A
C-A	176	44	0.00			176				
A-B	51	13	0.00			51				
A-C	171	43	0.00			171				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	611	0.005	3	0.0	0.0	5.925	A
B-A	109	27	0.00	532	0.205	109	0.2	0.3	8.583	A
C-AB	6	2	0.00	711	0.009	6	0.0	0.0	6.233	A
C-A	215	54	0.00			215				
A-B	63	16	0.00			63				
A-C	209	52	0.00			209				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	611	0.005	3	0.0	0.0	5.926	A
B-A	109	27	0.00	532	0.205	109	0.3	0.3	8.594	A
C-AB	6	2	0.00	711	0.009	6	0.0	0.0	6.196	A
C-A	215	54	0.00			215				
A-B	63	16	0.00			63				
A-C	209	52	0.00			209				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	630	0.004	3	0.0	0.0	5.740	A
B-A	89	22	0.00	553	0.161	89	0.3	0.2	7.853	A
C-AB	5	1	0.00	694	0.007	5	0.0	0.0	6.369	A
C-A	176	44	0.00			176				
A-B	51	13	0.00			51				
A-C	171	43	0.00			171				

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	643	0.004	2	0.0	0.0	5.618	A
B-A	75	19	0.00	567	0.131	75	0.2	0.2	7.381	A
C-AB	4	0.96	0.00	683	0.006	4	0.0	0.0	6.552	A
C-A	147	37	0.00			147				
A-B	43	11	0.00			43				
A-C	143	36	0.00			143				

2030 | Future Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibsotck Road (NW)		ONE HOUR	✓	745	100.000
B - B582 Grange Road		ONE HOUR	✓	131	100.000
C - A447 Ibstock Road (S)		ONE HOUR	✓	335	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	281	464
	B - B582 Grange Road	108	0	23
	C - A447 Ibstock Road (S)	323	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	3	2
	B - B582 Grange Road	3	0	100
	C - A447 Ibstock Road (S)	7	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	15.59	0.1	C	21	32
B-A	0.31	14.19	0.5	B	99	149
C-AB	0.04	6.39	0.1	A	20	30
C-A					287	431
A-B					258	387
A-C					426	639

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	572	0.030	17	0.0	0.1	12.977	B
B-A	81	20	0.00	462	0.176	80	0.0	0.2	9.704	A
C-AB	14	4	0.00	668	0.021	14	0.0	0.0	6.389	A
C-A	238	60	0.00			238				
A-B	212	53	0.00			212				
A-C	349	87	0.00			349				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	0.00	539	0.038	21	0.1	0.1	13.900	B
B-A	97	24	0.00	427	0.227	97	0.2	0.3	11.200	B
C-AB	19	5	0.00	680	0.028	19	0.0	0.0	6.286	A
C-A	282	71	0.00			282				
A-B	253	63	0.00			253				
A-C	417	104	0.00			417				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	488	0.052	25	0.1	0.1	15.563	C
B-A	119	30	0.00	380	0.313	118	0.3	0.5	14.123	B
C-AB	27	7	0.00	699	0.039	27	0.0	0.1	6.123	A
C-A	342	85	0.00			342				
A-B	309	77	0.00			309				
A-C	511	128	0.00			511				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	487	0.052	25	0.1	0.1	15.586	C
B-A	119	30	0.00	380	0.313	119	0.5	0.5	14.191	B
C-AB	27	7	0.00	699	0.039	27	0.1	0.1	6.098	A
C-A	342	85	0.00			342				
A-B	309	77	0.00			309				
A-C	511	128	0.00			511				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	0.00	538	0.038	21	0.1	0.1	13.926	B
B-A	97	24	0.00	427	0.227	98	0.5	0.3	11.268	B
C-AB	19	5	0.00	680	0.028	19	0.1	0.0	6.223	A
C-A	282	71	0.00			282				
A-B	253	63	0.00			253				
A-C	417	104	0.00			417				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	571	0.030	17	0.1	0.1	13.004	B
B-A	81	20	0.00	462	0.176	82	0.3	0.2	9.768	A
C-AB	14	4	0.00	668	0.021	14	0.0	0.0	6.359	A
C-A	238	59	0.00			238				
A-B	212	53	0.00			212				
A-C	349	87	0.00			349				

2030 | Future Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibsotck Road (NW)		ONE HOUR	✓	264	100.000
B - B582 Grange Road		ONE HOUR	✓	109	100.000
C - A447 Ibstock Road (S)		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	61	203
	B - B582 Grange Road	106	0	3
	C - A447 Ibstock Road (S)	210	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	2	1
	B - B582 Grange Road	1	0	0
	C - A447 Ibstock Road (S)	1	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.00	0.0	A	3	4
B-A	0.22	8.91	0.3	A	97	146
C-AB	0.01	6.53	0.0	A	5	8
C-A					191	287
A-B					56	84
A-C					186	279

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	639	0.004	2	0.0	0.0	5.656	A
B-A	80	20	0.00	562	0.142	79	0.0	0.2	7.516	A
C-AB	4	0.98	0.00	687	0.006	4	0.0	0.0	6.535	A
C-A	157	39	0.00			157				
A-B	46	11	0.00			46				
A-C	153	38	0.00			153				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	624	0.004	3	0.0	0.0	5.793	A
B-A	95	24	0.00	547	0.174	95	0.2	0.2	8.051	A
C-AB	5	1	0.00	699	0.007	5	0.0	0.0	6.384	A
C-A	187	47	0.00			187				
A-B	55	14	0.00			55				
A-C	182	46	0.00			182				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	603	0.005	3	0.0	0.0	5.999	A
B-A	117	29	0.00	525	0.222	116	0.2	0.3	8.900	A
C-AB	7	2	0.00	717	0.009	7	0.0	0.0	6.153	A
C-A	229	57	0.00			229				
A-B	67	17	0.00			67				
A-C	224	56	0.00			224				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	603	0.005	3	0.0	0.0	6.000	A
B-A	117	29	0.00	525	0.222	117	0.3	0.3	8.912	A
C-AB	7	2	0.00	717	0.009	7	0.0	0.0	6.115	A
C-A	229	57	0.00			229				
A-B	67	17	0.00			67				
A-C	224	56	0.00			224				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	624	0.004	3	0.0	0.0	5.794	A
B-A	95	24	0.00	546	0.174	96	0.3	0.2	8.070	A
C-AB	5	1	0.00	699	0.007	5	0.0	0.0	6.295	A
C-A	187	47	0.00			187				
A-B	55	14	0.00			55				
A-C	182	46	0.00			182				

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	638	0.004	2	0.0	0.0	5.660	A
B-A	80	20	0.00	562	0.142	80	0.2	0.2	7.543	A
C-AB	4	0.98	0.00	687	0.006	4	0.0	0.0	6.491	A
C-A	157	39	0.00			157				
A-B	46	11	0.00			46				
A-C	153	38	0.00			153				

2030 | Future Year + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibsotck Road (NW)		ONE HOUR	✓	759	100.000
B - B582 Grange Road		ONE HOUR	✓	134	100.000
C - A447 Ibstock Road (S)		ONE HOUR	✓	335	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	295	464
	B - B582 Grange Road	111	0	23
	C - A447 Ibstock Road (S)	323	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	3	2
	B - B582 Grange Road	3	0	100
	C - A447 Ibstock Road (S)	7	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	15.75	0.1	C	21	32
B-A	0.32	14.47	0.5	B	102	153
C-AB	0.04	6.41	0.1	A	20	30
C-A					287	431
A-B					271	406
A-C					426	639

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	569	0.030	17	0.0	0.1	13.037	B
B-A	84	21	0.00	461	0.181	83	0.0	0.2	9.779	A
C-AB	14	4	0.00	666	0.021	14	0.0	0.0	6.410	A
C-A	238	59	0.00			238				
A-B	222	56	0.00			222				
A-C	349	87	0.00			349				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	0.00	535	0.039	21	0.1	0.1	13.988	B
B-A	100	25	0.00	426	0.234	99	0.2	0.3	11.337	B
C-AB	19	5	0.00	678	0.028	19	0.0	0.0	6.310	A
C-A	282	71	0.00			282				
A-B	265	66	0.00			265				
A-C	417	104	0.00			417				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	483	0.052	25	0.1	0.1	15.721	C
B-A	122	31	0.00	378	0.323	122	0.3	0.5	14.391	B
C-AB	27	7	0.00	696	0.039	27	0.0	0.1	6.150	A
C-A	342	85	0.00			342				
A-B	325	81	0.00			325				
A-C	511	128	0.00			511				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	483	0.052	25	0.1	0.1	15.746	C
B-A	122	31	0.00	378	0.323	122	0.5	0.5	14.466	B
C-AB	27	7	0.00	696	0.039	27	0.1	0.1	6.122	A
C-A	342	85	0.00			342				
A-B	325	81	0.00			325				
A-C	511	128	0.00			511				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	0.00	535	0.039	21	0.1	0.1	14.015	B
B-A	100	25	0.00	426	0.234	100	0.5	0.3	11.409	B
C-AB	19	5	0.00	678	0.028	19	0.1	0.0	6.246	A
C-A	282	71	0.00			282				
A-B	265	66	0.00			265				
A-C	417	104	0.00			417				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	569	0.030	17	0.1	0.1	13.063	B
B-A	84	21	0.00	461	0.181	84	0.3	0.2	9.855	A
C-AB	14	4	0.00	666	0.021	14	0.0	0.0	6.377	A
C-A	238	59	0.00			238				
A-B	222	56	0.00			222				
A-C	349	87	0.00			349				

2030 | Future Year + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibsotck Road (NW)		ONE HOUR	✓	272	100.000
B - B582 Grange Road		ONE HOUR	✓	116	100.000
C - A447 Ibstock Road (S)		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	69	203
	B - B582 Grange Road	113	0	3
	C - A447 Ibstock Road (S)	210	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	2	1
	B - B582 Grange Road	1	0	0
	C - A447 Ibstock Road (S)	1	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.04	0.0	A	3	4
B-A	0.24	9.11	0.3	A	104	156
C-AB	0.01	6.55	0.0	A	5	8
C-A					191	287
A-B					63	95
A-C					186	279

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	636	0.004	2	0.0	0.0	5.676	A
B-A	85	21	0.00	562	0.151	84	0.0	0.2	7.608	A
C-AB	4	0.98	0.00	685	0.006	4	0.0	0.0	6.547	A
C-A	157	39	0.00			157				
A-B	52	13	0.00			52				
A-C	153	38	0.00			153				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	621	0.004	3	0.0	0.0	5.819	A
B-A	102	25	0.00	546	0.186	101	0.2	0.2	8.181	A
C-AB	5	1	0.00	698	0.007	5	0.0	0.0	6.398	A
C-A	187	47	0.00			187				
A-B	62	16	0.00			62				
A-C	182	46	0.00			182				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	600	0.006	3	0.0	0.0	6.037	A
B-A	124	31	0.00	524	0.238	124	0.2	0.3	9.093	A
C-AB	7	2	0.00	715	0.009	7	0.0	0.0	6.168	A
C-A	229	57	0.00			229				
A-B	76	19	0.00			76				
A-C	224	56	0.00			224				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	599	0.006	3	0.0	0.0	6.038	A
B-A	124	31	0.00	524	0.238	124	0.3	0.3	9.107	A
C-AB	7	2	0.00	715	0.009	7	0.0	0.0	6.127	A
C-A	229	57	0.00			229				
A-B	76	19	0.00			76				
A-C	224	56	0.00			224				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	621	0.004	3	0.0	0.0	5.824	A
B-A	102	25	0.00	546	0.186	102	0.3	0.2	8.199	A
C-AB	5	1	0.00	698	0.007	5	0.0	0.0	6.307	A
C-A	187	47	0.00			187				
A-B	62	16	0.00			62				
A-C	182	46	0.00			182				

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	636	0.004	2	0.0	0.0	5.681	A
B-A	85	21	0.00	562	0.151	85	0.2	0.2	7.638	A
C-AB	4	0.98	0.00	685	0.006	4	0.0	0.0	6.501	A
C-A	157	39	0.00			157				
A-B	52	13	0.00			52				
A-C	153	38	0.00			153				

2030 | Future Year + Committed Dev + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibsotck Road (NW)		ONE HOUR	✓	803	100.000
B - B582 Grange Road		ONE HOUR	✓	138	100.000
C - A447 Ibstock Road (S)		ONE HOUR	✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	339	464
	B - B582 Grange Road	112	0	26
	C - A447 Ibstock Road (S)	323	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	4	2
	B - B582 Grange Road	4	0	100
	C - A447 Ibstock Road (S)	7	49	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	16.11	0.1	C	24	36
B-A	0.34	15.33	0.5	C	103	154
C-AB	0.07	7.40	0.2	A	37	56
C-A					279	419
A-B					311	467
A-C					426	639

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	566	0.035	19	0.0	0.1	13.154	B
B-A	84	21	0.00	453	0.186	83	0.0	0.2	10.107	B
C-AB	26	7	0.00	659	0.040	26	0.0	0.1	7.401	A
C-A	233	58	0.00			233				
A-B	255	64	0.00			255				
A-C	349	87	0.00			349				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	531	0.044	23	0.1	0.1	14.177	B
B-A	101	25	0.00	417	0.241	100	0.2	0.3	11.802	B
C-AB	35	9	0.00	670	0.052	35	0.1	0.1	7.289	A
C-A	275	69	0.00			275				
A-B	305	76	0.00			305				
A-C	417	104	0.00			417				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	476	0.060	28	0.1	0.1	16.076	C
B-A	123	31	0.00	367	0.336	123	0.3	0.5	15.239	C
C-AB	50	13	0.00	687	0.073	50	0.1	0.2	7.083	A
C-A	329	82	0.00			329				
A-B	373	93	0.00			373				
A-C	511	128	0.00			511				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	476	0.060	29	0.1	0.1	16.108	C
B-A	123	31	0.00	367	0.336	123	0.5	0.5	15.329	C
C-AB	51	13	0.00	687	0.074	51	0.2	0.2	7.001	A
C-A	329	82	0.00			329				
A-B	373	93	0.00			373				
A-C	511	128	0.00			511				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	530	0.044	24	0.1	0.1	14.208	B
B-A	101	25	0.00	417	0.241	101	0.5	0.3	11.894	B
C-AB	35	9	0.00	670	0.052	35	0.2	0.1	7.096	A
C-A	275	69	0.00			275				
A-B	305	76	0.00			305				
A-C	417	104	0.00			417				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	566	0.035	20	0.1	0.1	13.185	B
B-A	84	21	0.00	453	0.186	85	0.3	0.2	10.184	B
C-AB	26	7	0.00	659	0.040	27	0.1	0.1	7.306	A
C-A	233	58	0.00			233				
A-B	255	64	0.00			255				
A-C	349	87	0.00			349				

2030 | Future Year + Committed Dev + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibsotck Road (NW)		ONE HOUR	✓	305	100.000
B - B582 Grange Road		ONE HOUR	✓	158	100.000
C - A447 Ibstock Road (S)		ONE HOUR	✓	217	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	102	203
	B - B582 Grange Road	152	0	6
	C - A447 Ibstock Road (S)	210	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A447 Ibsotck Road (NW)	B - B582 Grange Road	C - A447 Ibstock Road (S)
From	A - A447 Ibsotck Road (NW)	0	2	1
	B - B582 Grange Road	1	0	29
	C - A447 Ibstock Road (S)	1	54	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	8.20	0.0	A	6	8
B-A	0.32	10.37	0.5	B	139	209
C-AB	0.02	7.34	0.0	A	9	14
C-A					190	285
A-B					94	140
A-C					186	279

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	623	0.007	4	0.0	0.0	7.506	A
B-A	114	29	0.00	558	0.205	113	0.0	0.3	8.164	A
C-AB	7	2	0.00	680	0.010	7	0.0	0.0	7.341	A
C-A	157	39	0.00			157				
A-B	77	19	0.00			77				
A-C	153	38	0.00			153				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	603	0.009	5	0.0	0.0	7.765	A
B-A	137	34	0.00	541	0.253	136	0.3	0.3	8.977	A
C-AB	9	2	0.00	691	0.013	9	0.0	0.0	7.161	A
C-A	186	47	0.00			186				
A-B	92	23	0.00			92				
A-C	182	46	0.00			182				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	573	0.012	7	0.0	0.0	8.191	A
B-A	167	42	0.00	518	0.323	167	0.3	0.5	10.338	B
C-AB	11	3	0.00	707	0.016	11	0.0	0.0	6.868	A
C-A	227	57	0.00			227				
A-B	112	28	0.00			112				
A-C	224	56	0.00			224				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	573	0.012	7	0.0	0.0	8.195	A
B-A	167	42	0.00	518	0.323	167	0.5	0.5	10.370	B
C-AB	11	3	0.00	707	0.016	11	0.0	0.0	6.795	A
C-A	227	57	0.00			227				
A-B	112	28	0.00			112				
A-C	224	56	0.00			224				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	603	0.009	5	0.0	0.0	7.771	A
B-A	137	34	0.00	541	0.253	137	0.5	0.3	9.016	A
C-AB	9	2	0.00	691	0.013	9	0.0	0.0	6.999	A
C-A	186	47	0.00			186				
A-B	92	23	0.00			92				
A-C	182	46	0.00			182				

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	623	0.007	5	0.0	0.0	7.513	A
B-A	114	29	0.00	558	0.205	115	0.3	0.3	8.214	A
C-AB	7	2	0.00	680	0.010	7	0.0	0.0	7.260	A
C-A	156	39	0.00			156				
A-B	77	19	0.00			77				
A-C	153	38	0.00			153				

Appendix O

Junction 5 Operational Assessment

LinSig V1 style report

User and Project Details

Project:	**Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)**
Title:	
Location:	A511 / Beveridge Lane Roundabout (Stardust roundabout)
Site Ref(s):	Junction 5
Date Started:	March 2025
Additional detail:	Signal Controller Specification obtained from LCC: LE0066 ISSUE 1 (A511 Bardon Road A511 Shaw Lane B585 Beveridge Lane)
File name:	Junction 5 - A511 Shaw Lane - B585 Beveridge Lane.lsg3x
Author:	Bradley Mather
Company:	DTA Transportation
Address:	Forester House, Doctors Ln, Henley-in-Arden B95 5AW

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Dummy		4	4

Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	5	-
	B	5		-	2
	C	5	-		-
	D	-	-	-	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		2	2
	2	0		5
	3	2	5	

Phases in Stage

Stage No.	Phases in Stage
1	D
2	A
3	B C

Give-Way Lane Input Data

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (B585 Beveridge Lane)	10/1 (Left)	1080	0	6/1	0.30	All	-	-	-	-	-
				6/2	0.30	All					
2/2 (B585 Beveridge Lane)	7/1 (Left)	1080	0	6/1	0.30	All	-	-	-	-	-
				6/2	0.30	All					
2/3 (B585 Beveridge Lane)	7/2 (Left)	1080	0	6/1	0.30	All	-	-	-	-	-
				6/2	0.30	All					
3/1 (A511 Bardon Road (NW))	4/1 (Ahead)	1000	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
3/2 (A511 Bardon Road (NW))	4/2 (Ahead)	1000	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
	4/3 (Ahead)	1000	0	7/1	0.33	All					
				7/2	0.33	All					

Lane Input Data

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A511 Shaw Lane (E))	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Ahead	Inf
1/2 (A511 Shaw Lane (E))	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm 6 Ahead	Inf
2/1 (B585 Beveridge Lane)	O		2	3	8.7	Geom	-	3.25	0.00	Y	Arm 10 Left	Inf
2/2 (B585 Beveridge Lane)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Left	Inf
2/3 (B585 Beveridge Lane)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Left	Inf
3/1 (A511 Bardon Road (NW))	O		2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
3/2 (A511 Bardon Road (NW))	O		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Circ N)	U		2	3	6.1	Inf	-	-	-	-	-	-
4/2 (Circ N)	U		2	3	6.1	Inf	-	-	-	-	-	-
4/3 (Circ N)	U		2	3	6.1	Inf	-	-	-	-	-	-
5/1 (Circ E)	U	A	2	3	2.6	Geom	-	5.00	0.00	Y	Arm 6 Right	Inf
											Arm 9 Right	Inf
6/1 (Circ S)	U		2	3	4.3	Geom	-	4.35	0.00	Y	Arm 10 Ahead	Inf
6/2 (Circ S)	U		2	3	4.3	Geom	-	4.35	0.00	Y	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
7/1 (Circ W)	U		2	3	3.5	Geom	-	4.40	0.00	Y	Arm 4 Right	Inf
7/2 (Circ W)	U		2	3	3.5	Geom	-	4.40	0.00	Y	Arm 4 Right	Inf
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A511 Shaw Lane (E))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	Inf

Lane Saturation Flows

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	33.9 %	2115	2115
				Arm 9 Right	Inf	66.1 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	2.5 %	2050	2050
				Arm 10 Ahead	Inf	97.5 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right Arm 9 Right	Inf Inf	0.0 % 100.0 %	2115	2115
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	5.2 % 94.8 %	2050	2050
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 3: '2030 Future Year AM' (FG3: '2030 Future Year AM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right Arm 9 Right	Inf Inf	33.3 % 66.7 %	2115	2115
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	2.5 % 97.5 %	2050	2050
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 4: '2030 Future Year PM' (FG4: '2030 Future Year PM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right Arm 9 Right	Inf Inf	0.0 % 100.0 %	2115	2115
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	5.1 % 94.9 %	2050	2050
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 5: '2030 Future Year + Committed Dev AM' (FG5: '2030 Future Year + Committed Dev AM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	26.2 %	2115	2115
				Arm 9 Right	Inf	73.8 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	2.5 %	2050	2050
				Arm 10 Ahead	Inf	97.5 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 6: '2030 Future Year + Committed Dev PM' (FG6: '2030 Future Year + Committed Dev PM', Plan 1:

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	0.0 %	2115	2115
				Arm 9 Right	Inf	100.0 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	5.1 %	2050	2050
				Arm 10 Ahead	Inf	94.9 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 7: '2030 Future Year + Committed Dev + Dev AM' (FG7: '2030 Future Year + Committed Dev + Dev AM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	20.0 %	2115	2115
				Arm 9 Right	Inf	80.0 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	2.5 %	2050	2050
				Arm 10 Ahead	Inf	97.5 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 8: '2030 Future Year + Committed Dev + Dev PM' (FG8: '2030 Future Year + Committed Dev + Dev PM',

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	0.0 %	2115	2115
				Arm 9 Right	Inf	100.0 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	5.1 %	2050	2050
				Arm 10 Ahead	Inf	94.9 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	07:00	08:00	01:00	
2: '2024 Base PM'	18:00	19:00	01:00	
3: '2030 Future Year AM'	07:00	08:00	01:00	
4: '2030 Future Year PM'	18:00	19:00	01:00	
5: '2030 Future Year + Committed Dev AM'	07:00	08:00	01:00	
6: '2030 Future Year + Committed Dev PM'	18:00	19:00	01:00	
7: '2030 Future Year + Committed Dev + Dev AM'	07:00	08:00	01:00	
8: '2030 Future Year + Committed Dev + Dev PM'	18:00	19:00	01:00	

Traffic Flows, Desired

FG1: '2024 Base AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	13	0	941	0	954
	B	948	11	58	0	1017
	C	1176	30	21	0	1227
	D	0	1075	0	0	1075
	Tot.	2137	1116	1020	0	4273

FG2: '2024 Base PM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	20	0	700	0	720
	B	726	16	55	0	797
	C	585	34	0	0	619
	D	0	609	0	0	609
	Tot.	1331	659	755	0	2745

FG3: '2030 Future Year AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	14	0	1003	0	1017
	B	1011	12	62	0	1085
	C	1254	32	22	0	1308
	D	0	1146	0	0	1146
	Tot.	2279	1190	1087	0	4556

FG4: '2030 Future Year PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	21	0	748	0	769
	B	776	17	59	0	852
	C	625	36	0	0	661
	D	0	651	0	0	651
	Tot.	1422	704	807	0	2933

FG5: '2030 Future Year + Committed Dev AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	14	0	1003	0	1017
	B	1083	12	72	0	1167
	C	1254	50	22	0	1326
	D	0	1288	0	0	1288
	Tot.	2351	1350	1097	0	4798

FG6: '2030 Future Year + Committed Dev PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	21	0	748	0	769
	B	868	17	71	0	956
	C	625	50	0	0	675
	D	0	749	0	0	749
	Tot.	1514	816	819	0	3149

FG7: '2030 Future Year + Committed Dev + Dev AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	14	0	1003	0	1017
	B	1094	12	77	0	1183
	C	1254	76	22	0	1352
	D	0	1449	0	0	1449
	Tot.	2362	1537	1102	0	5001

FG8: '2030 Future Year + Committed Dev + Dev PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	21	0	748	0	769
	B	994	17	79	0	1090
	C	625	59	0	0	684
	D	0	858	0	0	858
	Tot.	1640	934	827	0	3401

Stage Timings

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.4%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.4%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	451	1980	1540	29.3%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	503	2120	1649	30.5%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	553	1940:1940	791+93	62.6 : 62.6%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	464	1940	791	58.7%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	613	1980	679	90.3%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	614	Inf	679	90.4%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	1119	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	62	2115	235	26.4%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	451	2050	2050	22.0%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	524	2050	2050	25.6%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	506	2055	2055	24.6%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	466	2055	2055	22.7%

8/1		U	N/A	N/A	-		-	-	-	1119	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	1075	1965	1528	70.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2797**	**0**	**0**	**2.5**	**12.3**	**0.0**	**14.7**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**2797**	**0**	**0**	**2.5**	**12.3**	**0.0**	**14.7**	**-**	**-**	**-**	**-**
1/1	451	451	-	-	-	0.3	0.2	-	0.5	4.0	2.5	0.2	2.7
1/2	503	503	-	-	-	0.3	0.2	-	0.5	3.9	2.8	0.2	3.0
2/2+2/1	553	553	1106	0	0	0.1	0.8	-	0.9	5.8	1.8	0.8	2.6
2/3	464	464	464	0	0	0.0	0.7	-	0.8	5.9	1.5	0.7	2.3
3/1	613	613	613	0	0	0.0	4.1	-	4.2	24.4	3.1	4.1	7.2
3/2	614	614	614	0	0	0.0	4.2	-	4.2	24.7	3.1	4.2	7.3
4/1	1119	1119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	62	62	-	-	-	0.5	0.2	-	0.7	39.5	1.1	0.2	1.3
6/1	451	451	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	524	524	-	-	-	0.0	0.2	-	0.2	1.2	1.1	0.2	1.3
7/1	506	506	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	466	466	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	1119	1119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1075	1075	-	-	-	1.2	1.2	-	2.4	7.9	10.5	1.2	11.6

C1	PRC for Signalled Lanes (%):	28.0	Total Delay for Signalled Lanes (pcuHr):	4.07	Cycle Time (s):	72
	PRC Over All Lanes (%):	-0.5	Total Delay Over All Lanes(pcuHr):	14.72		

Stage Timings

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.0%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.0%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	334	1980	1540	21.7%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	386	2120	1649	23.4%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	453	1940:1940	865+120	46.0 : 46.0%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	344	1940	865	39.8%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	310	1980	748	41.4%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	309	Inf	748	41.3%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	50	2115	235	21.3%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	334	2050	2050	16.3%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	386	2050	2050	18.8%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	416	2055	2055	20.2%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	346	2055	2055	16.8%

8/1		U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	609	1965	1528	39.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1869**	**0**	**0**	**1.3**	**2.7**	**0.0**	**4.0**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**1869**	**0**	**0**	**1.3**	**2.7**	**0.0**	**4.0**	**-**	**-**	**-**	**-**
1/1	334	334	-	-	-	0.2	0.1	-	0.3	3.6	1.8	0.1	1.9
1/2	386	386	-	-	-	0.2	0.2	-	0.4	3.6	2.0	0.2	2.2
2/2+2/1	453	453	906	0	0	0.0	0.4	-	0.4	3.5	0.7	0.4	1.1
2/3	344	344	344	0	0	0.0	0.3	-	0.3	3.5	0.5	0.3	0.8
3/1	310	310	310	0	0	0.0	0.4	-	0.4	4.1	0.0	0.4	0.4
3/2	309	309	309	0	0	0.0	0.4	-	0.4	4.1	0.0	0.4	0.4
4/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	50	50	-	-	-	0.4	0.1	-	0.5	38.9	0.9	0.1	1.0
6/1	334	334	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	386	386	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	416	416	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	346	346	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	609	609	-	-	-	0.4	0.3	-	0.8	4.5	3.9	0.3	4.2

C1	PRC for Signalled Lanes (%):	125.9	Total Delay for Signalled Lanes (pcuHr):	2.03	Cycle Time (s):	72
	PRC Over All Lanes (%):	95.6	Total Delay Over All Lanes(pcuHr):	3.95		

Stage Timings

Scenario 3: '2030 Future Year AM' (FG3: '2030 Future Year AM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	483	1980	1540	31.4%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	534	2120	1649	32.4%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	586	1940:1940	772+91	67.8 : 67.8%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	499	1940	772	64.6%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	654	1980	658	99.5%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	654	Inf	658	99.5%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	1091	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	66	2115	235	28.1%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	483	2050	2050	23.6%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	556	2050	2050	27.1%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	534	2055	2055	26.0%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	503	2055	2055	24.5%

8/1		U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1091	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	1146	1965	1528	75.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2979**	**0**	**0**	**3.4**	**28.7**	**0.0**	**32.1**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**2979**	**0**	**0**	**3.4**	**28.7**	**0.0**	**32.1**	**-**	**-**	**-**	**-**
1/1	483	483	-	-	-	0.3	0.2	-	0.5	4.1	2.8	0.2	3.0
1/2	534	534	-	-	-	0.4	0.2	-	0.6	4.0	3.1	0.2	3.4
2/2+2/1	586	586	1172	0	0	0.1	1.0	-	1.1	7.0	2.5	1.0	3.5
2/3	499	499	499	0	0	0.1	0.9	-	1.0	7.1	2.1	0.9	3.0
3/1	654	654	654	0	0	0.3	11.9	-	12.3	67.5	12.7	11.9	24.7
3/2	654	654	654	0	0	0.3	11.9	-	12.3	67.5	12.7	11.9	24.7
4/1	1188	1188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	66	66	-	-	-	0.5	0.2	-	0.7	40.1	1.2	0.2	1.4
6/1	483	483	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
6/2	556	556	-	-	-	0.0	0.2	-	0.2	1.2	1.2	0.2	1.3
7/1	534	534	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	503	503	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	1188	1188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1146	1146	-	-	-	1.4	1.5	-	2.8	8.9	12.1	1.5	13.6

C1	PRC for Signalled Lanes (%):	20.0	Total Delay for Signalled Lanes (pcuHr):	4.72	Cycle Time (s):	72
	PRC Over All Lanes (%):	-10.5	Total Delay Over All Lanes(pcuHr):	32.05		

Stage Timings

Scenario 4: '2030 Future Year PM' (FG4: '2030 Future Year PM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	14	48
Change Point	0	19

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**49.3%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**49.3%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	48	-	360	1980	1348	26.7%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	48	-	409	2120	1443	28.3%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	480	1940:1940	853+120	49.3 : 49.3%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	372	1940	853	43.6%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	331	1980	731	45.3%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	330	Inf	731	45.1%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	14	-	53	2115	441	12.0%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	360	2050	2050	17.6%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	409	2050	2050	20.0%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	440	2055	2055	21.4%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	374	2055	2055	18.2%

8/1		U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	48	-	651	1965	1337	48.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1993**	**0**	**0**	**2.4**	**3.1**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**1993**	**0**	**0**	**2.4**	**3.1**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
1/1	360	360	-	-	-	0.4	0.2	-	0.6	6.3	2.8	0.2	3.0
1/2	409	409	-	-	-	0.5	0.2	-	0.7	6.3	3.2	0.2	3.4
2/2+2/1	480	480	960	0	0	0.0	0.5	-	0.5	4.0	1.3	0.5	1.8
2/3	372	372	372	0	0	0.0	0.4	-	0.4	4.0	1.0	0.4	1.4
3/1	331	331	331	0	0	0.0	0.4	-	0.4	4.5	0.0	0.4	0.4
3/2	330	330	330	0	0	0.0	0.4	-	0.4	4.5	0.0	0.4	0.4
4/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	53	53	-	-	-	0.3	0.1	-	0.4	27.8	0.9	0.1	0.9
6/1	360	360	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	409	409	-	-	-	0.0	0.1	-	0.1	1.1	1.2	0.1	1.3
7/1	440	440	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	374	374	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	651	651	-	-	-	1.0	0.5	-	1.5	8.1	6.1	0.5	6.6

C1	PRC for Signalled Lanes (%):	84.9	Total Delay for Signalled Lanes (pcuHr):	3.22	Cycle Time (s):	72
	PRC Over All Lanes (%):	82.4	Total Delay Over All Lanes(pcuHr):	5.47		

Stage Timings

Scenario 5: '2030 Future Year + Committed Dev AM' (FG5: '2030 Future Year + Committed Dev AM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.6%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.6%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	482	1980	1540	31.3%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	535	2120	1649	32.4%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	632	1940:1940	773+99	72.5 : 72.5%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	535	1940	773	69.2%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	663	1980	634	104.6%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	663	Inf	634	104.6%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	1232	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	1119	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	84	2115	235	34.4%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	482	2050	2050	23.5%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	557	2050	2050	27.1%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	569	2055	2055	27.7%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	540	2055	2055	26.3%

8/1		U	N/A	N/A	-		-	-	-	1232	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1119	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	1288	1965	1528	84.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3067**	**0**	**0**	**6.6**	**50.7**	**0.0**	**57.3**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**3067**	**0**	**0**	**6.6**	**50.7**	**0.0**	**57.3**	**-**	**-**	**-**	**-**
1/1	482	482	-	-	-	0.3	0.2	-	0.5	4.1	2.8	0.2	3.0
1/2	535	535	-	-	-	0.4	0.2	-	0.6	4.0	3.1	0.2	3.4
2/2+2/1	632	632	1264	0	0	0.1	1.3	-	1.4	8.1	3.1	1.3	4.4
2/3	535	535	535	0	0	0.1	1.1	-	1.2	8.1	2.7	1.1	3.8
3/1	663	634	634	0	0	1.6	22.1	-	23.7	128.7	33.5	22.1	55.6
3/2	663	634	634	0	0	1.6	22.1	-	23.7	128.7	33.5	22.1	55.6
4/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	81	81	-	-	-	0.7	0.3	-	0.9	41.5	1.5	0.3	1.7
6/1	482	482	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
6/2	556	556	-	-	-	0.0	0.2	-	0.2	1.2	1.2	0.2	1.3
7/1	569	569	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	540	540	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1288	1288	-	-	-	1.8	2.6	-	4.5	12.5	16.5	2.6	19.1

C1	PRC for Signalled Lanes (%):	6.8	Total Delay for Signalled Lanes (pcuHr):	6.54	Cycle Time (s):	72
	PRC Over All Lanes (%):	-16.2	Total Delay Over All Lanes(pcuHr):	57.27		

Stage Timings

Scenario 6: '2030 Future Year + Committed Dev PM' (FG6: '2030 Future Year + Committed Dev PM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	12	50
Change Point	0	17

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.8%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.8%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	50	-	360	1980	1402	25.7%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	50	-	409	2120	1502	27.2%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	538	1940:1940	852+130	54.8 : 54.8%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	418	1940	852	49.1%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	338	1980	701	48.2%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	337	Inf	701	48.1%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	67	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	12	-	67	2115	382	17.5%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	360	2050	2050	17.6%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	409	2050	2050	20.0%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	486	2055	2055	23.6%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	420	2055	2055	20.4%

8/1		U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	50	-	749	1965	1392	53.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2169**	**0**	**0**	**2.4**	**3.6**	**0.0**	**6.0**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**2169**	**0**	**0**	**2.4**	**3.6**	**0.0**	**6.0**	**-**	**-**	**-**	**-**
1/1	360	360	-	-	-	0.4	0.2	-	0.5	5.5	2.5	0.2	2.7
1/2	409	409	-	-	-	0.4	0.2	-	0.6	5.4	3.0	0.2	3.1
2/2+2/1	538	538	1076	0	0	0.0	0.6	-	0.7	4.4	1.4	0.6	2.0
2/3	418	418	418	0	0	0.0	0.5	-	0.5	4.4	1.2	0.5	1.6
3/1	338	338	338	0	0	0.0	0.5	-	0.5	4.9	0.0	0.5	0.5
3/2	337	337	337	0	0	0.0	0.5	-	0.5	4.9	0.0	0.5	0.5
4/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	67	67	-	-	-	0.5	0.1	-	0.6	30.6	1.1	0.1	1.2
6/1	360	360	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	409	409	-	-	-	0.0	0.1	-	0.1	1.1	1.2	0.1	1.3
7/1	486	486	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
7/2	420	420	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	749	749	-	-	-	1.0	0.6	-	1.6	7.7	6.9	0.6	7.4

C1	PRC for Signalled Lanes (%):	67.2	Total Delay for Signalled Lanes (pcuHr):	3.35	Cycle Time (s):	72
	PRC Over All Lanes (%):	64.2	Total Delay Over All Lanes(pcuHr):	5.96		

Stage Timings

Scenario 7: '2030 Future Year + Committed Dev + Dev AM' (FG7: '2030 Future Year + Committed Dev + Dev AM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.3%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.3%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	482	1980	1540	31.3%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	535	2120	1649	32.4%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	643	1940:1940	773+105	73.2 : 73.2%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	540	1940	773	69.9%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	676	1980	630	107.3%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	676	Inf	630	107.3%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	1252	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	1110	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	110	2115	235	44.0%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	482	2050	2050	23.5%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	557	2050	2050	27.1%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	576	2055	2055	28.0%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	544	2055	2055	26.5%

8/1		U	N/A	N/A	-		-	-	-	1252	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1110	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	1449	1965	1528	94.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3086**	**0**	**0**	**9.0**	**69.3**	**0.0**	**78.3**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**3086**	**0**	**0**	**9.0**	**69.3**	**0.0**	**78.3**	**-**	**-**	**-**	**-**
1/1	482	482	-	-	-	0.3	0.2	-	0.5	4.1	2.8	0.2	3.0
1/2	535	535	-	-	-	0.4	0.2	-	0.6	4.0	3.1	0.2	3.4
2/2+2/1	643	643	1286	0	0	0.1	1.4	-	1.5	8.2	3.1	1.4	4.5
2/3	540	540	540	0	0	0.1	1.1	-	1.2	8.3	2.7	1.1	3.8
3/1	676	630	630	0	0	2.3	28.8	-	31.1	165.4	34.2	28.8	63.0
3/2	676	630	630	0	0	2.3	28.8	-	31.1	165.4	34.2	28.8	63.0
4/1	1206	1206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1071	1071	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	103	103	-	-	-	0.9	0.4	-	1.3	43.8	1.9	0.4	2.3
6/1	482	482	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
6/2	556	556	-	-	-	0.0	0.2	-	0.2	1.2	1.2	0.2	1.3
7/1	576	576	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	544	544	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	1206	1206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1071	1071	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1449	1449	-	-	-	2.7	7.7	-	10.4	25.8	24.1	7.7	31.8

C1	PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	12.78	Cycle Time (s):	72
	PRC Over All Lanes (%):	-19.2	Total Delay Over All Lanes(pcuHr):	78.34		

Stage Timings

Scenario 8: '2030 Future Year + Committed Dev + Dev PM' (FG8: '2030 Future Year + Committed Dev + Dev PM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	12	50
Change Point	0	17

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.7%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.7%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	50	-	360	1980	1402	25.7%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	50	-	409	2120	1502	27.2%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	605	1940:1940	852+128	61.7 : 61.7%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	485	1940	852	56.9%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	342	1980	659	51.9%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	342	Inf	659	51.9%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	76	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	12	-	76	2115	382	19.9%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	360	2050	2050	17.6%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	409	2050	2050	20.0%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	545	2055	2055	26.5%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	487	2055	2055	23.7%

8/1		U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	50	-	858	1965	1392	61.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2379**	**0**	**0**	**2.7**	**4.4**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**2379**	**0**	**0**	**2.7**	**4.4**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
1/1	360	360	-	-	-	0.4	0.2	-	0.5	5.5	2.5	0.2	2.7
1/2	409	409	-	-	-	0.4	0.2	-	0.6	5.4	3.0	0.2	3.1
2/2+2/1	605	605	1210	0	0	0.1	0.8	-	0.9	5.2	1.9	0.8	2.7
2/3	485	485	485	0	0	0.1	0.7	-	0.7	5.3	1.6	0.7	2.3
3/1	342	342	342	0	0	0.0	0.5	-	0.5	5.7	0.0	0.5	0.5
3/2	342	342	342	0	0	0.0	0.5	-	0.5	5.7	0.0	0.5	0.5
4/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	76	76	-	-	-	0.5	0.1	-	0.7	30.9	1.3	0.1	1.4
6/1	360	360	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	409	409	-	-	-	0.0	0.1	-	0.1	1.1	1.2	0.1	1.3
7/1	545	545	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	487	487	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
8/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	858	858	-	-	-	1.3	0.8	-	2.1	8.8	8.8	0.8	9.6

C1	PRC for Signalled Lanes (%):	46.0	Total Delay for Signalled Lanes (pcuHr):	3.92	Cycle Time (s):	72
	PRC Over All Lanes (%):	45.8	Total Delay Over All Lanes(pcuHr):	7.14		

Appendix P

Junction 7 Operational Assessment

LinSig V1 style report

User and Project Details

Project:	
Title:	
Location:	M1 J22 / A50
Additional detail:	
File name:	M1 J22 Roundabout - LCC model - DTA RM.lsg3x
Author:	
Company:	
Address:	

C1 - M1/J22 A50/A511 Controller 1

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Dummy	1		4	4
F	Dummy	2		4	4

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F
A		6	-	-	3	-
B	7		-	-	3	-
C	-	-		6	-	3
D	-	-	6		-	3
E	2	2	-	-		-
F	-	-	2	2	-	

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		6
	2	7	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		6
	2	6	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

C2 - M1/J22 A50/A511 Controller 2

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Dummy	1		4	4
F	Dummy	2		4	4

Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	3	-
	B	6		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		6
	2	6	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Give-Way Lane Input Data

Junction: M1 J22 / A50 / A511

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
14/1 (Cliffe Lane)	3/1 (Left)	1000	0	1/1	0.33	All	-	-	-	-	-
				1/2	0.33	All					
				1/3	0.33	All					
				2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					
	3/2 (Left)	1000	0	1/1	0.33	All					
				1/2	0.33	All					
				1/3	0.33	All					
				2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					
	9/1 (Left)	1000	0	1/1	0.33	All					
				1/2	0.33	All					
				1/3	0.33	All					
				2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					

Lane Input Data

Junction: M1 J22 / A50 / A511

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Circ Sth)	U	A	2	3	17.4	Geom	-	3.80	0.00	Y	Arm 9 Ahead	Inf
											Arm 13 Ahead	Inf
1/2 (Circ Sth)	U	A	2	3	17.4	Geom	-	3.80	0.00	N	Arm 3 Right	75.00
											Arm 9 Ahead	75.00
1/3 (Circ Sth)	U	A	2	3	17.4	Geom	-	3.80	0.00	Y	Arm 3 Right	75.00
2/1 (M1 N/B Off-slip)	U	B	2	3	16.9	Geom	-	4.00	0.00	Y	Arm 9 Left	80.00
											Arm 13 Left	60.00
2/2 (M1 N/B Off-slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 3 Ahead	80.00
											Arm 9 Left	60.00
2/3 (M1 N/B Off-slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 3 Ahead	80.00
3/1 (Circ W)	U	C	2	3	5.2	Geom	-	4.20	0.00	Y	Arm 10 Ahead	75.00
3/2 (Circ W)	U	C	2	3	5.2	Geom	-	4.20	0.00	N	Arm 5 Right	75.00
											Arm 10 Ahead	75.00
3/3 (Circ W)	U	C	2	3	8.0	Geom	-	4.20	0.00	Y	Arm 5 Right	75.00
4/1 (A511 E/B)	U	D	2	3	13.0	Geom	-	4.10	0.00	Y	Arm 10 Left	50.00
4/2 (A511 E/B)	U	D	2	3	60.0	Geom	-	4.10	0.00	N	Arm 5 Ahead	70.00
4/3 (A511 E/B)	U	D	2	3	60.0	Geom	-	4.10	0.00	Y	Arm 5 Ahead	70.00
5/1 (Circ Nth)	U	A	2	3	19.7	Geom	-	4.60	0.00	Y	Arm 11 Ahead	75.00
5/2 (Circ Nth)	U	A	2	3	19.7	Geom	-	4.60	0.00	Y	Arm 7 Right	75.00
											Arm 11 Ahead	75.00
6/1 (M1 S/B Off Slip)	U	B	2	3	15.0	Geom	-	4.50	0.00	Y	Arm 11 Left	80.00
6/2 (M1 S/B Off	U	B	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 7 Ahead	80.00

Slip)											Arm 11 Left	80.00
6/3 (M1 S/B Off Slip)	U	B	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 7 Ahead	80.00
7/1 (Circ E)	U	C	2	3	7.8	Geom	-	4.50	0.00	Y	Arm 12 Ahead	Inf
7/2 (Circ E)	U	C	2	3	12.2	Geom	-	4.50	0.00	N	Arm 1 Right	75.00
											Arm 12 Ahead	Inf
7/3 (Circ E)	U	C	2	3	5.0	Geom	-	4.50	0.00	Y	Arm 1 Right	75.00
8/1 (A50 W/B)	U	D	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 1 Ahead	70.00
											Arm 12 Left	70.00
8/2 (A50 W/B)	U	D	2	3	10.0	Geom	-	3.80	0.00	N	Arm 1 Ahead	70.00
8/3 (A50 W/B)	U	D	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 1 Ahead	70.00
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (M1 N/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (M1 N/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (M1 S/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (M1 S/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (Cliffe Lane)	O		2	3	60.0	Geom	-	3.90	0.00	Y	Arm 3 Left	Inf
											Arm 9 Left	Inf

Lane Saturation Flows

Scenario 1: '2024 base AM Peak ' (FG1: '2024 base AM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	92.3 %	1995	1995
				Arm 13 Ahead	Inf	7.7 %		

1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	36.2 %	2093	2093
				Arm 9 Ahead	75.00	63.8 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	95.7 %	1977	1977
				Arm 13 Left	60.00	4.3 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	1.9 %	2132	2132
				Arm 10 Ahead	75.00	98.1 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	88.0 %	2034	2034
				Arm 11 Ahead	75.00	12.0 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	41.3 %	2187	2187
				Arm 12 Ahead	Inf	58.7 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	94.6 %	1953	1953
				Arm 12 Left	70.00	5.4 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.5 %	2005	2005
				Arm 9 Left	Inf	14.5 %		

Scenario 2: '2024 base PM Peak ' (FG2: '2024 base PM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	87.1 %	1995	1995
				Arm 13 Ahead	Inf	12.9 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	35.1 %	2093	2093
				Arm 9 Ahead	75.00	64.9 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	90.9 %	1977	1977
				Arm 13 Left	60.00	9.1 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	9.4 %	2132	2132
				Arm 10 Ahead	75.00	90.6 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	77.5 %	2034	2034
				Arm 11 Ahead	75.00	22.5 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	33.0 %	2191	2191
				Arm 12 Ahead	Inf	67.0 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1	3.80	0.00	Y	Arm 1 Ahead	70.00	91.1 %	1953	1953

(A50 W/B)				Arm 12 Left	70.00	8.9 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	77.9 %	2005	2005
				Arm 9 Left	Inf	22.1 %		

Scenario 3: '2030 Future Year AM Peak ' (FG3: '2030 Future Year AM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	92.2 %	1995	1995
				Arm 13 Ahead	Inf	7.8 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	34.2 %	2093	2093
				Arm 9 Ahead	75.00	65.8 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	95.7 %	1977	1977
				Arm 13 Left	60.00	4.3 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	2.5 %	2132	2132
				Arm 10 Ahead	75.00	97.5 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	87.9 %	2034	2034
				Arm 11 Ahead	75.00	12.1 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	42.1 %	2187	2187
				Arm 12 Ahead	Inf	57.9 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1	3.80	0.00	Y	Arm 1 Ahead	70.00	94.4 %	1953	1953

(A50 W/B)				Arm 12 Left	70.00	5.6 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.7 %	2005	2005
				Arm 9 Left	Inf	14.3 %		

Scenario 4: '2030 Future Year PM Peak ' (FG4: '2030 Future Year PM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	87.0 %	1995	1995
				Arm 13 Ahead	Inf	13.0 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	32.5 %	2093	2093
				Arm 9 Ahead	75.00	67.5 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	91.0 %	1977	1977
				Arm 13 Left	60.00	9.0 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	8.6 %	2132	2132
				Arm 10 Ahead	75.00	91.4 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	77.0 %	2034	2034
				Arm 11 Ahead	75.00	23.0 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	31.9 %	2191	2191
				Arm 12 Ahead	Inf	68.1 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1	3.80	0.00	Y	Arm 1 Ahead	70.00	91.2 %	1953	1953

(A50 W/B)				Arm 12 Left	70.00	8.8 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	78.1 %	2005	2005
				Arm 9 Left	Inf	21.9 %		

Scenario 5: '2030 Future Year + Committed Dev AM Peak' (FG5: '2030 Future Year + Committed Dev AM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	92.5 %	1995	1995
				Arm 13 Ahead	Inf	7.5 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	36.2 %	2093	2093
				Arm 9 Ahead	75.00	63.8 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	96.0 %	1977	1977
				Arm 13 Left	60.00	4.0 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	6.8 %	2132	2132
				Arm 10 Ahead	75.00	93.2 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	91.4 %	2034	2034
				Arm 11 Ahead	75.00	8.6 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	71.0 %	2174	2174
				Arm 12 Ahead	Inf	29.0 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025

8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	95.1 %	1953	1953
				Arm 12 Left	70.00	4.9 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.7 %	2005	2005
				Arm 9 Left	Inf	14.3 %		

Scenario 6: '2030 Future Year + Committed Dev PM Peak' (FG6: '2030 Future Year + Committed Dev PM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	87.7 %	1995	1995
				Arm 13 Ahead	Inf	12.3 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	32.3 %	2093	2093
				Arm 9 Ahead	75.00	67.7 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	91.7 %	1977	1977
				Arm 13 Left	60.00	8.3 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	8.9 %	2132	2132
				Arm 10 Ahead	75.00	91.1 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	81.5 %	2034	2034
				Arm 11 Ahead	75.00	18.5 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	33.4 %	2190	2190
				Arm 12 Ahead	Inf	66.6 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025

8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	91.4 %	1953	1953
				Arm 12 Left	70.00	8.6 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	78.1 %	2005	2005
				Arm 9 Left	Inf	21.9 %		

Scenario 7: '2030 Future Year + Committed Dev + Dev AM Peak ' (FG7: '2030 Future Year + Committed Dev + Dev AM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	92.8 %	1995	1995
				Arm 13 Ahead	Inf	7.2 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	33.4 %	2093	2093
				Arm 9 Ahead	75.00	66.6 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	96.3 %	1977	1977
				Arm 13 Left	60.00	3.7 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	6.0 %	2132	2132
				Arm 10 Ahead	75.00	94.0 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	91.3 %	2034	2034
				Arm 11 Ahead	75.00	8.7 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	72.0 %	2174	2174
				Arm 12 Ahead	Inf	28.0 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025

8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	95.2 %	1953	1953
				Arm 12 Left	70.00	4.8 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.7 %	2005	2005
				Arm 9 Left	Inf	14.3 %		

Scenario 8: '2030 Future Year + Committed Dev + Dev PM Peak ' (FG8: '2030 Future Year + Committed Dev + Dev PM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	87.7 %	1995	1995
				Arm 13 Ahead	Inf	12.3 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	27.3 %	2093	2093
				Arm 9 Ahead	75.00	72.7 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	92.3 %	1977	1977
				Arm 13 Left	60.00	7.7 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	7.3 %	2132	2132
				Arm 10 Ahead	75.00	92.7 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	84.6 %	2034	2034
				Arm 11 Ahead	75.00	15.4 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	29.2 %	2192	2192
				Arm 12 Ahead	Inf	70.8 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025

8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	91.6 %	1953	1953
				Arm 12 Left	70.00	8.4 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	78.1 %	2005	2005
				Arm 9 Left	Inf	21.9 %		

Scenario 9: 'Copy of 2030 Future Year + Committed Dev + Dev AM Peak ' (FG7: '2030 Future Year + Committed Dev + Dev AM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	92.8 %	1995	1995
				Arm 13 Ahead	Inf	7.2 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	34.0 %	2093	2093
				Arm 9 Ahead	75.00	66.0 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	96.3 %	1977	1977
				Arm 13 Left	60.00	3.7 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	6.9 %	2132	2132
				Arm 10 Ahead	75.00	93.1 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	91.1 %	2034	2034
				Arm 11 Ahead	75.00	8.9 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	72.4 %	2174	2174
				Arm 12 Ahead	Inf	27.6 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025

8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	95.2 %	1953	1953
				Arm 12 Left	70.00	4.8 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.7 %	2005	2005
				Arm 9 Left	Inf	14.3 %		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 base AM Peak '	07:00	08:00	01:00	
2: '2024 base PM Peak '	18:00	19:00	01:00	
3: '2030 Future Year AM Peak '	07:00	08:00	01:00	
4: '2030 Future Year PM Peak '	18:00	19:00	01:00	
5: '2030 Future Year + Committed Dev AM Peak '	07:00	08:00	01:00	
6: '2030 Future Year + Committed Dev PM Peak '	18:00	19:00	01:00	
7: '2030 Future Year + Committed Dev + Dev AM Peak '	07:00	08:00	01:00	
8: '2030 Future Year + Committed Dev + Dev PM Peak '	18:00	19:00	01:00	

Traffic Flows, Desired

FG1: '2024 base AM Peak '

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	905	0	48	315	1268
	B	840	0	30	11	901	1782
	C	0	32	0	15	676	723
	D	87	28	21	0	23	159
	E	306	850	694	1	0	1851
	Tot.	1233	1815	745	75	1915	5783

FG2: '2024 base PM Peak '

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	622	0	41	218	881
	B	420	0	37	19	563	1039
	C	0	41	0	22	459	522
	D	31	10	12	0	15	68
	E	171	608	362	1	0	1142
	Tot.	622	1281	411	83	1255	3652

FG3: '2030 Future Year AM Peak '

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	960	0	51	334	1345
	B	891	0	32	12	956	1891
	C	0	34	0	16	717	767
	D	92	30	22	0	24	168
	E	325	902	736	1	0	1964
	Tot.	1308	1926	790	80	2031	6135

FG4: '2030 Future Year PM Peak '
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	661	0	44	232	937
	B	446	0	39	20	598	1103
	C	0	44	0	23	488	555
	D	33	11	13	0	16	73
	E	182	646	385	1	0	1214
	Tot.	661	1362	437	88	1334	3882

FG5: '2030 Future Year + Committed Dev AM Peak '
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	960	0	51	403	1414
	B	891	0	32	12	964	1899
	C	0	34	0	16	773	823
	D	92	30	22	0	24	168
	E	361	905	767	1	0	2034
	Tot.	1344	1929	821	80	2164	6338

FG6: '2030 Future Year + Committed Dev PM Peak '
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	661	0	44	280	985
	B	446	0	39	20	604	1109
	C	0	44	0	23	528	595
	D	33	11	13	0	16	73
	E	227	651	423	1	0	1302
	Tot.	706	1367	475	88	1428	4064

FG7: '2030 Future Year + Committed Dev + Dev AM Peak '
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	960	0	51	452	1463
	B	891	0	32	12	994	1929
	C	0	34	0	16	846	896
	D	92	30	22	0	24	168
	E	364	906	774	1	0	2045
	Tot.	1347	1930	828	80	2316	6501

FG8: '2030 Future Year + Committed Dev + Dev PM Peak '
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	661	0	44	312	1017
	B	446	0	39	20	627	1132
	C	0	44	0	23	573	640
	D	33	11	13	0	16	73
	E	264	678	474	1	0	1417
	Tot.	743	1394	526	88	1528	4279

Stage Timings

Scenario 1: '2024 base AM Peak ' (FG1: '2024 base AM Peak ', Plan 1: 'Network Control Plan 1')
C1 - M1/J22 A50/A511 Controller 1
Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	27	6

Stage Stream: 2

Stage	1	2
Duration	20	28
Change Point	50	16

C2 - M1/J22 A50/A511 Controller 2
Stage Stream: 1

Stage	1	2
Duration	23	15
Change Point	34	13

Stage Stream: 2

Stage	1	2
Duration	18	20
Change Point	42	16

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.9%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.9%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	782	1995	1097	71.3%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	774	2093	1151	67.2%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	560	1956	1076	52.1%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	691	1966:1977	524+527	65.8 : 65.6%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	32	1978	527	6.1%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	20	-	367	1995	698	52.6%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	20	-	641	2132:1995	700+86	81.6 : 81.6%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	28	-	1107	2120:1966	955+365	83.9 : 83.9%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	28	-	744	1983	958	77.6%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	23	-	812	2034	976	83.2%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	23	-	814	2034	976	83.4%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	15	-	905	2027:2027	649+649	69.8 : 69.7%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	15	-	363	2027	649	56.0%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	348	2065	785	44.3%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	731	2187:2025	767+130	81.5 : 81.5%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	20	-	1222	1953:2090	671+809	82.6 : 82.6%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	20	-	560	1953	820	68.3%

9/1		U	N/A	N/A	-		-	-	-	1076	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1264	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	159	2005	344	46.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**120**	**39**	**0**	**37.3**	**10.8**	**0.0**	**48.2**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**120**	**39**	**0**	**37.3**	**10.8**	**0.0**	**48.2**	**-**	**-**	**-**	**-**
1/1	782	782	-	-	-	2.2	0.0	-	2.2	10.0	9.6	0.0	9.6
1/2	774	774	-	-	-	2.1	0.0	-	2.1	9.6	9.0	0.0	9.0
1/3	560	560	-	-	-	1.3	0.0	-	1.3	8.5	5.8	0.0	5.8
2/2+2/1	691	691	-	-	-	3.8	1.0	-	4.7	24.5	5.1	1.0	6.0
2/3	32	32	-	-	-	0.1	0.0	-	0.2	20.1	0.4	0.0	0.4
3/1	367	367	-	-	-	0.7	0.0	-	0.7	7.1	4.4	0.0	4.4
3/2+3/3	641	641	-	-	-	1.8	0.0	-	1.8	10.1	8.5	0.0	8.5
4/2+4/1	1107	1107	-	-	-	3.7	2.5	-	6.2	20.2	10.9	2.5	13.4
4/3	744	744	-	-	-	2.6	1.7	-	4.4	21.1	10.1	1.7	11.8
5/1	812	812	-	-	-	2.5	0.0	-	2.5	11.3	9.7	0.0	9.7
5/2	814	814	-	-	-	2.5	0.0	-	2.5	11.3	9.7	0.0	9.7
6/2+6/1	905	905	-	-	-	3.7	1.1	-	4.9	19.5	5.4	1.1	6.6
6/3	363	363	-	-	-	1.4	0.6	-	2.1	20.4	4.1	0.6	4.8
7/1	348	348	-	-	-	0.3	0.0	-	0.3	3.4	0.6	0.0	0.6
7/2+7/3	731	731	-	-	-	2.2	0.0	-	2.2	11.0	6.5	0.0	6.5
8/1+8/2	1222	1222	-	-	-	4.1	2.3	-	6.4	19.0	7.8	2.3	10.1
8/3	560	560	-	-	-	1.8	1.1	-	2.9	18.7	6.2	1.1	7.3
9/1	1076	1076	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1264	1264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	159	159	120	39	0	0.3	0.4	-	0.7	16.0	1.5	0.4	1.9

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	10.46	Cycle Time (s):	60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	13.09	Cycle Time (s):	60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	7.9	Total Delay for Signalled Lanes (pcuHr):	12.03	Cycle Time (s):	50
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):	11.90	Cycle Time (s):	50
	PRC Over All Lanes (%):	7.3	Total Delay Over All Lanes(pcuHr):	48.18		

Stage Timings

Scenario 2: '2024 base PM Peak ' (FG2: '2024 base PM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	9	48

Stage Stream: 2

Stage	1	2
Duration	12	36
Change Point	20	38

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	18	10
Change Point	4	28

Stage Stream: 2

Stage	1	2
Duration	10	18
Change Point	9	25

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.9%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.9%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	474	1995	1097	43.2%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	567	2093	1151	49.3%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	221	1956	1076	20.5%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	481	1966:1977	524+527	45.8 : 45.7%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	41	1978	527	7.8%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	12	-	229	1995	432	53.0%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	12	-	285	2132:1995	462+75	53.0 : 53.0%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	36	-	698	2120:1966	1173+380	44.9 : 44.9%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	36	-	444	1983	1223	36.3%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	18	-	550	2034	966	56.9%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	18	-	484	2034	966	50.1%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	622	2027:2027	557+557	55.8 : 55.8%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	10	-	259	2027	557	46.5%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	10	-	183	2065	568	32.2%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	10	-	451	2191:2025	551+321	51.7 : 51.7%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	18	-	818	1953:2090	926+890	45.0 : 45.0%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	18	-	221	1953	928	23.8%

9/1		U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	68	2005	544	12.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**56**	**12**	**0**	**17.9**	**2.9**	**0.0**	**20.8**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**56**	**12**	**0**	**17.9**	**2.9**	**0.0**	**20.8**	**-**	**-**	**-**	**-**
1/1	474	474	-	-	-	1.1	0.0	-	1.1	8.0	4.6	0.0	4.6
1/2	567	567	-	-	-	1.3	0.0	-	1.3	8.3	5.8	0.0	5.8
1/3	221	221	-	-	-	0.4	0.0	-	0.4	6.9	1.8	0.0	1.8
2/2+2/1	481	481	-	-	-	2.5	0.4	-	2.9	21.5	3.3	0.4	3.8
2/3	41	41	-	-	-	0.2	0.0	-	0.2	20.2	0.5	0.0	0.5
3/1	229	229	-	-	-	0.9	0.0	-	0.9	14.9	1.7	0.0	1.7
3/2+3/3	285	285	-	-	-	1.2	0.0	-	1.2	15.2	1.8	0.0	1.8
4/2+4/1	698	698	-	-	-	1.1	0.4	-	1.5	7.7	4.4	0.4	4.8
4/3	444	444	-	-	-	0.7	0.3	-	1.0	8.0	3.6	0.3	3.9
5/1	550	550	-	-	-	1.2	0.0	-	1.2	7.6	4.3	0.0	4.3
5/2	484	484	-	-	-	1.0	0.0	-	1.0	7.2	3.6	0.0	3.6
6/2+6/1	622	622	-	-	-	2.1	0.6	-	2.8	16.1	2.9	0.6	3.6
6/3	259	259	-	-	-	0.9	0.4	-	1.3	18.1	2.4	0.4	2.8
7/1	183	183	-	-	-	0.4	0.0	-	0.4	7.1	0.6	0.0	0.6
7/2+7/3	451	451	-	-	-	1.1	0.0	-	1.1	8.6	1.8	0.0	1.8
8/1+8/2	818	818	-	-	-	1.6	0.4	-	2.0	8.7	3.0	0.4	3.4
8/3	221	221	-	-	-	0.4	0.2	-	0.5	8.8	1.4	0.2	1.6
9/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	68	68	56	12	0	0.0	0.1	-	0.1	5.1	0.2	0.1	0.3

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	82.7	Total Delay for Signalled Lanes (pcuHr):	5.89	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	69.7	Total Delay for Signalled Lanes (pcuHr):	4.63	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	58.1	Total Delay for Signalled Lanes (pcuHr):	6.21	Cycle Time (s): 40
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	73.9	Total Delay for Signalled Lanes (pcuHr):	3.96	Cycle Time (s): 40
	PRC Over All Lanes (%):	58.1	Total Delay Over All Lanes(pcuHr):	20.78	

Stage Timings

Scenario 3: '2030 Future Year AM Peak ' (FG3: '2030 Future Year AM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	30	17
Change Point	27	4

Stage Stream: 2

Stage	1	2
Duration	20	28
Change Point	50	16

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	23	15
Change Point	32	11

Stage Stream: 2

Stage	1	2
Duration	18	20
Change Point	41	15

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	30	-	823	1995	1031	79.8%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	30	-	807	2093	1081	74.6%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	30	-	615	1956	1011	60.9%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	17	-	733	1966:1977	590+593	61.9 : 62.0%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	17	-	34	1978	593	5.7%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	20	-	368	1995	698	52.7%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	20	-	701	2132:1995	702+78	89.8 : 89.8%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	28	-	1171	2120:1966	955+367	88.6 : 88.6%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	28	-	793	1983	958	82.7%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	23	-	862	2034	976	88.3%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	23	-	863	2034	976	88.4%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	15	-	960	2027:2027	649+649	74.0 : 74.0%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	15	-	385	2027	649	59.4%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	369	2065	785	47.0%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	775	2187:2025	773+118	87.0 : 87.0%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	20	-	1276	1953:2090	658+809	87.0 : 87.0%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	20	-	615	1953	820	75.0%

9/1		U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1342	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	168	2005	330	50.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**96**	**72**	**0**	**41.1**	**14.2**	**0.0**	**55.3**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**96**	**72**	**0**	**41.1**	**14.2**	**0.0**	**55.3**	**-**	**-**	**-**	**-**
1/1	823	823	-	-	-	2.7	0.0	-	2.7	11.9	11.2	0.0	11.2
1/2	807	807	-	-	-	2.6	0.0	-	2.6	11.4	10.5	0.0	10.5
1/3	615	615	-	-	-	1.7	0.0	-	1.7	10.2	7.2	0.0	7.2
2/2+2/1	733	733	-	-	-	3.7	0.8	-	4.5	22.1	5.2	0.8	6.0
2/3	34	34	-	-	-	0.1	0.0	-	0.2	18.3	0.4	0.0	0.4
3/1	368	368	-	-	-	0.6	0.0	-	0.6	5.8	3.9	0.0	3.9
3/2+3/3	701	701	-	-	-	1.8	0.0	-	1.8	9.4	10.0	0.0	10.0
4/2+4/1	1171	1171	-	-	-	4.0	3.7	-	7.7	23.7	12.0	3.7	15.7
4/3	793	793	-	-	-	2.9	2.3	-	5.3	23.9	11.2	2.3	13.6
5/1	862	862	-	-	-	2.8	0.0	-	2.8	11.7	10.8	0.0	10.8
5/2	863	863	-	-	-	2.8	0.0	-	2.8	11.7	10.8	0.0	10.8
6/2+6/1	960	960	-	-	-	4.0	1.4	-	5.5	20.4	5.9	1.4	7.3
6/3	385	385	-	-	-	1.5	0.7	-	2.3	21.1	4.4	0.7	5.1
7/1	369	369	-	-	-	0.3	0.0	-	0.3	3.1	0.8	0.0	0.8
7/2+7/3	775	775	-	-	-	2.5	0.0	-	2.5	11.6	7.5	0.0	7.5
8/1+8/2	1276	1276	-	-	-	4.4	3.2	-	7.6	21.4	8.4	3.2	11.6
8/3	615	615	-	-	-	2.1	1.5	-	3.6	20.9	7.2	1.5	8.7
9/1	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1342	1342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	168	168	96	72	0	0.4	0.5	-	0.9	19.1	1.6	0.5	2.1

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	12.7	Total Delay for Signalled Lanes (pcuHr):	11.69	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	15.40	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	13.33	Cycle Time (s): 50
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	14.00	Cycle Time (s): 50
	PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	55.31	

Stage Timings

Scenario 4: '2030 Future Year PM Peak ' (FG4: '2030 Future Year PM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	30	17
Change Point	9	46

Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	20	39

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	18	10
Change Point	2	26

Stage Stream: 2

Stage	1	2
Duration	9	19
Change Point	9	24

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.2%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.2%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	30	-	499	1995	1031	48.4%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	30	-	587	2093	1081	54.3%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	30	-	255	1956	1011	25.2%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	17	-	511	1966:1977	590+593	43.2 : 43.2%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	17	-	44	1978	593	7.4%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	13	-	224	1995	466	48.1%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	13	-	323	2132:1995	480+76	58.1 : 58.1%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	35	-	740	2120:1966	1146+374	48.7 : 48.7%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	35	-	474	1983	1190	39.8%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	18	-	582	2034	966	60.2%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	18	-	518	2034	966	53.6%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	661	2027:2027	557+557	59.4 : 59.2%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	10	-	276	2027	557	49.5%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	9	-	193	2065	516	37.4%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	9	-	482	2191:2025	516+311	58.3 : 58.3%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	19	-	848	1953:2090	953+875	46.4 : 46.4%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	19	-	255	1953	977	26.1%

9/1		U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	912	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	73	2005	526	13.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**60**	**13**	**0**	**19.4**	**3.1**	**0.0**	**22.5**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**60**	**13**	**0**	**19.4**	**3.1**	**0.0**	**22.5**	**-**	**-**	**-**	**-**
1/1	499	499	-	-	-	1.3	0.0	-	1.3	9.4	5.3	0.0	5.3
1/2	587	587	-	-	-	1.6	0.0	-	1.6	9.7	6.5	0.0	6.5
1/3	255	255	-	-	-	0.6	0.0	-	0.6	8.1	2.3	0.0	2.3
2/2+2/1	511	511	-	-	-	2.4	0.4	-	2.8	19.6	3.4	0.4	3.8
2/3	44	44	-	-	-	0.2	0.0	-	0.2	18.3	0.5	0.0	0.6
3/1	224	224	-	-	-	0.9	0.0	-	0.9	13.8	1.5	0.0	1.5
3/2+3/3	323	323	-	-	-	1.2	0.0	-	1.2	13.9	1.8	0.0	1.8
4/2+4/1	740	740	-	-	-	1.3	0.5	-	1.8	8.5	5.0	0.5	5.4
4/3	474	474	-	-	-	0.8	0.3	-	1.2	8.8	4.1	0.3	4.4
5/1	582	582	-	-	-	1.2	0.0	-	1.2	7.7	4.7	0.0	4.7
5/2	518	518	-	-	-	1.1	0.0	-	1.1	7.4	4.0	0.0	4.0
6/2+6/1	661	661	-	-	-	2.3	0.7	-	3.0	16.5	3.1	0.7	3.9
6/3	276	276	-	-	-	0.9	0.5	-	1.4	18.6	2.5	0.5	3.0
7/1	193	193	-	-	-	0.4	0.0	-	0.4	6.9	0.6	0.0	0.6
7/2+7/3	482	482	-	-	-	1.3	0.0	-	1.3	9.6	2.0	0.0	2.0
8/1+8/2	848	848	-	-	-	1.5	0.4	-	1.9	8.2	3.1	0.4	3.5
8/3	255	255	-	-	-	0.4	0.2	-	0.6	8.2	1.6	0.2	1.8
9/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	73	73	60	13	0	0.0	0.1	-	0.1	5.5	0.2	0.1	0.3

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	65.8	Total Delay for Signalled Lanes (pcuHr):	6.46	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	54.8	Total Delay for Signalled Lanes (pcuHr):	5.03	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	49.4	Total Delay for Signalled Lanes (pcuHr):	6.77	Cycle Time (s): 40
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	54.4	Total Delay for Signalled Lanes (pcuHr):	4.17	Cycle Time (s): 40
	PRC Over All Lanes (%):	49.4	Total Delay Over All Lanes(pcuHr):	22.54	

Stage Timings

Scenario 5: '2030 Future Year + Committed Dev AM Peak' (FG5: '2030 Future Year + Committed Dev AM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	27	6

Stage Stream: 2

Stage	1	2
Duration	19	29
Change Point	54	19

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	24	14
Change Point	27	7

Stage Stream: 2

Stage	1	2
Duration	18	20
Change Point	35	9

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	853	1995	1097	77.7%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	906	2093	1151	78.7%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	563	1956	1076	52.3%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	789	1966:1977	524+527	75.0 : 75.1%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	34	1978	527	6.4%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	19	-	420	1995	665	63.2%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	19	-	649	2132:1995	677+50	89.2 : 89.2%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	29	-	1215	2120:1966	974+412	87.7 : 87.7%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	29	-	819	1983	991	82.6%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	24	-	895	2034	1017	88.0%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	24	-	864	2034	1017	85.0%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	14	-	960	2027:2027	608+608	78.9 : 78.9%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	14	-	454	2027	608	74.7%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	694	2065	785	88.4%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	550	2174:2025	637+431	51.5 : 51.5%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	20	-	1336	1953:2090	765+803	85.2 : 85.2%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	20	-	563	1953	820	68.6%

9/1		U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	971	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1375	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	168	2005	291	57.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**91**	**77**	**0**	**42.4**	**15.1**	**0.0**	**57.5**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**91**	**77**	**0**	**42.4**	**15.1**	**0.0**	**57.5**	**-**	**-**	**-**	**-**
1/1	853	853	-	-	-	2.5	0.0	-	2.5	10.6	11.1	0.0	11.1
1/2	906	906	-	-	-	2.7	0.0	-	2.7	10.7	11.8	0.0	11.8
1/3	563	563	-	-	-	1.3	0.0	-	1.3	8.5	5.8	0.0	5.8
2/2+2/1	789	789	-	-	-	4.4	1.5	-	5.9	27.0	6.1	1.5	7.5
2/3	34	34	-	-	-	0.2	0.0	-	0.2	20.1	0.4	0.0	0.5
3/1	420	420	-	-	-	0.8	0.0	-	0.8	7.0	5.2	0.0	5.2
3/2+3/3	649	649	-	-	-	2.1	0.0	-	2.1	11.7	9.5	0.0	9.5
4/2+4/1	1215	1215	-	-	-	3.9	3.4	-	7.3	21.7	11.9	3.4	15.3
4/3	819	819	-	-	-	2.9	2.3	-	5.2	22.9	11.6	2.3	13.9
5/1	895	895	-	-	-	2.8	0.0	-	2.8	11.2	10.9	0.0	10.9
5/2	864	864	-	-	-	2.6	0.0	-	2.6	10.9	10.3	0.0	10.3
6/2+6/1	960	960	-	-	-	4.3	1.8	-	6.1	23.0	6.0	1.8	7.8
6/3	454	454	-	-	-	2.0	1.4	-	3.4	27.3	5.7	1.4	7.1
7/1	694	694	-	-	-	0.9	0.0	-	0.9	4.7	3.7	0.0	3.7
7/2+7/3	550	550	-	-	-	2.0	0.0	-	2.0	13.3	3.7	0.0	3.7
8/1+8/2	1336	1336	-	-	-	4.7	2.8	-	7.5	20.1	8.2	2.8	11.0
8/3	563	563	-	-	-	1.8	1.1	-	2.9	18.8	6.3	1.1	7.3
9/1	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1375	1375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	168	168	91	77	0	0.4	0.7	-	1.1	23.7	1.7	0.7	2.4

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	14.4	Total Delay for Signalled Lanes (pcuHr):	12.64	Cycle Time (s):	60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	15.47	Cycle Time (s):	60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	2.3	Total Delay for Signalled Lanes (pcuHr):	14.95	Cycle Time (s):	50
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	13.35	Cycle Time (s):	50
	PRC Over All Lanes (%):	0.9	Total Delay Over All Lanes(pcuHr):	57.51		

Stage Timings

Scenario 6: '2030 Future Year + Committed Dev PM Peak' (FG6: '2030 Future Year + Committed Dev PM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	9	48

Stage Stream: 2

Stage	1	2
Duration	12	36
Change Point	22	40

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	18	10
Change Point	35	19

Stage Stream: 2

Stage	1	2
Duration	10	18
Change Point	1	17

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.8%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.8%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	527	1995	1097	48.0%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	623	2093	1151	54.1%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	245	1956	1076	22.8%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	551	1966:1977	524+527	52.5 : 52.4%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	44	1978	527	8.3%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	12	-	234	1995	432	54.1%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	12	-	313	2132:1995	462+76	58.2 : 58.2%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	36	-	810	2120:1966	1153+449	50.6 : 50.6%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	36	-	492	1983	1223	40.2%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	18	-	607	2034	966	62.8%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	18	-	536	2034	966	55.5%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	661	2027:2027	557+557	59.4 : 59.2%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	10	-	324	2027	557	58.1%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	10	-	213	2065	568	37.5%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	10	-	548	2190:2025	547+348	61.2 : 61.2%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	18	-	864	1953:2090	926+836	49.0 : 49.1%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	18	-	245	1953	928	26.4%

9/1		U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	73	2005	496	14.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**60**	**13**	**0**	**20.4**	**3.6**	**0.0**	**24.0**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**60**	**13**	**0**	**20.4**	**3.6**	**0.0**	**24.0**	**-**	**-**	**-**	**-**
1/1	527	527	-	-	-	1.2	0.0	-	1.2	8.3	5.3	0.0	5.3
1/2	623	623	-	-	-	1.5	0.0	-	1.5	8.7	6.6	0.0	6.6
1/3	245	245	-	-	-	0.5	0.0	-	0.5	7.0	2.0	0.0	2.0
2/2+2/1	551	551	-	-	-	2.9	0.5	-	3.4	22.3	3.9	0.5	4.5
2/3	44	44	-	-	-	0.2	0.0	-	0.2	20.2	0.5	0.0	0.6
3/1	234	234	-	-	-	0.9	0.0	-	0.9	14.2	2.0	0.0	2.0
3/2+3/3	313	313	-	-	-	1.3	0.0	-	1.3	15.5	4.0	0.0	4.0
4/2+4/1	810	810	-	-	-	1.3	0.5	-	1.8	8.0	5.0	0.5	5.5
4/3	492	492	-	-	-	0.8	0.3	-	1.1	8.3	4.1	0.3	4.4
5/1	607	607	-	-	-	1.3	0.0	-	1.3	7.9	4.9	0.0	4.9
5/2	536	536	-	-	-	1.1	0.0	-	1.1	7.5	4.2	0.0	4.2
6/2+6/1	661	661	-	-	-	2.3	0.7	-	3.0	16.5	3.1	0.7	3.9
6/3	324	324	-	-	-	1.1	0.7	-	1.8	20.2	3.1	0.7	3.7
7/1	213	213	-	-	-	0.4	0.0	-	0.4	6.6	0.7	0.0	0.7
7/2+7/3	548	548	-	-	-	1.4	0.0	-	1.4	9.0	2.4	0.0	2.4
8/1+8/2	864	864	-	-	-	1.7	0.5	-	2.2	9.0	3.4	0.5	3.9
8/3	245	245	-	-	-	0.4	0.2	-	0.6	8.9	1.6	0.2	1.8
9/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	73	73	60	13	0	0.0	0.1	-	0.1	5.9	0.3	0.1	0.3

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	66.3	Total Delay for Signalled Lanes (pcuHr):	6.85	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	54.6	Total Delay for Signalled Lanes (pcuHr):	5.22	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	43.3	Total Delay for Signalled Lanes (pcuHr):	7.29	Cycle Time (s): 40
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	47.0	Total Delay for Signalled Lanes (pcuHr):	4.54	Cycle Time (s): 40
	PRC Over All Lanes (%):	43.3	Total Delay Over All Lanes(pcuHr):	24.02	

Stage Timings

Scenario 7: '2030 Future Year + Committed Dev + Dev AM Peak ' (FG7: '2030 Future Year + Committed Dev + Dev AM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	30	17
Change Point	27	4

Stage Stream: 2

Stage	1	2
Duration	20	28
Change Point	51	17

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	24	14
Change Point	27	7

Stage Stream: 2

Stage	1	2
Duration	18	20
Change Point	36	10

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	30	-	883	1995	1031	85.7%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	30	-	942	2093	1081	87.1%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	30	-	576	1956	1011	57.0%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	17	-	862	1966:1977	590+593	72.9 : 72.8%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	17	-	34	1978	593	5.7%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	20	-	407	1995	698	58.3%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	20	-	662	2132:1995	709+57	86.4 : 86.4%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	28	-	1221	2120:1966	950+403	90.2 : 90.2%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	28	-	824	1983	958	86.0%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	24	-	894	2034	1017	87.9%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	24	-	873	2034	1017	85.8%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	14	-	960	2027:2027	608+608	78.9 : 78.9%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	14	-	503	2027	608	82.7%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	697	2065	785	88.8%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	603	2174:2025	633+445	56.0 : 56.0%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	20	-	1353	1953:2090	765+803	86.3 : 86.3%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	20	-	576	1953	820	70.2%

9/1		U	N/A	N/A	-		-	-	-	1259	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1057	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1374	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	168	2005	278	60.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**75**	**93**	**0**	**44.6**	**17.8**	**0.0**	**62.4**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**75**	**93**	**0**	**44.6**	**17.8**	**0.0**	**62.4**	**-**	**-**	**-**	**-**
1/1	883	883	-	-	-	3.1	0.0	-	3.1	12.6	12.8	0.0	12.8
1/2	942	942	-	-	-	3.3	0.0	-	3.3	12.7	13.6	0.0	13.6
1/3	576	576	-	-	-	1.6	0.0	-	1.6	9.9	6.6	0.0	6.6
2/2+2/1	862	862	-	-	-	4.5	1.3	-	5.8	24.4	6.4	1.3	7.7
2/3	34	34	-	-	-	0.1	0.0	-	0.2	18.3	0.4	0.0	0.4
3/1	407	407	-	-	-	0.6	0.0	-	0.6	5.4	4.0	0.0	4.0
3/2+3/3	662	662	-	-	-	1.8	0.0	-	1.8	9.8	9.4	0.0	9.4
4/2+4/1	1221	1221	-	-	-	4.2	4.3	-	8.5	25.2	12.4	4.3	16.7
4/3	824	824	-	-	-	3.1	2.9	-	6.1	26.5	12.1	2.9	15.1
5/1	894	894	-	-	-	2.8	0.0	-	2.8	11.2	10.9	0.0	10.9
5/2	873	873	-	-	-	2.7	0.0	-	2.7	11.0	10.4	0.0	10.4
6/2+6/1	960	960	-	-	-	4.3	1.8	-	6.1	23.0	6.0	1.8	7.8
6/3	503	503	-	-	-	2.3	2.3	-	4.6	32.7	6.4	2.3	8.7
7/1	697	697	-	-	-	0.8	0.0	-	0.8	3.9	4.3	0.0	4.3
7/2+7/3	603	603	-	-	-	2.3	0.0	-	2.3	13.9	4.1	0.0	4.1
8/1+8/2	1353	1353	-	-	-	4.8	3.1	-	7.8	20.8	8.3	3.1	11.3
8/3	576	576	-	-	-	1.9	1.2	-	3.1	19.2	6.6	1.2	7.7
9/1	1259	1259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1057	1057	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1374	1374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	168	168	75	93	0	0.5	0.8	-	1.2	26.1	1.6	0.8	2.4

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	3.3	Total Delay for Signalled Lanes (pcuHr):	14.02	Cycle Time (s):	60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	17.01	Cycle Time (s):	60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	16.12	Cycle Time (s):	50
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	13.99	Cycle Time (s):	50
	PRC Over All Lanes (%):	-0.3	Total Delay Over All Lanes(pcuHr):	62.37		

Stage Timings

Scenario 8: '2030 Future Year + Committed Dev + Dev PM Peak ' (FG8: '2030 Future Year + Committed Dev + Dev PM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	31	16
Change Point	9	47

Stage Stream: 2

Stage	1	2
Duration	12	36
Change Point	23	41

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	18	10
Change Point	1	25

Stage Stream: 2

Stage	1	2
Duration	10	18
Change Point	8	24

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.7%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.7%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	31	-	528	1995	1064	49.6%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	31	-	655	2093	1116	58.7%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	31	-	267	1956	1043	25.6%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	16	-	596	1966:1977	557+560	53.3 : 53.4%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	16	-	44	1978	560	7.9%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	12	-	212	1995	432	49.0%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	12	-	335	2132:1995	462+75	62.3 : 62.3%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	36	-	887	2120:1966	1144+485	54.5 : 54.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	36	-	530	1983	1223	43.3%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	18	-	644	2034	966	66.7%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	18	-	577	2034	966	59.7%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	661	2027:2027	557+557	59.4 : 59.2%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	10	-	356	2027	557	63.9%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	10	-	237	2065	568	41.7%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	10	-	607	2192:2025	542+390	65.1 : 65.1%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	18	-	865	1953:2090	927+801	50.1 : 50.1%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	18	-	267	1953	928	28.8%

9/1		U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	73	2005	471	15.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**60**	**13**	**0**	**21.8**	**4.0**	**0.0**	**25.8**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**60**	**13**	**0**	**21.8**	**4.0**	**0.0**	**25.8**	**-**	**-**	**-**	**-**
1/1	528	528	-	-	-	1.3	0.0	-	1.3	8.9	5.6	0.0	5.6
1/2	655	655	-	-	-	1.7	0.0	-	1.7	9.5	7.3	0.0	7.3
1/3	267	267	-	-	-	0.6	0.0	-	0.6	7.6	2.4	0.0	2.4
2/2+2/1	596	596	-	-	-	3.0	0.6	-	3.6	21.6	4.2	0.6	4.7
2/3	44	44	-	-	-	0.2	0.0	-	0.2	19.3	0.5	0.0	0.6
3/1	212	212	-	-	-	0.8	0.0	-	0.8	13.4	1.8	0.0	1.8
3/2+3/3	335	335	-	-	-	1.4	0.0	-	1.4	15.3	4.4	0.0	4.4
4/2+4/1	887	887	-	-	-	1.5	0.6	-	2.1	8.3	5.5	0.6	6.1
4/3	530	530	-	-	-	0.9	0.4	-	1.3	8.6	4.6	0.4	4.9
5/1	644	644	-	-	-	1.4	0.0	-	1.4	8.1	5.4	0.0	5.4
5/2	577	577	-	-	-	1.2	0.0	-	1.2	7.7	4.6	0.0	4.6
6/2+6/1	661	661	-	-	-	2.3	0.7	-	3.0	16.5	3.1	0.7	3.9
6/3	356	356	-	-	-	1.3	0.9	-	2.1	21.6	3.5	0.9	4.3
7/1	237	237	-	-	-	0.4	0.0	-	0.4	6.2	0.7	0.0	0.7
7/2+7/3	607	607	-	-	-	1.6	0.0	-	1.6	9.4	2.8	0.0	2.8
8/1+8/2	865	865	-	-	-	1.7	0.5	-	2.2	9.1	3.5	0.5	4.0
8/3	267	267	-	-	-	0.5	0.2	-	0.7	9.1	1.8	0.2	2.0
9/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	73	73	60	13	0	0.0	0.1	-	0.1	6.6	0.3	0.1	0.4

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	53.4	Total Delay for Signalled Lanes (pcuHr):	7.41	Cycle Time (s):	60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	44.4	Total Delay for Signalled Lanes (pcuHr):	5.54	Cycle Time (s):	60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	35.0	Total Delay for Signalled Lanes (pcuHr):	7.85	Cycle Time (s):	40
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	38.3	Total Delay for Signalled Lanes (pcuHr):	4.86	Cycle Time (s):	40
	PRC Over All Lanes (%):	35.0	Total Delay Over All Lanes(pcuHr):	25.79		

Stage Timings

Scenario 9: 'Copy of 2030 Future Year + Committed Dev + Dev AM Peak ' (FG7: '2030 Future Year + Committed Dev + Dev AM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	32	19
Change Point	27	2

Stage Stream: 2

Stage	1	2
Duration	21	31
Change Point	52	15

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	24	14
Change Point	17	47

Stage Stream: 2

Stage	1	2
Duration	19	19
Change Point	25	0

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.9%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.9%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	887	1995	1029	86.2%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	944	2093	1079	87.5%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	570	1956	1009	56.5%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	19	-	862	1966:1977	614+618	70.0 : 69.9%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	19	-	34	1978	618	5.5%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	21	-	413	1995	686	60.2%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	21	-	656	2132:1995	697+50	87.7 : 87.7%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	31	-	1214	2120:1966	958+410	88.7 : 88.7%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	31	-	831	1983	991	83.8%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	24	-	892	2034	1017	87.7%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	24	-	875	2034	1017	86.0%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	14	-	960	2027:2027	608+608	78.9 : 78.9%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	14	-	503	2027	608	82.7%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	19	-	699	2065	826	84.6%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	19	-	601	2174:2025	657+464	53.6 : 53.6%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	19	-	1359	1953:2090	747+782	88.9 : 88.9%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	19	-	570	1953	781	73.0%

9/1		U	N/A	N/A	-		-	-	-	1263	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1372	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	168	2005	278	60.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**76**	**92**	**0**	**45.9**	**17.5**	**0.0**	**63.4**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**76**	**92**	**0**	**45.9**	**17.5**	**0.0**	**63.4**	**-**	**-**	**-**	**-**
1/1	887	887	-	-	-	3.3	0.0	-	3.3	13.5	13.6	0.0	13.6
1/2	944	944	-	-	-	3.6	0.0	-	3.6	13.7	14.7	0.0	14.7
1/3	570	570	-	-	-	1.7	0.0	-	1.7	10.6	6.8	0.0	6.8
2/2+2/1	862	862	-	-	-	4.6	1.2	-	5.8	24.2	6.7	1.2	7.9
2/3	34	34	-	-	-	0.1	0.0	-	0.2	18.6	0.4	0.0	0.4
3/1	413	413	-	-	-	0.7	0.0	-	0.7	6.3	4.6	0.0	4.6
3/2+3/3	656	656	-	-	-	2.0	0.0	-	2.0	10.9	10.0	0.0	10.0
4/2+4/1	1214	1214	-	-	-	4.1	3.8	-	7.9	23.4	12.5	3.8	16.3
4/3	831	831	-	-	-	3.2	2.5	-	5.7	24.6	12.7	2.5	15.2
5/1	892	892	-	-	-	2.8	0.0	-	2.8	11.1	10.9	0.0	10.9
5/2	875	875	-	-	-	2.7	0.0	-	2.7	11.0	10.5	0.0	10.5
6/2+6/1	960	960	-	-	-	4.3	1.8	-	6.1	23.0	6.0	1.8	7.8
6/3	503	503	-	-	-	2.3	2.3	-	4.6	32.7	6.4	2.3	8.7
7/1	699	699	-	-	-	0.7	0.0	-	0.7	3.5	2.1	0.0	2.1
7/2+7/3	601	601	-	-	-	2.2	0.0	-	2.2	13.1	4.0	0.0	4.0
8/1+8/2	1359	1359	-	-	-	5.1	3.8	-	8.9	23.7	8.5	3.8	12.3
8/3	570	570	-	-	-	2.0	1.3	-	3.3	21.1	6.6	1.3	8.0
9/1	1263	1263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1372	1372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	168	168	76	92	0	0.5	0.8	-	1.2	26.7	1.7	0.8	2.5

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	2.9	Total Delay for Signalled Lanes (pcuHr):	14.56	Cycle Time (s): 64
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	16.30	Cycle Time (s): 64
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	16.12	Cycle Time (s): 50
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	15.14	Cycle Time (s): 50
	PRC Over All Lanes (%):	1.3	Total Delay Over All Lanes(pcuHr):	63.38	

Appendix Q

Junctions 9,10 and 11 Operational Assessments

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Junction 9_ B585 - Beveridge Lane - Roundabout.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 10 Models
Report generation date: 19/03/2025 11:12:39

»2024 | Base | AM
»2024 | Base | PM
»2030 | Future Year | AM
»2030 | Future Year | PM
»2030 | Future Year + Committed Dev | AM
»2030 | Future Year + Committed Dev | PM
»2030 | Future Year + Committed Dev + Development | AM
»2030 | Future Year + Committed Dev + Development | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2024 - Base													
A - Walker Road	D1	0.1	4.70	0.08	A	3.17	74 % [D - Beveridge Lane (W)]	D2	0.1	3.61	0.05	A	2.22	178 % [D - Beveridge Lane (W)]
B - B585 - Beveridge Lane (E)		0.7	2.13	0.39	A				0.3	1.65	0.21	A		
C - B585 - West Lane (S)		0.5	3.31	0.26	A				0.2	2.21	0.16	A		
D - Beveridge Lane (W)		1.1	4.38	0.47	A				0.4	2.78	0.28	A		
	2030 - Future Year													
A - Walker Road	D3	0.1	4.93	0.08	A	3.38	63 % [D - Beveridge Lane (W)]	D4	0.1	3.71	0.05	A	2.29	160 % [D - Beveridge Lane (W)]
B - B585 - Beveridge Lane (E)		0.8	2.24	0.42	A				0.3	1.68	0.23	A		
C - B585 - West Lane (S)		0.5	3.48	0.28	A				0.2	2.26	0.17	A		
D - Beveridge Lane (W)		1.2	4.76	0.51	A				0.5	2.88	0.30	A		
	2030 - Future Year + Committed Dev													
A - Walker Road	D5	0.1	5.22	0.09	A	3.68	55 % [D - Beveridge Lane (W)]	D6	0.1	3.92	0.06	A	2.47	138 % [D - Beveridge Lane (W)]
B - B585 - Beveridge Lane (E)		1.1	2.59	0.47	A				0.4	1.86	0.27	A		
C - B585 - West Lane (S)		0.7	3.89	0.33	A				0.4	2.63	0.23	A		
D - Beveridge Lane (W)		1.3	5.11	0.53	A				0.5	3.04	0.32	A		
	2030 - Future Year + Committed Dev + Development													
A - Walker Road	D7	0.1	5.29	0.09	A	3.86	53 % [D - Beveridge Lane (W)]	D8	0.1	4.23	0.06	A	2.61	115 % [D - Beveridge Lane (W)]
B - B585 - Beveridge Lane (E)		1.4	2.99	0.54	A				0.5	1.96	0.31	A		
C - B585 - West Lane (S)		0.7	3.97	0.34	A				0.5	2.79	0.30	A		
D - Beveridge Lane (W)		1.4	5.21	0.54	A				0.5	3.28	0.34	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	05/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.17	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	74	D - Beveridge Lane (W)	3.17	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Walker Road		
B	B585 - Beveridge Lane (E)		
C	B585 - West Lane (S)		
D	Beveridge Lane (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Walker Road	3.63	8.03	11.4	42.6	68.2	28.0		
B - B585 - Beveridge Lane (E)	7.10	11.80	25.1	37.1	68.2	18.0		
C - B585 - West Lane (S)	7.83	7.87	1.0	38.7	68.2	25.0		
D - Beveridge Lane (W)	3.40	9.29	30.0	39.1	68.2	34.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Walker Road	0.530	1751
B - B585 - Beveridge Lane (E)	0.775	3236
C - B585 - West Lane (S)	0.648	2481
D - Beveridge Lane (W)	0.588	2148

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	76	100.000
B - B585 - Beveridge Lane (E)		✓	1108	100.000
C - B585 - West Lane (S)		✓	465	100.000
D - Beveridge Lane (W)		✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	49	16	11
	B - B585 - Beveridge Lane (E)	63	28	417	600
	C - B585 - West Lane (S)	25	351	0	89
	D - Beveridge Lane (W)	64	628	103	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	36	60	0
	B - B585 - Beveridge Lane (E)	13	4	20	9
	C - B585 - West Lane (S)	56	33	0	39
	D - Beveridge Lane (W)	3	18	29	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.08	4.70	0.1	A
B - B585 - Beveridge Lane (E)	0.39	2.13	0.7	A
C - B585 - West Lane (S)	0.26	3.31	0.5	A
D - Beveridge Lane (W)	0.47	4.38	1.1	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	57	833	1310	0.044	57	0.1	3.828	A
B - B585 - Beveridge Lane (E)	834	98	3161	0.264	833	0.4	1.747	A
C - B585 - West Lane (S)	350	527	2139	0.164	349	0.3	2.718	A
D - Beveridge Lane (W)	599	351	1942	0.308	596	0.5	3.152	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	997	1223	0.056	68	0.1	4.154	A
B - B585 - Beveridge Lane (E)	996	117	3146	0.317	996	0.5	1.891	A
C - B585 - West Lane (S)	418	631	2072	0.202	418	0.3	2.942	A
D - Beveridge Lane (W)	715	420	1901	0.376	714	0.7	3.574	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	84	1220	1105	0.076	84	0.1	4.699	A
B - B585 - Beveridge Lane (E)	1220	143	3126	0.390	1219	0.7	2.132	A
C - B585 - West Lane (S)	512	772	1980	0.259	511	0.5	3.314	A
D - Beveridge Lane (W)	875	514	1846	0.474	874	1.1	4.362	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	84	1222	1104	0.076	84	0.1	4.703	A
B - B585 - Beveridge Lane (E)	1220	143	3125	0.390	1220	0.7	2.134	A
C - B585 - West Lane (S)	512	773	1980	0.259	512	0.5	3.315	A
D - Beveridge Lane (W)	875	514	1845	0.474	875	1.1	4.375	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	1000	1222	0.056	68	0.1	4.162	A
B - B585 - Beveridge Lane (E)	996	117	3146	0.317	997	0.5	1.892	A
C - B585 - West Lane (S)	418	632	2071	0.202	419	0.3	2.947	A
D - Beveridge Lane (W)	715	420	1901	0.376	716	0.7	3.587	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	57	837	1308	0.044	57	0.1	3.835	A
B - B585 - Beveridge Lane (E)	834	98	3160	0.264	835	0.4	1.751	A
C - B585 - West Lane (S)	350	529	2138	0.164	350	0.3	2.724	A
D - Beveridge Lane (W)	599	352	1941	0.308	599	0.5	3.165	A

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	178	D - Beveridge Lane (W)	2.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	57	100.000
B - B585 - Beveridge Lane (E)		✓	617	100.000
C - B585 - West Lane (S)		✓	324	100.000
D - Beveridge Lane (W)		✓	505	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	38	11	8
	B - B585 - Beveridge Lane (E)	12	5	255	345
	C - B585 - West Lane (S)	6	263	0	55
	D - Beveridge Lane (W)	1	454	50	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	23	57	0
	B - B585 - Beveridge Lane (E)	50	25	18	11
	C - B585 - West Lane (S)	50	13	0	17
	D - Beveridge Lane (W)	0	8	16	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.05	3.61	0.1	A
B - B585 - Beveridge Lane (E)	0.21	1.65	0.3	A
C - B585 - West Lane (S)	0.16	2.21	0.2	A
D - Beveridge Lane (W)	0.28	2.78	0.4	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	43	580	1444	0.030	43	0.0	3.189	A
B - B585 - Beveridge Lane (E)	465	52	3196	0.145	464	0.2	1.508	A
C - B585 - West Lane (S)	244	278	2301	0.106	243	0.1	1.998	A
D - Beveridge Lane (W)	380	215	2021	0.188	379	0.3	2.382	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	51	694	1384	0.037	51	0.0	3.354	A
B - B585 - Beveridge Lane (E)	555	62	3188	0.174	554	0.2	1.564	A
C - B585 - West Lane (S)	291	333	2265	0.129	291	0.2	2.082	A
D - Beveridge Lane (W)	454	257	1997	0.227	454	0.3	2.536	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	63	849	1301	0.048	63	0.1	3.609	A
B - B585 - Beveridge Lane (E)	679	76	3177	0.214	679	0.3	1.649	A
C - B585 - West Lane (S)	357	407	2217	0.161	357	0.2	2.209	A
D - Beveridge Lane (W)	556	315	1963	0.283	556	0.4	2.782	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	63	850	1301	0.048	63	0.1	3.609	A
B - B585 - Beveridge Lane (E)	679	76	3177	0.214	679	0.3	1.649	A
C - B585 - West Lane (S)	357	407	2217	0.161	357	0.2	2.209	A
D - Beveridge Lane (W)	556	315	1962	0.283	556	0.4	2.782	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	51	695	1383	0.037	51	0.0	3.355	A
B - B585 - Beveridge Lane (E)	555	62	3188	0.174	555	0.2	1.564	A
C - B585 - West Lane (S)	291	333	2265	0.129	291	0.2	2.084	A
D - Beveridge Lane (W)	454	257	1996	0.227	454	0.3	2.538	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	43	582	1443	0.030	43	0.0	3.192	A
B - B585 - Beveridge Lane (E)	465	52	3196	0.145	465	0.2	1.510	A
C - B585 - West Lane (S)	244	279	2300	0.106	244	0.1	1.999	A
D - Beveridge Lane (W)	380	215	2021	0.188	380	0.3	2.385	A

2030 | Future Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	63	D - Beveridge Lane (W)	3.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	81	100.000
B - B585 - Beveridge Lane (E)		✓	1182	100.000
C - B585 - West Lane (S)		✓	496	100.000
D - Beveridge Lane (W)		✓	848	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	52	17	12
	B - B585 - Beveridge Lane (E)	67	30	445	640
	C - B585 - West Lane (S)	27	374	0	95
	D - Beveridge Lane (W)	68	670	110	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	36	60	0
	B - B585 - Beveridge Lane (E)	13	4	20	9
	C - B585 - West Lane (S)	56	33	0	39
	D - Beveridge Lane (W)	3	18	29	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.08	4.93	0.1	A
B - B585 - Beveridge Lane (E)	0.42	2.24	0.8	A
C - B585 - West Lane (S)	0.28	3.48	0.5	A
D - Beveridge Lane (W)	0.51	4.76	1.2	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	61	888	1281	0.048	61	0.1	3.927	A
B - B585 - Beveridge Lane (E)	890	104	3156	0.282	888	0.4	1.794	A
C - B585 - West Lane (S)	373	563	2116	0.176	372	0.3	2.790	A
D - Beveridge Lane (W)	638	374	1928	0.331	636	0.6	3.281	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	73	1063	1188	0.061	73	0.1	4.296	A
B - B585 - Beveridge Lane (E)	1063	125	3140	0.338	1062	0.6	1.958	A
C - B585 - West Lane (S)	446	673	2044	0.218	446	0.4	3.044	A
D - Beveridge Lane (W)	762	447	1885	0.405	761	0.8	3.778	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	89	1302	1062	0.084	89	0.1	4.927	A
B - B585 - Beveridge Lane (E)	1301	153	3118	0.417	1300	0.8	2.237	A
C - B585 - West Lane (S)	546	824	1946	0.281	546	0.5	3.472	A
D - Beveridge Lane (W)	934	548	1826	0.511	932	1.2	4.742	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	89	1304	1060	0.084	89	0.1	4.932	A
B - B585 - Beveridge Lane (E)	1301	153	3118	0.417	1301	0.8	2.239	A
C - B585 - West Lane (S)	546	825	1946	0.281	546	0.5	3.475	A
D - Beveridge Lane (W)	934	548	1825	0.512	934	1.2	4.760	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	73	1066	1186	0.061	73	0.1	4.306	A
B - B585 - Beveridge Lane (E)	1063	125	3139	0.338	1064	0.6	1.960	A
C - B585 - West Lane (S)	446	674	2044	0.218	446	0.4	3.049	A
D - Beveridge Lane (W)	762	448	1884	0.405	764	0.8	3.797	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	61	892	1278	0.048	61	0.1	3.936	A
B - B585 - Beveridge Lane (E)	890	105	3155	0.282	890	0.4	1.798	A
C - B585 - West Lane (S)	373	564	2115	0.177	374	0.3	2.797	A
D - Beveridge Lane (W)	638	375	1927	0.331	639	0.6	3.298	A

2030 | Future Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	160	D - Beveridge Lane (W)	2.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	62	100.000
B - B585 - Beveridge Lane (E)		✓	659	100.000
C - B585 - West Lane (S)		✓	346	100.000
D - Beveridge Lane (W)		✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	41	12	9
	B - B585 - Beveridge Lane (E)	13	5	272	369
	C - B585 - West Lane (S)	6	281	0	59
	D - Beveridge Lane (W)	1	485	53	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	23	57	0
	B - B585 - Beveridge Lane (E)	50	25	18	11
	C - B585 - West Lane (S)	50	13	0	17
	D - Beveridge Lane (W)	0	8	16	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.05	3.71	0.1	A
B - B585 - Beveridge Lane (E)	0.23	1.68	0.3	A
C - B585 - West Lane (S)	0.17	2.26	0.2	A
D - Beveridge Lane (W)	0.30	2.88	0.5	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	619	1423	0.033	47	0.0	3.243	A
B - B585 - Beveridge Lane (E)	496	56	3193	0.155	495	0.2	1.527	A
C - B585 - West Lane (S)	260	298	2288	0.114	260	0.1	2.026	A
D - Beveridge Lane (W)	406	229	2013	0.202	405	0.3	2.433	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	740	1359	0.041	56	0.1	3.426	A
B - B585 - Beveridge Lane (E)	592	66	3185	0.186	592	0.3	1.589	A
C - B585 - West Lane (S)	311	356	2250	0.138	311	0.2	2.119	A
D - Beveridge Lane (W)	485	274	1986	0.244	484	0.3	2.605	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	907	1271	0.054	68	0.1	3.712	A
B - B585 - Beveridge Lane (E)	726	81	3173	0.229	725	0.3	1.683	A
C - B585 - West Lane (S)	381	436	2198	0.173	381	0.2	2.261	A
D - Beveridge Lane (W)	593	336	1950	0.304	593	0.5	2.883	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	907	1270	0.054	68	0.1	3.713	A
B - B585 - Beveridge Lane (E)	726	81	3173	0.229	726	0.3	1.683	A
C - B585 - West Lane (S)	381	436	2198	0.173	381	0.2	2.261	A
D - Beveridge Lane (W)	593	336	1950	0.304	593	0.5	2.884	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	741	1358	0.041	56	0.1	3.430	A
B - B585 - Beveridge Lane (E)	592	67	3185	0.186	593	0.3	1.589	A
C - B585 - West Lane (S)	311	356	2250	0.138	311	0.2	2.121	A
D - Beveridge Lane (W)	485	274	1986	0.244	485	0.4	2.607	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	621	1422	0.033	47	0.0	3.248	A
B - B585 - Beveridge Lane (E)	496	56	3193	0.155	496	0.2	1.530	A
C - B585 - West Lane (S)	260	298	2287	0.114	261	0.1	2.029	A
D - Beveridge Lane (W)	406	230	2013	0.202	406	0.3	2.438	A

2030 | Future Year + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	D - Beveridge Lane (W)	3.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	81	100.000
B - B585 - Beveridge Lane (E)		✓	1342	100.000
C - B585 - West Lane (S)		✓	581	100.000
D - Beveridge Lane (W)		✓	855	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	52	17	12
	B - B585 - Beveridge Lane (E)	67	30	605	640
	C - B585 - West Lane (S)	27	458	0	96
	D - Beveridge Lane (W)	68	670	117	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	36	60	0
	B - B585 - Beveridge Lane (E)	13	4	30	9
	C - B585 - West Lane (S)	56	41	0	38
	D - Beveridge Lane (W)	3	18	27	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.09	5.22	0.1	A
B - B585 - Beveridge Lane (E)	0.47	2.59	1.1	A
C - B585 - West Lane (S)	0.33	3.89	0.7	A
D - Beveridge Lane (W)	0.53	5.11	1.3	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	61	956	1244	0.049	61	0.1	4.046	A
B - B585 - Beveridge Lane (E)	1010	109	3151	0.321	1008	0.6	1.974	A
C - B585 - West Lane (S)	437	563	2116	0.207	436	0.4	3.021	A
D - Beveridge Lane (W)	644	437	1891	0.340	641	0.6	3.388	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	73	1145	1145	0.064	73	0.1	4.470	A
B - B585 - Beveridge Lane (E)	1206	131	3135	0.385	1206	0.7	2.196	A
C - B585 - West Lane (S)	522	673	2044	0.255	522	0.5	3.336	A
D - Beveridge Lane (W)	769	523	1840	0.418	768	0.8	3.949	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	89	1401	1009	0.088	89	0.1	5.210	A
B - B585 - Beveridge Lane (E)	1478	160	3112	0.475	1476	1.1	2.586	A
C - B585 - West Lane (S)	640	824	1947	0.329	639	0.7	3.882	A
D - Beveridge Lane (W)	941	640	1771	0.531	939	1.3	5.085	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	89	1404	1007	0.089	89	0.1	5.217	A
B - B585 - Beveridge Lane (E)	1478	161	3112	0.475	1478	1.1	2.591	A
C - B585 - West Lane (S)	640	825	1946	0.329	640	0.7	3.888	A
D - Beveridge Lane (W)	941	641	1771	0.532	941	1.3	5.110	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	73	1149	1143	0.064	73	0.1	4.481	A
B - B585 - Beveridge Lane (E)	1206	132	3134	0.385	1208	0.7	2.201	A
C - B585 - West Lane (S)	522	674	2044	0.256	523	0.5	3.344	A
D - Beveridge Lane (W)	769	524	1840	0.418	771	0.9	3.972	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	61	961	1242	0.049	61	0.1	4.059	A
B - B585 - Beveridge Lane (E)	1010	110	3151	0.321	1011	0.6	1.981	A
C - B585 - West Lane (S)	437	564	2115	0.207	438	0.4	3.031	A
D - Beveridge Lane (W)	644	439	1890	0.341	645	0.6	3.409	A

2030 | Future Year + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	138	D - Beveridge Lane (W)	2.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	62	100.000
B - B585 - Beveridge Lane (E)		✓	770	100.000
C - B585 - West Lane (S)		✓	454	100.000
D - Beveridge Lane (W)		✓	543	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	41	12	9
	B - B585 - Beveridge Lane (E)	13	5	383	369
	C - B585 - West Lane (S)	6	386	0	62
	D - Beveridge Lane (W)	1	485	57	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	23	57	0
	B - B585 - Beveridge Lane (E)	50	25	30	11
	C - B585 - West Lane (S)	50	25	0	16
	D - Beveridge Lane (W)	0	8	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.06	3.92	0.1	A
B - B585 - Beveridge Lane (E)	0.27	1.86	0.4	A
C - B585 - West Lane (S)	0.23	2.63	0.4	A
D - Beveridge Lane (W)	0.32	3.04	0.5	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	701	1380	0.034	47	0.0	3.348	A
B - B585 - Beveridge Lane (E)	580	59	3191	0.182	579	0.3	1.658	A
C - B585 - West Lane (S)	342	298	2288	0.149	341	0.2	2.290	A
D - Beveridge Lane (W)	409	308	1967	0.208	408	0.3	2.509	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	838	1307	0.043	56	0.1	3.568	A
B - B585 - Beveridge Lane (E)	692	70	3182	0.218	692	0.3	1.739	A
C - B585 - West Lane (S)	408	356	2250	0.181	408	0.3	2.422	A
D - Beveridge Lane (W)	488	368	1931	0.253	488	0.4	2.710	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	1026	1207	0.057	68	0.1	3.920	A
B - B585 - Beveridge Lane (E)	848	86	3170	0.267	847	0.4	1.865	A
C - B585 - West Lane (S)	500	436	2198	0.227	500	0.4	2.627	A
D - Beveridge Lane (W)	598	451	1882	0.318	597	0.5	3.042	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	1027	1207	0.057	68	0.1	3.922	A
B - B585 - Beveridge Lane (E)	848	86	3170	0.267	848	0.4	1.865	A
C - B585 - West Lane (S)	500	436	2198	0.227	500	0.4	2.627	A
D - Beveridge Lane (W)	598	451	1882	0.318	598	0.5	3.045	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	840	1306	0.043	56	0.1	3.573	A
B - B585 - Beveridge Lane (E)	692	70	3182	0.218	693	0.3	1.740	A
C - B585 - West Lane (S)	408	356	2250	0.181	408	0.3	2.423	A
D - Beveridge Lane (W)	488	369	1931	0.253	489	0.4	2.715	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	703	1379	0.034	47	0.0	3.352	A
B - B585 - Beveridge Lane (E)	580	59	3191	0.182	580	0.3	1.659	A
C - B585 - West Lane (S)	342	298	2287	0.149	342	0.2	2.295	A
D - Beveridge Lane (W)	409	309	1966	0.208	409	0.3	2.513	A

2030 | Future Year + Committed Dev + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	53	D - Beveridge Lane (W)	3.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	81	100.000
B - B585 - Beveridge Lane (E)		✓	1529	100.000
C - B585 - West Lane (S)		✓	598	100.000
D - Beveridge Lane (W)		✓	861	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	52	17	12
	B - B585 - Beveridge Lane (E)	67	30	792	640
	C - B585 - West Lane (S)	27	475	0	96
	D - Beveridge Lane (W)	68	670	123	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	36	60	0
	B - B585 - Beveridge Lane (E)	13	4	28	9
	C - B585 - West Lane (S)	56	42	0	38
	D - Beveridge Lane (W)	3	18	25	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.09	5.29	0.1	A
B - B585 - Beveridge Lane (E)	0.54	2.99	1.4	A
C - B585 - West Lane (S)	0.34	3.97	0.7	A
D - Beveridge Lane (W)	0.54	5.21	1.4	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	61	974	1235	0.049	61	0.1	4.078	A
B - B585 - Beveridge Lane (E)	1151	114	3148	0.366	1148	0.7	2.124	A
C - B585 - West Lane (S)	450	563	2116	0.213	449	0.4	3.061	A
D - Beveridge Lane (W)	648	450	1883	0.344	646	0.6	3.412	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	73	1166	1134	0.064	73	0.1	4.516	A
B - B585 - Beveridge Lane (E)	1375	136	3131	0.439	1374	0.9	2.419	A
C - B585 - West Lane (S)	538	673	2045	0.263	537	0.5	3.389	A
D - Beveridge Lane (W)	774	538	1831	0.423	773	0.9	3.997	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	89	1427	995	0.090	89	0.1	5.287	A
B - B585 - Beveridge Lane (E)	1683	167	3107	0.542	1682	1.4	2.980	A
C - B585 - West Lane (S)	658	824	1947	0.338	658	0.7	3.960	A
D - Beveridge Lane (W)	948	659	1760	0.538	946	1.4	5.185	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	89	1429	994	0.090	89	0.1	5.295	A
B - B585 - Beveridge Lane (E)	1683	167	3107	0.542	1683	1.4	2.988	A
C - B585 - West Lane (S)	658	825	1946	0.338	658	0.7	3.967	A
D - Beveridge Lane (W)	948	660	1760	0.539	948	1.4	5.212	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	73	1169	1132	0.064	73	0.1	4.526	A
B - B585 - Beveridge Lane (E)	1375	137	3130	0.439	1376	0.9	2.427	A
C - B585 - West Lane (S)	538	674	2044	0.263	538	0.5	3.395	A
D - Beveridge Lane (W)	774	539	1831	0.423	776	0.9	4.021	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	61	979	1233	0.049	61	0.1	4.089	A
B - B585 - Beveridge Lane (E)	1151	115	3147	0.366	1152	0.7	2.134	A
C - B585 - West Lane (S)	450	564	2115	0.213	451	0.4	3.070	A
D - Beveridge Lane (W)	648	451	1882	0.344	649	0.6	3.437	A

2030 | Future Year + Committed Dev + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	115	D - Beveridge Lane (W)	2.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	62	100.000
B - B585 - Beveridge Lane (E)		✓	888	100.000
C - B585 - West Lane (S)		✓	595	100.000
D - Beveridge Lane (W)		✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	41	12	9
	B - B585 - Beveridge Lane (E)	13	5	501	369
	C - B585 - West Lane (S)	6	521	0	68
	D - Beveridge Lane (W)	1	485	63	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	23	57	0
	B - B585 - Beveridge Lane (E)	50	25	25	11
	C - B585 - West Lane (S)	50	20	0	14
	D - Beveridge Lane (W)	0	8	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.06	4.23	0.1	A
B - B585 - Beveridge Lane (E)	0.31	1.96	0.5	A
C - B585 - West Lane (S)	0.30	2.79	0.5	A
D - Beveridge Lane (W)	0.34	3.28	0.5	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	806	1324	0.035	46	0.0	3.495	A
B - B585 - Beveridge Lane (E)	669	63	3187	0.210	667	0.3	1.700	A
C - B585 - West Lane (S)	448	298	2288	0.196	447	0.3	2.336	A
D - Beveridge Lane (W)	413	409	1907	0.217	412	0.3	2.611	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	965	1240	0.045	56	0.1	3.770	A
B - B585 - Beveridge Lane (E)	798	75	3178	0.251	798	0.4	1.800	A
C - B585 - West Lane (S)	535	356	2250	0.238	535	0.4	2.508	A
D - Beveridge Lane (W)	494	490	1860	0.265	493	0.4	2.859	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	1181	1125	0.061	68	0.1	4.225	A
B - B585 - Beveridge Lane (E)	978	92	3165	0.309	977	0.5	1.959	A
C - B585 - West Lane (S)	655	436	2198	0.298	655	0.5	2.787	A
D - Beveridge Lane (W)	604	600	1795	0.337	604	0.5	3.278	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	1182	1125	0.061	68	0.1	4.227	A
B - B585 - Beveridge Lane (E)	978	92	3165	0.309	978	0.5	1.959	A
C - B585 - West Lane (S)	655	436	2198	0.298	655	0.5	2.788	A
D - Beveridge Lane (W)	604	600	1795	0.337	604	0.5	3.281	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	967	1239	0.045	56	0.1	3.776	A
B - B585 - Beveridge Lane (E)	798	76	3178	0.251	799	0.4	1.803	A
C - B585 - West Lane (S)	535	356	2250	0.238	535	0.4	2.512	A
D - Beveridge Lane (W)	494	490	1859	0.265	494	0.4	2.865	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	809	1322	0.035	47	0.0	3.500	A
B - B585 - Beveridge Lane (E)	669	63	3187	0.210	669	0.3	1.701	A
C - B585 - West Lane (S)	448	298	2287	0.196	448	0.3	2.339	A
D - Beveridge Lane (W)	413	411	1906	0.217	414	0.3	2.620	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Junction 10_ B585 - Interlink Way - Roundabout.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 10 Models
Report generation date: 19/03/2025 11:14:17

»2024 | Base | AM
»2024 | Base | PM
»2030 | Future Year | AM
»2030 | Future Year | PM
»2030 | Future Year + Committed Dev | AM
»2030 | Future Year + Committed Dev | PM
»2030 | Future Year + Committed Dev + Development | AM
»2030 | Future Year + Committed Dev + Development | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2024 - Base													
A - B585 (N)	D1	0.5	3.07	0.29	A	3.82	178 % [C - B585 (S)]	D2	0.3	2.54	0.18	A	3.04	328 % [D - Interlink Way (E)]
B - Access Road		0.0	4.86	0.01	A				0.1	3.94	0.05	A		
C - B585 (S)		0.6	4.18	0.31	A				0.2	2.96	0.14	A		
D - Interlink Way (E)		0.2	6.31	0.10	A				0.2	4.16	0.12	A		
	2030 - Future Year													
A - B585 (N)	D3	0.5	3.15	0.31	A	3.94	161 % [C - B585 (S)]	D4	0.3	2.58	0.19	A	3.09	301 % [D - Interlink Way (E)]
B - Access Road		0.0	4.98	0.01	A				0.1	4.01	0.05	A		
C - B585 (S)		0.6	4.33	0.33	A				0.2	3.01	0.15	A		
D - Interlink Way (E)		0.2	6.47	0.11	A				0.2	4.23	0.13	A		
	2030 - Future Year + Committed Dev													
A - B585 (N)	D5	0.9	3.84	0.40	A	4.53	124 % [C - B585 (S)]	D6	0.4	3.02	0.25	A	3.53	226 % [D - Interlink Way (E)]
B - Access Road		0.0	5.60	0.01	A				0.1	4.31	0.05	A		
C - B585 (S)		0.8	4.99	0.39	A				0.4	3.75	0.22	A		
D - Interlink Way (E)		0.2	6.88	0.12	A				0.2	4.54	0.13	A		
	2030 - Future Year + Committed Dev + Development													
A - B585 (N)	D7	1.3	4.60	0.50	A	4.95	86 % [A - B585 (N)]	D8	0.6	3.20	0.32	A	3.77	161 % [C - B585 (S)]
B - Access Road		0.0	6.55	0.01	A				0.1	4.69	0.06	A		
C - B585 (S)		0.9	5.13	0.40	A				0.6	4.06	0.32	A		
D - Interlink Way (E)		0.2	6.96	0.12	A				0.2	5.02	0.15	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	05/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.82	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	178	C - B585 (S)	3.82	A

Arms

Arms

Arm	Name	Description	No give-way line
A	B585 (N)		
B	Access Road		
C	B585 (S)		
D	Interlink Way (E)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - B585 (N)	6.38	7.49	9.9	19.3	39.8	47.0		
B - Access Road	4.23	4.24	1.0	22.9	39.8	20.0		
C - B585 (S)	3.81	7.10	16.0	19.7	39.8	46.0		
D - Interlink Way (E)	3.15	4.46	13.0	20.2	39.8	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - B585 (N)	0.693	2048
B - Access Road	0.582	1337
C - B585 (S)	0.617	1657
D - Interlink Way (E)	0.554	1255

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		✓	529	100.000
B - Access Road		✓	8	100.000
C - B585 (S)		✓	441	100.000
D - Interlink Way (E)		✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	24	413	91
	B - Access Road	8	0	0	0
	C - B585 (S)	406	1	0	34
	D - Interlink Way (E)	63	0	28	2

Vehicle Mix

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	20	22	28
	B - Access Road	33	0	0	0
	C - B585 (S)	30	0	0	10
	D - Interlink Way (E)	75	7	27	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (N)	0.29	3.07	0.5	A
B - Access Road	0.01	4.86	0.0	A
C - B585 (S)	0.31	4.18	0.6	A
D - Interlink Way (E)	0.10	6.31	0.2	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	398	23	2032	0.196	397	0.3	2.704	A
B - Access Road	6	401	1103	0.005	6	0.0	4.363	A
C - B585 (S)	332	77	1609	0.206	331	0.3	3.603	A
D - Interlink Way (E)	70	312	1082	0.065	70	0.1	5.595	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	476	28	2029	0.234	475	0.4	2.847	A
B - Access Road	7	481	1057	0.007	7	0.0	4.559	A
C - B585 (S)	396	92	1600	0.248	396	0.4	3.830	A
D - Interlink Way (E)	84	374	1048	0.080	83	0.1	5.877	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	582	34	2024	0.288	582	0.5	3.066	A
B - Access Road	9	589	994	0.009	9	0.0	4.857	A
C - B585 (S)	486	112	1587	0.306	485	0.6	4.181	A
D - Interlink Way (E)	102	457	1002	0.102	102	0.2	6.303	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	582	34	2024	0.288	582	0.5	3.066	A
B - Access Road	9	589	994	0.009	9	0.0	4.858	A
C - B585 (S)	486	112	1587	0.306	486	0.6	4.185	A
D - Interlink Way (E)	102	458	1002	0.102	102	0.2	6.305	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	476	28	2029	0.234	476	0.4	2.848	A
B - Access Road	7	481	1057	0.007	7	0.0	4.561	A
C - B585 (S)	396	92	1600	0.248	397	0.4	3.834	A
D - Interlink Way (E)	84	374	1048	0.080	84	0.1	5.882	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	398	23	2032	0.196	399	0.3	2.710	A
B - Access Road	6	403	1102	0.005	6	0.0	4.366	A
C - B585 (S)	332	77	1609	0.206	332	0.3	3.612	A
D - Interlink Way (E)	70	314	1081	0.065	70	0.1	5.606	A

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	328	D - Interlink Way (E)	3.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		✓	323	100.000
B - Access Road		✓	47	100.000
C - B585 (S)		✓	193	100.000
D - Interlink Way (E)		✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	18	218	86
	B - Access Road	42	0	5	0
	C - B585 (S)	179	1	0	13
	D - Interlink Way (E)	95	0	25	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	64	12	28
	B - Access Road	20	0	0	9
	C - B585 (S)	12	0	0	8
	D - Interlink Way (E)	17	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (N)	0.18	2.54	0.3	A
B - Access Road	0.05	3.94	0.1	A
C - B585 (S)	0.14	2.96	0.2	A
D - Interlink Way (E)	0.12	4.16	0.2	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	243	19	2034	0.120	243	0.2	2.370	A
B - Access Road	35	248	1193	0.030	35	0.0	3.653	A
C - B585 (S)	145	97	1597	0.091	145	0.1	2.768	A
D - Interlink Way (E)	90	167	1162	0.078	90	0.1	3.828	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	290	23	2032	0.143	290	0.2	2.438	A
B - Access Road	42	297	1164	0.036	42	0.0	3.768	A
C - B585 (S)	174	116	1585	0.109	173	0.1	2.846	A
D - Interlink Way (E)	108	200	1144	0.094	108	0.1	3.961	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	356	29	2028	0.175	355	0.3	2.538	A
B - Access Road	52	363	1126	0.046	52	0.1	3.938	A
C - B585 (S)	212	142	1569	0.135	212	0.2	2.962	A
D - Interlink Way (E)	132	245	1119	0.118	132	0.2	4.158	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	356	29	2028	0.175	356	0.3	2.538	A
B - Access Road	52	363	1126	0.046	52	0.1	3.939	A
C - B585 (S)	212	142	1569	0.135	212	0.2	2.962	A
D - Interlink Way (E)	132	246	1119	0.118	132	0.2	4.158	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	290	23	2032	0.143	291	0.2	2.439	A
B - Access Road	42	297	1164	0.036	42	0.0	3.769	A
C - B585 (S)	174	116	1585	0.109	174	0.1	2.849	A
D - Interlink Way (E)	108	201	1144	0.094	108	0.1	3.964	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	243	20	2034	0.120	243	0.2	2.372	A
B - Access Road	35	249	1192	0.030	35	0.0	3.658	A
C - B585 (S)	145	97	1597	0.091	145	0.1	2.769	A
D - Interlink Way (E)	90	168	1162	0.078	90	0.1	3.830	A

2030 | Future Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.94	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	161	C - B585 (S)	3.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		✓	564	100.000
B - Access Road		✓	9	100.000
C - B585 (S)		✓	470	100.000
D - Interlink Way (E)		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	26	440	97
	B - Access Road	9	0	0	0
	C - B585 (S)	433	1	0	36
	D - Interlink Way (E)	67	0	30	2

Vehicle Mix

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	20	22	28
	B - Access Road	33	0	0	0
	C - B585 (S)	30	0	0	10
	D - Interlink Way (E)	75	7	27	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (N)	0.31	3.15	0.5	A
B - Access Road	0.01	4.98	0.0	A
C - B585 (S)	0.33	4.33	0.6	A
D - Interlink Way (E)	0.11	6.47	0.2	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	425	25	2031	0.209	423	0.3	2.748	A
B - Access Road	7	428	1088	0.006	7	0.0	4.427	A
C - B585 (S)	354	82	1606	0.220	352	0.4	3.676	A
D - Interlink Way (E)	75	333	1071	0.070	74	0.1	5.681	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	507	30	2027	0.250	507	0.4	2.908	A
B - Access Road	8	512	1039	0.008	8	0.0	4.644	A
C - B585 (S)	423	98	1596	0.265	422	0.5	3.928	A
D - Interlink Way (E)	89	399	1034	0.086	89	0.1	5.992	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	621	36	2023	0.307	620	0.5	3.154	A
B - Access Road	10	627	972	0.010	10	0.0	4.976	A
C - B585 (S)	517	120	1583	0.327	517	0.6	4.324	A
D - Interlink Way (E)	109	488	985	0.111	109	0.2	6.465	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	621	36	2023	0.307	621	0.5	3.154	A
B - Access Road	10	628	972	0.010	10	0.0	4.977	A
C - B585 (S)	517	120	1583	0.327	517	0.6	4.330	A
D - Interlink Way (E)	109	489	984	0.111	109	0.2	6.470	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	507	30	2027	0.250	508	0.4	2.910	A
B - Access Road	8	513	1038	0.008	8	0.0	4.648	A
C - B585 (S)	423	98	1596	0.265	423	0.5	3.935	A
D - Interlink Way (E)	89	400	1034	0.086	89	0.1	6.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	425	25	2031	0.209	425	0.3	2.754	A
B - Access Road	7	429	1087	0.006	7	0.0	4.432	A
C - B585 (S)	354	82	1606	0.220	354	0.4	3.685	A
D - Interlink Way (E)	75	335	1070	0.070	75	0.1	5.693	A

2030 | Future Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.09	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	301	D - Interlink Way (E)	3.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		✓	345	100.000
B - Access Road		✓	50	100.000
C - B585 (S)		✓	206	100.000
D - Interlink Way (E)		✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	19	233	92
	B - Access Road	45	0	5	0
	C - B585 (S)	191	1	0	14
	D - Interlink Way (E)	101	0	27	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	64	12	28
	B - Access Road	20	0	0	0
	C - B585 (S)	12	0	0	8
	D - Interlink Way (E)	17	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (N)	0.19	2.58	0.3	A
B - Access Road	0.05	4.01	0.1	A
C - B585 (S)	0.15	3.01	0.2	A
D - Interlink Way (E)	0.13	4.23	0.2	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	260	21	2033	0.128	259	0.2	2.393	A
B - Access Road	38	265	1183	0.032	37	0.0	3.697	A
C - B585 (S)	155	104	1593	0.097	155	0.1	2.795	A
D - Interlink Way (E)	96	179	1156	0.083	96	0.1	3.871	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	310	25	2030	0.153	310	0.2	2.467	A
B - Access Road	45	317	1152	0.039	45	0.0	3.823	A
C - B585 (S)	185	124	1580	0.117	185	0.1	2.880	A
D - Interlink Way (E)	115	214	1137	0.101	115	0.1	4.016	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	380	31	2027	0.187	380	0.3	2.578	A
B - Access Road	55	388	1111	0.050	55	0.1	4.010	A
C - B585 (S)	227	152	1563	0.145	227	0.2	3.007	A
D - Interlink Way (E)	141	262	1110	0.127	141	0.2	4.234	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	380	31	2027	0.187	380	0.3	2.578	A
B - Access Road	55	389	1111	0.050	55	0.1	4.011	A
C - B585 (S)	227	152	1563	0.145	227	0.2	3.007	A
D - Interlink Way (E)	141	262	1110	0.127	141	0.2	4.234	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	310	25	2030	0.153	310	0.2	2.468	A
B - Access Road	45	318	1152	0.039	45	0.0	3.824	A
C - B585 (S)	185	124	1580	0.117	185	0.1	2.881	A
D - Interlink Way (E)	115	214	1136	0.101	115	0.1	4.020	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	260	21	2033	0.128	260	0.2	2.396	A
B - Access Road	38	266	1182	0.032	38	0.0	3.699	A
C - B585 (S)	155	104	1593	0.097	155	0.1	2.798	A
D - Interlink Way (E)	96	179	1156	0.083	96	0.1	3.875	A

2030 | Future Year + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.53	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	124	C - B585 (S)	4.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		✓	730	100.000
B - Access Road		✓	9	100.000
C - B585 (S)		✓	555	100.000
D - Interlink Way (E)		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	26	606	97
	B - Access Road	9	0	0	0
	C - B585 (S)	518	1	0	36
	D - Interlink Way (E)	67	0	30	2

Vehicle Mix

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	20	31	28
	B - Access Road	33	0	0	0
	C - B585 (S)	37	0	0	10
	D - Interlink Way (E)	75	7	27	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (N)	0.40	3.84	0.9	A
B - Access Road	0.01	5.60	0.0	A
C - B585 (S)	0.39	4.99	0.8	A
D - Interlink Way (E)	0.12	6.88	0.2	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	550	25	2031	0.271	548	0.5	3.154	A
B - Access Road	7	552	1016	0.007	7	0.0	4.745	A
C - B585 (S)	418	82	1606	0.260	416	0.5	4.063	A
D - Interlink Way (E)	75	396	1036	0.072	74	0.1	5.889	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	656	30	2027	0.324	656	0.6	3.412	A
B - Access Road	8	661	952	0.009	8	0.0	5.070	A
C - B585 (S)	499	98	1596	0.313	498	0.6	4.417	A
D - Interlink Way (E)	89	475	992	0.090	89	0.2	6.272	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	804	36	2023	0.397	803	0.9	3.837	A
B - Access Road	10	809	866	0.011	10	0.0	5.593	A
C - B585 (S)	611	120	1583	0.386	610	0.8	4.984	A
D - Interlink Way (E)	109	582	933	0.117	109	0.2	6.871	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	804	36	2023	0.397	804	0.9	3.842	A
B - Access Road	10	810	865	0.011	10	0.0	5.596	A
C - B585 (S)	611	120	1583	0.386	611	0.8	4.992	A
D - Interlink Way (E)	109	582	933	0.117	109	0.2	6.877	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	656	30	2027	0.324	657	0.6	3.420	A
B - Access Road	8	663	951	0.009	8	0.0	5.075	A
C - B585 (S)	499	98	1596	0.313	500	0.6	4.428	A
D - Interlink Way (E)	89	476	991	0.090	89	0.2	6.283	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	550	25	2031	0.271	550	0.5	3.164	A
B - Access Road	7	555	1014	0.007	7	0.0	4.754	A
C - B585 (S)	418	82	1606	0.260	418	0.5	4.088	A
D - Interlink Way (E)	75	399	1034	0.072	75	0.1	5.906	A

2030 | Future Year + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.53	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	226	D - Interlink Way (E)	3.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		✓	460	100.000
B - Access Road		✓	50	100.000
C - B585 (S)		✓	314	100.000
D - Interlink Way (E)		✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	19	348	92
	B - Access Road	45	0	5	0
	C - B585 (S)	299	1	0	14
	D - Interlink Way (E)	101	0	27	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	64	26	28
	B - Access Road	20	0	0	9
	C - B585 (S)	28	0	0	8
	D - Interlink Way (E)	17	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (N)	0.25	3.02	0.4	A
B - Access Road	0.05	4.31	0.1	A
C - B585 (S)	0.22	3.75	0.4	A
D - Interlink Way (E)	0.13	4.54	0.2	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	346	21	2033	0.170	345	0.3	2.719	A
B - Access Road	38	351	1133	0.033	37	0.0	3.867	A
C - B585 (S)	236	104	1593	0.148	236	0.2	3.362	A
D - Interlink Way (E)	96	259	1111	0.087	96	0.1	4.039	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	414	25	2030	0.204	413	0.3	2.839	A
B - Access Road	45	420	1092	0.041	45	0.1	4.043	A
C - B585 (S)	282	124	1580	0.179	282	0.3	3.517	A
D - Interlink Way (E)	115	311	1083	0.106	115	0.1	4.239	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	506	31	2027	0.250	506	0.4	3.020	A
B - Access Road	55	515	1037	0.053	55	0.1	4.311	A
C - B585 (S)	346	152	1563	0.221	345	0.4	3.750	A
D - Interlink Way (E)	141	381	1044	0.135	141	0.2	4.542	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	506	31	2027	0.250	506	0.4	3.020	A
B - Access Road	55	515	1037	0.053	55	0.1	4.312	A
C - B585 (S)	346	152	1563	0.221	346	0.4	3.750	A
D - Interlink Way (E)	141	381	1044	0.135	141	0.2	4.543	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	414	25	2030	0.204	414	0.3	2.840	A
B - Access Road	45	421	1092	0.041	45	0.1	4.047	A
C - B585 (S)	282	124	1580	0.179	283	0.3	3.522	A
D - Interlink Way (E)	115	311	1083	0.106	115	0.1	4.242	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	346	21	2033	0.170	347	0.3	2.724	A
B - Access Road	38	353	1132	0.033	38	0.0	3.872	A
C - B585 (S)	236	104	1593	0.148	237	0.2	3.367	A
D - Interlink Way (E)	96	261	1111	0.087	96	0.1	4.047	A

2030 | Future Year + Committed Dev + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.95	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	86	A - B585 (N)	4.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		✓	924	100.000
B - Access Road		✓	9	100.000
C - B585 (S)		✓	572	100.000
D - Interlink Way (E)		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	26	800	97
	B - Access Road	9	0	0	0
	C - B585 (S)	535	1	0	36
	D - Interlink Way (E)	67	0	30	2

Vehicle Mix

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	20	29	28
	B - Access Road	33	0	0	0
	C - B585 (S)	38	0	0	10
	D - Interlink Way (E)	75	7	27	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (N)	0.50	4.60	1.3	A
B - Access Road	0.01	6.55	0.0	A
C - B585 (S)	0.40	5.13	0.9	A
D - Interlink Way (E)	0.12	6.96	0.2	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	696	25	2031	0.343	693	0.7	3.451	A
B - Access Road	7	697	931	0.007	7	0.0	5.179	A
C - B585 (S)	431	82	1606	0.268	429	0.5	4.143	A
D - Interlink Way (E)	75	409	1029	0.072	74	0.1	5.933	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	831	30	2027	0.410	830	0.9	3.861	A
B - Access Road	8	835	851	0.010	8	0.0	5.680	A
C - B585 (S)	514	98	1596	0.322	514	0.6	4.511	A
D - Interlink Way (E)	89	490	984	0.090	89	0.2	6.331	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	1017	36	2023	0.503	1016	1.3	4.587	A
B - Access Road	10	1022	742	0.013	10	0.0	6.540	A
C - B585 (S)	630	120	1583	0.398	629	0.9	5.116	A
D - Interlink Way (E)	109	600	923	0.118	109	0.2	6.958	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	1017	36	2023	0.503	1017	1.3	4.601	A
B - Access Road	10	1024	741	0.013	10	0.0	6.548	A
C - B585 (S)	630	120	1583	0.398	630	0.9	5.127	A
D - Interlink Way (E)	109	601	922	0.118	109	0.2	6.965	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	831	30	2027	0.410	832	0.9	3.876	A
B - Access Road	8	838	849	0.010	8	0.0	5.693	A
C - B585 (S)	514	98	1596	0.322	515	0.6	4.524	A
D - Interlink Way (E)	89	492	983	0.091	89	0.2	6.343	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	696	25	2031	0.343	697	0.7	3.472	A
B - Access Road	7	701	929	0.007	7	0.0	5.193	A
C - B585 (S)	431	82	1606	0.268	431	0.5	4.161	A
D - Interlink Way (E)	75	412	1027	0.073	75	0.1	5.948	A

2030 | Future Year + Committed Dev + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	161	C - B585 (S)	3.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		✓	583	100.000
B - Access Road		✓	50	100.000
C - B585 (S)		✓	456	100.000
D - Interlink Way (E)		✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	19	471	92
	B - Access Road	45	0	5	0
	C - B585 (S)	441	1	0	14
	D - Interlink Way (E)	101	0	27	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	64	21	28
	B - Access Road	20	0	0	0
	C - B585 (S)	20	0	0	8
	D - Interlink Way (E)	17	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (N)	0.32	3.20	0.6	A
B - Access Road	0.06	4.69	0.1	A
C - B585 (S)	0.32	4.06	0.6	A
D - Interlink Way (E)	0.15	5.02	0.2	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	439	21	2033	0.216	438	0.3	2.773	A
B - Access Road	38	444	1079	0.035	37	0.0	4.067	A
C - B585 (S)	343	104	1593	0.216	342	0.3	3.437	A
D - Interlink Way (E)	96	366	1052	0.092	96	0.1	4.288	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	524	25	2030	0.258	524	0.4	2.940	A
B - Access Road	45	531	1028	0.044	45	0.1	4.308	A
C - B585 (S)	410	124	1580	0.259	410	0.4	3.676	A
D - Interlink Way (E)	115	438	1012	0.114	115	0.1	4.572	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	642	31	2027	0.317	641	0.6	3.196	A
B - Access Road	55	650	959	0.057	55	0.1	4.687	A
C - B585 (S)	502	152	1563	0.321	501	0.6	4.052	A
D - Interlink Way (E)	141	537	958	0.147	141	0.2	5.020	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	642	31	2027	0.317	642	0.6	3.199	A
B - Access Road	55	651	958	0.057	55	0.1	4.688	A
C - B585 (S)	502	152	1563	0.321	502	0.6	4.056	A
D - Interlink Way (E)	141	537	958	0.147	141	0.2	5.024	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	524	25	2030	0.258	525	0.4	2.942	A
B - Access Road	45	532	1027	0.044	45	0.1	4.312	A
C - B585 (S)	410	124	1580	0.259	411	0.4	3.680	A
D - Interlink Way (E)	115	439	1012	0.114	115	0.1	4.577	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	439	21	2033	0.216	439	0.3	2.779	A
B - Access Road	38	445	1078	0.035	38	0.0	4.071	A
C - B585 (S)	343	104	1593	0.216	344	0.3	3.446	A
D - Interlink Way (E)	96	368	1051	0.092	96	0.1	4.297	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Junction 11_ B585 - Access Road - Roundabout.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 10 Models
Report generation date: 19/03/2025 11:16:11

»2024 | Base | AM
»2024 | Base | PM
»2030 | Future Year | AM
»2030 | Future Year | PM
»2030 | Future Year + Committed Dev | AM
»2030 | Future Year + Committed Dev | PM
»2030 | Future Year + Committed Dev + Development | AM
»2030 | Future Year + Committed Dev + Development | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2024 - Base														
A - B585 (NE)	D1	0.5	4.17	0.30	A	3.93	201 % [A - B585 (NE)]	D2	0.2	3.32	0.18	A	3.16	403 % [A - B585 (NE)]
B - Unnamed Road		0.0	4.56	0.02	A				0.0	4.36	0.02	A		
C - Access Road (S)		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
D - B585 (SW)		0.4	3.63	0.27	A				0.2	2.88	0.12	A		
E - Access Road (N)		0.0	4.36	0.01	A				0.0	2.51	0.01	A		
2030 - Future Year														
A - B585 (NE)	D3	0.6	4.30	0.32	A	4.04	182 % [A - B585 (NE)]	D4	0.3	3.37	0.19	A	3.20	372 % [A - B585 (NE)]
B - Unnamed Road		0.0	4.66	0.02	A				0.0	4.42	0.02	A		
C - Access Road (S)		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
D - B585 (SW)		0.5	3.72	0.29	A				0.2	2.91	0.13	A		
E - Access Road (N)		0.0	4.42	0.01	A				0.0	2.53	0.01	A		
2030 - Future Year + Committed Dev														
A - B585 (NE)	D5	1.0	5.70	0.45	A	5.08	104 % [A - B585 (NE)]	D6	0.5	4.22	0.28	A	3.95	227 % [A - B585 (NE)]
B - Unnamed Road		0.0	5.30	0.03	A				0.0	4.78	0.02	A		
C - Access Road (S)		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
D - B585 (SW)		0.7	4.34	0.34	A				0.3	3.63	0.21	A		
E - Access Road (N)		0.0	4.61	0.01	A				0.0	2.66	0.01	A		
2030 - Future Year + Committed Dev + Development														
A - B585 (NE)	D7	1.8	7.64	0.59	A	6.37	55 % [A - B585 (NE)]	D8	0.7	4.67	0.37	A	4.30	148 % [A - B585 (NE)]
B - Unnamed Road		0.0	6.32	0.03	A				0.0	5.23	0.02	A		
C - Access Road (S)		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
D - B585 (SW)		0.7	4.47	0.36	A				0.5	3.91	0.31	A		
E - Access Road (N)		0.0	4.65	0.01	A				0.0	2.84	0.01	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	05/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	3.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	201	A - B585 (NE)	3.93	A

Arms

Arms

Arm	Name	Description	No give-way line
A	B585 (NE)		
B	Unnamed Road		
C	Access Road (S)		
D	B585 (SW)		
E	Access Road (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - B585 (NE)	3.18	6.94	15.2	15.2	45.0	46.0		
B - Unnamed Road	2.58	4.13	3.8	30.0	45.0	20.0		
C - Access Road (S)	3.50	7.00	5.0	12.0	45.0	41.0		
D - B585 (SW)	3.36	6.78	16.3	30.0	45.0	41.0		
E - Access Road (N)	4.87	7.10	4.7	23.8	45.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - B585 (NE)	0.565	1485
B - Unnamed Road	0.513	1034
C - Access Road (S)	0.527	1290
D - B585 (SW)	0.602	1602
E - Access Road (N)	0.615	1686

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	408	100.000
B - Unnamed Road		✓	16	100.000
C - Access Road (S)		✓	0	100.000
D - B585 (SW)		✓	384	100.000
E - Access Road (N)		✓	17	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	0	379	23
	B - Unnamed Road	10	0	0	6	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	363	16	0	0	5
	E - Access Road (N)	17	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	20	0	19	21
	B - Unnamed Road	0	0	0	0	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	18	7	0	0	0
	E - Access Road (N)	70	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.30	4.17	0.5	A
B - Unnamed Road	0.02	4.56	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.27	3.63	0.4	A
E - Access Road (N)	0.01	4.36	0.0	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	307	12	1478	0.208	306	0.3	3.649	A
B - Unnamed Road	12	301	880	0.014	12	0.0	4.149	A
C - Access Road (S)	0	313	1125	0.000	0	0.0	0.000	A
D - B585 (SW)	289	25	1587	0.182	288	0.3	3.231	A
E - Access Road (N)	13	292	1506	0.009	13	0.0	4.097	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	367	14	1477	0.248	366	0.4	3.855	A
B - Unnamed Road	14	361	849	0.017	14	0.0	4.313	A
C - Access Road (S)	0	375	1092	0.000	0	0.0	0.000	A
D - B585 (SW)	345	30	1584	0.218	345	0.3	3.390	A
E - Access Road (N)	15	349	1471	0.010	15	0.0	4.203	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	449	18	1475	0.305	449	0.5	4.170	A
B - Unnamed Road	18	442	807	0.022	18	0.0	4.557	A
C - Access Road (S)	0	460	1047	0.000	0	0.0	0.000	A
D - B585 (SW)	423	36	1580	0.268	422	0.4	3.629	A
E - Access Road (N)	19	428	1423	0.013	19	0.0	4.358	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	449	18	1475	0.305	449	0.5	4.173	A
B - Unnamed Road	18	443	807	0.022	18	0.0	4.559	A
C - Access Road (S)	0	460	1047	0.000	0	0.0	0.000	A
D - B585 (SW)	423	36	1580	0.268	423	0.4	3.629	A
E - Access Road (N)	19	428	1422	0.013	19	0.0	4.359	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	367	14	1477	0.248	367	0.4	3.860	A
B - Unnamed Road	14	362	849	0.017	14	0.0	4.315	A
C - Access Road (S)	0	376	1091	0.000	0	0.0	0.000	A
D - B585 (SW)	345	30	1584	0.218	346	0.3	3.392	A
E - Access Road (N)	15	350	1471	0.010	15	0.0	4.206	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	307	12	1478	0.208	307	0.3	3.660	A
B - Unnamed Road	12	303	879	0.014	12	0.0	4.155	A
C - Access Road (S)	0	315	1124	0.000	0	0.0	0.000	A
D - B585 (SW)	289	25	1587	0.182	289	0.3	3.240	A
E - Access Road (N)	13	293	1506	0.009	13	0.0	4.099	A

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	3.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	403	A - B585 (NE)	3.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	241	100.000
B - Unnamed Road		✓	16	100.000
C - Access Road (S)		✓	2	100.000
D - B585 (SW)		✓	181	100.000
E - Access Road (N)		✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	1	228	6
	B - Unnamed Road	4	0	0	12	0
	C - Access Road (S)	1	0	0	1	0
	D - B585 (SW)	167	11	2	0	1
	E - Access Road (N)	9	0	0	5	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	0	0	12	20
	B - Unnamed Road	0	0	0	9	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	13	0	0	0	0
	E - Access Road (N)	13	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.18	3.32	0.2	A
B - Unnamed Road	0.02	4.36	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.12	2.88	0.2	A
E - Access Road (N)	0.01	2.51	0.0	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	181	14	1477	0.123	181	0.2	3.097	A
B - Unnamed Road	12	182	941	0.013	12	0.0	4.133	A
C - Access Road (S)	0	191	1189	0.000	0	0.0	0.000	A
D - B585 (SW)	136	7	1598	0.085	136	0.1	2.750	A
E - Access Road (N)	11	138	1601	0.007	11	0.0	2.437	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	217	16	1476	0.147	217	0.2	3.189	A
B - Unnamed Road	14	217	923	0.016	14	0.0	4.227	A
C - Access Road (S)	0	229	1169	0.000	0	0.0	0.000	A
D - B585 (SW)	163	9	1597	0.102	163	0.1	2.803	A
E - Access Road (N)	13	165	1584	0.008	13	0.0	2.466	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	265	20	1474	0.180	265	0.2	3.323	A
B - Unnamed Road	18	266	898	0.020	18	0.0	4.363	A
C - Access Road (S)	0	281	1142	0.000	0	0.0	0.000	A
D - B585 (SW)	199	11	1596	0.125	199	0.2	2.879	A
E - Access Road (N)	15	202	1561	0.010	15	0.0	2.507	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	265	20	1474	0.180	265	0.2	3.323	A
B - Unnamed Road	18	266	897	0.020	18	0.0	4.364	A
C - Access Road (S)	0	281	1142	0.000	0	0.0	0.000	A
D - B585 (SW)	199	11	1596	0.125	199	0.2	2.879	A
E - Access Road (N)	15	203	1561	0.010	15	0.0	2.507	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	217	16	1476	0.147	217	0.2	3.193	A
B - Unnamed Road	14	218	922	0.016	14	0.0	4.228	A
C - Access Road (S)	0	229	1169	0.000	0	0.0	0.000	A
D - B585 (SW)	163	9	1597	0.102	163	0.1	2.805	A
E - Access Road (N)	13	166	1584	0.008	13	0.0	2.468	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	181	14	1477	0.123	182	0.2	3.102	A
B - Unnamed Road	12	182	941	0.013	12	0.0	4.135	A
C - Access Road (S)	0	192	1188	0.000	0	0.0	0.000	A
D - B585 (SW)	136	8	1598	0.085	136	0.1	2.753	A
E - Access Road (N)	11	139	1601	0.007	11	0.0	2.437	A

2030 | Future Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	182	A - B585 (NE)	4.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	435	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	0	100.000
D - B585 (SW)		✓	409	100.000
E - Access Road (N)		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	0	404	25
	B - Unnamed Road	11	0	0	6	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	387	17	0	0	5
	E - Access Road (N)	18	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	20	0	19	21
	B - Unnamed Road	0	0	0	0	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	18	7	0	0	0
	E - Access Road (N)	70	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.32	4.30	0.6	A
B - Unnamed Road	0.02	4.66	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.29	3.72	0.5	A
E - Access Road (N)	0.01	4.42	0.0	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	327	13	1478	0.222	326	0.3	3.715	A
B - Unnamed Road	13	322	869	0.015	13	0.0	4.203	A
C - Access Road (S)	0	334	1113	0.000	0	0.0	0.000	A
D - B585 (SW)	308	27	1586	0.194	307	0.3	3.282	A
E - Access Road (N)	14	311	1494	0.009	13	0.0	4.132	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	391	15	1476	0.265	391	0.4	3.943	A
B - Unnamed Road	15	385	837	0.018	15	0.0	4.383	A
C - Access Road (S)	0	401	1079	0.000	0	0.0	0.000	A
D - B585 (SW)	368	32	1583	0.232	367	0.4	3.458	A
E - Access Road (N)	16	373	1457	0.011	16	0.0	4.248	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	479	19	1475	0.325	478	0.6	4.297	A
B - Unnamed Road	19	472	792	0.024	19	0.0	4.654	A
C - Access Road (S)	0	490	1031	0.000	0	0.0	0.000	A
D - B585 (SW)	450	40	1578	0.285	450	0.5	3.722	A
E - Access Road (N)	20	456	1405	0.014	20	0.0	4.417	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	479	19	1475	0.325	479	0.6	4.300	A
B - Unnamed Road	19	472	792	0.024	19	0.0	4.655	A
C - Access Road (S)	0	491	1031	0.000	0	0.0	0.000	A
D - B585 (SW)	450	40	1578	0.285	450	0.5	3.725	A
E - Access Road (N)	20	457	1405	0.014	20	0.0	4.418	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	391	15	1476	0.265	392	0.4	3.950	A
B - Unnamed Road	15	386	836	0.018	15	0.0	4.387	A
C - Access Road (S)	0	402	1078	0.000	0	0.0	0.000	A
D - B585 (SW)	368	32	1583	0.232	368	0.4	3.463	A
E - Access Road (N)	16	374	1456	0.011	16	0.0	4.249	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	327	13	1478	0.222	328	0.3	3.726	A
B - Unnamed Road	13	323	868	0.015	13	0.0	4.207	A
C - Access Road (S)	0	336	1113	0.000	0	0.0	0.000	A
D - B585 (SW)	308	27	1586	0.194	308	0.3	3.292	A
E - Access Road (N)	14	313	1494	0.009	14	0.0	4.134	A

2030 | Future Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	3.20	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	372	A - B585 (NE)	3.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	257	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	2	100.000
D - B585 (SW)		✓	193	100.000
E - Access Road (N)		✓	15	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	1	244	6
	B - Unnamed Road	4	0	0	13	0
	C - Access Road (S)	1	0	0	1	0
	D - B585 (SW)	178	12	2	0	1
	E - Access Road (N)	10	0	0	5	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	0	0	12	20
	B - Unnamed Road	0	0	0	9	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	13	0	0	0	0
	E - Access Road (N)	13	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.19	3.37	0.3	A
B - Unnamed Road	0.02	4.42	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.13	2.91	0.2	A
E - Access Road (N)	0.01	2.53	0.0	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	193	14	1477	0.131	193	0.2	3.127	A
B - Unnamed Road	13	194	935	0.014	13	0.0	4.170	A
C - Access Road (S)	0	204	1182	0.000	0	0.0	0.000	A
D - B585 (SW)	145	7	1598	0.091	145	0.1	2.767	A
E - Access Road (N)	11	147	1595	0.007	11	0.0	2.453	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	231	17	1475	0.157	231	0.2	3.228	A
B - Unnamed Road	15	232	915	0.017	15	0.0	4.272	A
C - Access Road (S)	0	244	1161	0.000	0	0.0	0.000	A
D - B585 (SW)	174	9	1597	0.109	173	0.1	2.824	A
E - Access Road (N)	13	176	1578	0.009	13	0.0	2.485	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	283	21	1473	0.192	283	0.3	3.375	A
B - Unnamed Road	19	284	889	0.021	19	0.0	4.420	A
C - Access Road (S)	0	299	1132	0.000	0	0.0	0.000	A
D - B585 (SW)	212	11	1596	0.133	212	0.2	2.906	A
E - Access Road (N)	17	216	1553	0.011	17	0.0	2.529	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	283	21	1473	0.192	283	0.3	3.375	A
B - Unnamed Road	19	284	888	0.021	19	0.0	4.420	A
C - Access Road (S)	0	299	1132	0.000	0	0.0	0.000	A
D - B585 (SW)	212	11	1596	0.133	212	0.2	2.906	A
E - Access Road (N)	17	216	1553	0.011	17	0.0	2.529	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	231	17	1475	0.157	231	0.2	3.229	A
B - Unnamed Road	15	232	915	0.017	15	0.0	4.275	A
C - Access Road (S)	0	245	1161	0.000	0	0.0	0.000	A
D - B585 (SW)	174	9	1597	0.109	174	0.1	2.827	A
E - Access Road (N)	13	176	1577	0.009	13	0.0	2.487	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	193	14	1477	0.131	194	0.2	3.130	A
B - Unnamed Road	13	194	934	0.014	13	0.0	4.173	A
C - Access Road (S)	0	205	1182	0.000	0	0.0	0.000	A
D - B585 (SW)	145	8	1598	0.091	145	0.1	2.770	A
E - Access Road (N)	11	148	1595	0.007	11	0.0	2.454	A

2030 | Future Year + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	104	A - B585 (NE)	5.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	601	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	0	100.000
D - B585 (SW)		✓	494	100.000
E - Access Road (N)		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	0	570	25
	B - Unnamed Road	11	0	0	6	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	472	17	0	0	5
	E - Access Road (N)	18	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	20	0	29	21
	B - Unnamed Road	0	0	0	0	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	26	7	0	0	0
	E - Access Road (N)	70	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.45	5.70	1.0	A
B - Unnamed Road	0.03	5.30	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.34	4.34	0.7	A
E - Access Road (N)	0.01	4.61	0.0	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	452	13	1478	0.306	450	0.6	4.500	A
B - Unnamed Road	13	446	806	0.016	13	0.0	4.540	A
C - Access Road (S)	0	458	1048	0.000	0	0.0	0.000	A
D - B585 (SW)	372	27	1586	0.234	370	0.4	3.685	A
E - Access Road (N)	14	375	1455	0.009	13	0.0	4.244	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	540	15	1476	0.366	540	0.7	4.944	A
B - Unnamed Road	15	534	760	0.020	15	0.0	4.832	A
C - Access Road (S)	0	549	1000	0.000	0	0.0	0.000	A
D - B585 (SW)	444	32	1583	0.281	444	0.5	3.937	A
E - Access Road (N)	16	449	1410	0.011	16	0.0	4.391	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	662	19	1475	0.449	661	1.0	5.685	A
B - Unnamed Road	19	654	699	0.027	19	0.0	5.293	A
C - Access Road (S)	0	673	935	0.000	0	0.0	0.000	A
D - B585 (SW)	544	40	1578	0.345	543	0.7	4.330	A
E - Access Road (N)	20	550	1348	0.015	20	0.0	4.608	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	662	19	1475	0.449	662	1.0	5.701	A
B - Unnamed Road	19	655	698	0.027	19	0.0	5.298	A
C - Access Road (S)	0	674	935	0.000	0	0.0	0.000	A
D - B585 (SW)	544	40	1578	0.345	544	0.7	4.336	A
E - Access Road (N)	20	551	1347	0.015	20	0.0	4.609	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	540	15	1476	0.366	541	0.7	4.962	A
B - Unnamed Road	15	536	759	0.020	15	0.0	4.839	A
C - Access Road (S)	0	551	999	0.000	0	0.0	0.000	A
D - B585 (SW)	444	32	1583	0.281	445	0.5	3.945	A
E - Access Road (N)	16	450	1409	0.011	16	0.0	4.395	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	452	13	1478	0.306	453	0.6	4.525	A
B - Unnamed Road	13	449	804	0.016	13	0.0	4.551	A
C - Access Road (S)	0	461	1047	0.000	0	0.0	0.000	A
D - B585 (SW)	372	27	1586	0.235	372	0.4	3.699	A
E - Access Road (N)	14	377	1454	0.009	14	0.0	4.248	A

2030 | Future Year + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	3.95	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	227	A - B585 (NE)	3.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	372	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	2	100.000
D - B585 (SW)		✓	301	100.000
E - Access Road (N)		✓	15	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	1	359	6
	B - Unnamed Road	4	0	0	13	0
	C - Access Road (S)	1	0	0	1	0
	D - B585 (SW)	286	12	2	0	1
	E - Access Road (N)	10	0	0	5	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	0	0	25	20
	B - Unnamed Road	0	0	0	9	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	30	0	0	0	0
	E - Access Road (N)	13	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.28	4.22	0.5	A
B - Unnamed Road	0.02	4.78	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.21	3.63	0.3	A
E - Access Road (N)	0.01	2.66	0.0	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	280	14	1477	0.190	279	0.3	3.744	A
B - Unnamed Road	13	280	891	0.014	13	0.0	4.379	A
C - Access Road (S)	0	290	1137	0.000	0	0.0	0.000	A
D - B585 (SW)	227	7	1598	0.142	226	0.2	3.347	A
E - Access Road (N)	11	228	1546	0.007	11	0.0	2.533	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	334	17	1475	0.227	334	0.4	3.932	A
B - Unnamed Road	15	335	862	0.018	15	0.0	4.539	A
C - Access Road (S)	0	348	1107	0.000	0	0.0	0.000	A
D - B585 (SW)	271	9	1597	0.169	270	0.3	3.463	A
E - Access Road (N)	13	273	1518	0.009	13	0.0	2.583	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	410	21	1473	0.278	409	0.5	4.217	A
B - Unnamed Road	19	410	824	0.023	19	0.0	4.776	A
C - Access Road (S)	0	426	1065	0.000	0	0.0	0.000	A
D - B585 (SW)	331	11	1596	0.208	331	0.3	3.633	A
E - Access Road (N)	17	334	1480	0.011	17	0.0	2.655	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	410	21	1473	0.278	410	0.5	4.220	A
B - Unnamed Road	19	411	824	0.023	19	0.0	4.777	A
C - Access Road (S)	0	426	1065	0.000	0	0.0	0.000	A
D - B585 (SW)	331	11	1596	0.208	331	0.3	3.633	A
E - Access Road (N)	17	335	1480	0.011	17	0.0	2.656	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	334	17	1475	0.227	335	0.4	3.937	A
B - Unnamed Road	15	336	862	0.018	15	0.0	4.541	A
C - Access Road (S)	0	348	1106	0.000	0	0.0	0.000	A
D - B585 (SW)	271	9	1597	0.169	271	0.3	3.467	A
E - Access Road (N)	13	274	1518	0.009	13	0.0	2.586	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	280	14	1477	0.190	280	0.3	3.754	A
B - Unnamed Road	13	281	890	0.014	13	0.0	4.385	A
C - Access Road (S)	0	292	1136	0.000	0	0.0	0.000	A
D - B585 (SW)	227	8	1598	0.142	227	0.2	3.353	A
E - Access Road (N)	11	229	1545	0.007	11	0.0	2.534	A

2030 | Future Year + Committed Dev + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.37	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	A - B585 (NE)	6.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	795	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	0	100.000
D - B585 (SW)		✓	511	100.000
E - Access Road (N)		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	0	764	25
	B - Unnamed Road	11	0	0	6	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	489	17	0	0	5
	E - Access Road (N)	18	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	20	0	28	21
	B - Unnamed Road	0	0	0	0	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	27	7	0	0	0
	E - Access Road (N)	70	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.59	7.64	1.8	A
B - Unnamed Road	0.03	6.32	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.36	4.47	0.7	A
E - Access Road (N)	0.01	4.65	0.0	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	599	13	1478	0.405	595	0.9	5.169	A
B - Unnamed Road	13	591	731	0.018	13	0.0	5.010	A
C - Access Road (S)	0	603	972	0.000	0	0.0	0.000	A
D - B585 (SW)	385	27	1586	0.243	383	0.4	3.770	A
E - Access Road (N)	14	388	1448	0.009	13	0.0	4.267	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	715	15	1476	0.484	713	1.2	5.993	A
B - Unnamed Road	15	708	671	0.023	15	0.0	5.489	A
C - Access Road (S)	0	723	909	0.000	0	0.0	0.000	A
D - B585 (SW)	459	32	1583	0.290	459	0.5	4.039	A
E - Access Road (N)	16	464	1400	0.012	16	0.0	4.421	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	875	19	1475	0.594	873	1.8	7.577	A
B - Unnamed Road	19	866	590	0.032	19	0.0	6.301	A
C - Access Road (S)	0	885	824	0.000	0	0.0	0.000	A
D - B585 (SW)	563	40	1578	0.356	562	0.7	4.465	A
E - Access Road (N)	20	568	1336	0.015	20	0.0	4.648	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	875	19	1475	0.594	875	1.8	7.639	A
B - Unnamed Road	19	869	589	0.032	19	0.0	6.316	A
C - Access Road (S)	0	887	822	0.000	0	0.0	0.000	A
D - B585 (SW)	563	40	1578	0.356	563	0.7	4.470	A
E - Access Road (N)	20	569	1336	0.015	20	0.0	4.650	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	715	15	1476	0.484	717	1.2	6.052	A
B - Unnamed Road	15	712	669	0.023	15	0.0	5.506	A
C - Access Road (S)	0	727	907	0.000	0	0.0	0.000	A
D - B585 (SW)	459	32	1583	0.290	460	0.5	4.049	A
E - Access Road (N)	16	465	1400	0.012	16	0.0	4.425	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	599	13	1478	0.405	600	0.9	5.224	A
B - Unnamed Road	13	595	729	0.018	13	0.0	5.027	A
C - Access Road (S)	0	608	969	0.000	0	0.0	0.000	A
D - B585 (SW)	385	27	1586	0.243	385	0.4	3.782	A
E - Access Road (N)	14	390	1446	0.009	14	0.0	4.271	A

2030 | Future Year + Committed Dev + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.30	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	148	A - B585 (NE)	4.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	495	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	2	100.000
D - B585 (SW)		✓	443	100.000
E - Access Road (N)		✓	15	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	1	482	6
	B - Unnamed Road	4	0	0	13	0
	C - Access Road (S)	1	0	0	1	0
	D - B585 (SW)	428	12	2	0	1
	E - Access Road (N)	10	0	0	5	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	0	0	21	20
	B - Unnamed Road	0	0	0	9	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	21	0	0	0	0
	E - Access Road (N)	13	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.37	4.67	0.7	A
B - Unnamed Road	0.02	5.23	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.31	3.91	0.5	A
E - Access Road (N)	0.01	2.84	0.0	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	373	14	1477	0.252	371	0.4	3.914	A
B - Unnamed Road	13	372	843	0.015	13	0.0	4.628	A
C - Access Road (S)	0	382	1088	0.000	0	0.0	0.000	A
D - B585 (SW)	334	7	1598	0.209	332	0.3	3.420	A
E - Access Road (N)	11	334	1480	0.008	11	0.0	2.646	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	445	17	1475	0.302	445	0.5	4.203	A
B - Unnamed Road	15	445	806	0.019	15	0.0	4.864	A
C - Access Road (S)	0	458	1048	0.000	0	0.0	0.000	A
D - B585 (SW)	398	9	1597	0.249	398	0.4	3.613	A
E - Access Road (N)	13	401	1440	0.009	13	0.0	2.725	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	545	21	1473	0.370	544	0.7	4.662	A
B - Unnamed Road	19	545	754	0.025	19	0.0	5.226	A
C - Access Road (S)	0	561	994	0.000	0	0.0	0.000	A
D - B585 (SW)	488	11	1596	0.306	487	0.5	3.906	A
E - Access Road (N)	17	491	1384	0.012	17	0.0	2.842	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	545	21	1473	0.370	545	0.7	4.670	A
B - Unnamed Road	19	546	754	0.025	19	0.0	5.228	A
C - Access Road (S)	0	562	994	0.000	0	0.0	0.000	A
D - B585 (SW)	488	11	1596	0.306	488	0.5	3.910	A
E - Access Road (N)	17	491	1384	0.012	17	0.0	2.842	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	445	17	1475	0.302	446	0.5	4.214	A
B - Unnamed Road	15	447	805	0.019	15	0.0	4.870	A
C - Access Road (S)	0	459	1048	0.000	0	0.0	0.000	A
D - B585 (SW)	398	9	1597	0.249	399	0.4	3.616	A
E - Access Road (N)	13	401	1439	0.009	13	0.0	2.729	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	373	14	1477	0.252	373	0.4	3.930	A
B - Unnamed Road	13	374	842	0.015	13	0.0	4.634	A
C - Access Road (S)	0	384	1087	0.000	0	0.0	0.000	A
D - B585 (SW)	334	8	1598	0.209	334	0.3	3.430	A
E - Access Road (N)	11	336	1479	0.008	11	0.0	2.650	A

Appendix R

Site Access Operational Assessment

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Site Access_Station Road T Junction.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 10 Models
Report generation date: 19/03/2025 11:18:49

»2030 | Future Year + Com Dev + Dev | AM
»2030 | Future Year + Com Dev + Dev | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2030 - Future Year + Com Dev + Dev													
Stream B-AC	D1	0.0	5.25	0.02	A	4.98	83 %	D2	0.7	9.47	0.42	A	5.28	86 %
Stream C-AB		0.9	11.04	0.43	B		[Stream C-AB]		0.5	8.07	0.31	A		[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	12/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year + Com Dev + Dev	AM	ONE HOUR	06:45	08:15	15
D2	2030	Future Year + Com Dev + Dev	PM	ONE HOUR	17:45	19:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 | Future Year + Com Dev + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		4.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	83	Stream C-AB	4.98	A

Arms

Arms

Arm	Name	Description	Arm type
A	Station Rd (S)		Major
B	Site Access		Minor
C	Station Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Rd (N)	9.50		✓	3.50	125.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.65	125	125

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	620	0.096	0.242	0.152	0.346
B-C	748	0.097	0.246	-	-
C-B	738	0.242	0.242	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year + Com Dev + Dev	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Rd (S)		✓	204	100.000
B - Site Access		✓	10	100.000
C - Station Rd (N)		✓	387	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Rd (S)	B - Site Access	C - Station Rd (N)
From	A - Station Rd (S)	0	23	181
	B - Site Access	0	0	10
	C - Station Rd (N)	121	266	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Rd (S)	B - Site Access	C - Station Rd (N)
From	A - Station Rd (S)	0	0	2
	B - Site Access	0	0	0
	C - Station Rd (N)	3	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.25	0.0	A
C-AB	0.43	11.04	0.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	713	0.011	7	0.0	5.101	A
C-AB	200	0.00	701	0.286	198	0.5	8.568	A
C-A	91	0.00			91			
A-B	17	0.00			17			
A-C	136	0.00			136			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	706	0.013	9	0.0	5.161	A
C-AB	239	0.00	694	0.345	239	0.6	9.482	A
C-A	109	0.00			109			
A-B	21	0.00			21			
A-C	163	0.00			163			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	697	0.016	11	0.0	5.248	A
C-AB	293	0.00	684	0.429	292	0.9	10.986	B
C-A	133	0.00			133			
A-B	25	0.00			25			
A-C	199	0.00			199			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	697	0.016	11	0.0	5.248	A
C-AB	293	0.00	684	0.429	293	0.9	11.042	B
C-A	133	0.00			133			
A-B	25	0.00			25			
A-C	199	0.00			199			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	706	0.013	9	0.0	5.162	A
C-AB	239	0.00	694	0.345	240	0.6	9.549	A
C-A	109	0.00			109			
A-B	21	0.00			21			
A-C	163	0.00			163			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	713	0.011	8	0.0	5.101	A
C-AB	200	0.00	701	0.286	201	0.5	8.654	A
C-A	91	0.00			91			
A-B	17	0.00			17			
A-C	136	0.00			136			

2030 | Future Year + Com Dev + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		5.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	86	Stream B-AC	5.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Future Year + Com Dev + Dev	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Rd (S)		✓	156	100.000
B - Site Access		✓	257	100.000
C - Station Rd (N)		✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Rd (S)	B - Site Access	C - Station Rd (N)
From	A - Station Rd (S)	0	19	137
	B - Site Access	23	0	234
	C - Station Rd (N)	154	199	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Rd (S)	B - Site Access	C - Station Rd (N)
From	A - Station Rd (S)	0	0	1
	B - Site Access	0	0	5
	C - Station Rd (N)	0	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.42	9.47	0.7	A
C-AB	0.31	8.07	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	0.00	698	0.277	192	0.4	7.412	A
C-AB	150	0.00	709	0.211	149	0.3	6.856	A
C-A	116	0.00			116			
A-B	14	0.00			14			
A-C	103	0.00			103			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	0.00	691	0.335	231	0.5	8.169	A
C-AB	179	0.00	704	0.254	179	0.4	7.328	A
C-A	138	0.00			138			
A-B	17	0.00			17			
A-C	123	0.00			123			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	0.00	680	0.416	282	0.7	9.433	A
C-AB	219	0.00	696	0.315	219	0.5	8.057	A
C-A	170	0.00			170			
A-B	21	0.00			21			
A-C	151	0.00			151			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	0.00	680	0.416	283	0.7	9.473	A
C-AB	219	0.00	696	0.315	219	0.5	8.072	A
C-A	170	0.00			170			
A-B	21	0.00			21			
A-C	151	0.00			151			

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	0.00	691	0.335	232	0.5	8.219	A
C-AB	179	0.00	704	0.254	179	0.4	7.353	A
C-A	138	0.00			138			
A-B	17	0.00			17			
A-C	123	0.00			123			

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	0.00	698	0.277	194	0.4	7.475	A
C-AB	150	0.00	709	0.211	150	0.3	6.891	A
C-A	116	0.00			116			
A-B	14	0.00			14			
A-C	103	0.00			103			

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