



**Morgan Sindall**

# **Thomas Telford UTC, Wolverhampton**

## **Transport Assessment**

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## I Introduction

### I.1 Background

- 1.1.1 PJA has been commissioned by Morgan Sindall to prepare a Transport Assessment to accompany a planning application for the re-development and expansion of Thomas Telford University Technical College (UTC). It is proposed to expand the capacity of the school by 450 pupils.

**Table 1-1: Proposed Pupil Numbers**

	Pupils on Roll	Pupil Capacity
Existing ( <i>from September 2020</i> ) (Year 7, 10 – 13)	356 pupils	600 pupils
Proposed (Year 7 – 13)		1,050 pupils

- 1.1.2 The proposed site layout is included within **Appendix A**.
- 1.1.3 This report is accompanied by a School Travel Plan, which has been prepared in collaboration with the school using the Modeshift Stars online system and has achieved Green Accreditation. This level of accreditation is awarded once a Travel Plan has been prepared on the Modeshift Stars system, with a set of planned initiatives and a minimum of two targets.
- 1.1.4 The school has committed to implementing the measures set out within the Travel Plan and will work towards achieving Bronze Accreditation as a minimum. This level of accreditation requires the school to achieve Green Accreditation, undertake a staff/pupil travel survey, and deliver the required number of initiatives.

### I.2 Report Purpose

- 1.2.1 The aim of this report is to identify the transport characteristics of the school site and surrounding area, and to examine the transport implications of an expansion.

### I.3 Planning History

- 1.3.1 The wider Springfield Campus site is being re-developed as a construction education campus, including the following elements:
- Thomas Telford UTC;
  - University of Wolverhampton School of Architecture and Built Environment (SoABE); and
  - Elite Centre for Manufacturing Skills (ECMS).
- 1.3.2 Planning permission for the development of a technical college on this site was granted in July 2015, to cater for 600 pupils aged 14 to 19 (Planning Reference: 15/00290/FUL). As part of this



application, consent was granted to provide vehicular access to the wider Springfield Campus site from Cambridge Street. Planning permission for the ECMS was granted in October 2016, and for the SoABE in April 2018 (Planning Reference: 18/00089). It is understood that construction of both the ECMS and SoABE has now been completed.

- 1.3.3 A planning application was also submitted in September 2020 for a development comprising educational training, research and development, laboratories and offices, situated on the wider Springfield Campus, with access provided from Grimstone Road (Planning Reference: 20/01143/FUL). Full planning permission was granted by City of Wolverhampton Council (CoWC) on 11<sup>th</sup> December 2020.
- 1.3.4 A planning application was submitted in January 2020 for development of 64 dwellings on land opposite the application site, with vehicle and pedestrian access provided from Cambridge Street (Planning Reference: 20/00059/FUL). The access to this site would form a crossroads with the current vehicle access to the Springfield Campus. Full planning permission was granted by CoWC on 2<sup>nd</sup> October 2020.

## **1.4 Feedback from School**

- 1.4.1 A meeting with the headteacher of Thomas Telford UTC was conducted in April 2020 to gain an appreciation of the existing issues, constraints and opportunities relating to staff and pupil travel to/from the school. A summary of the salient points from this meeting are provided below. It should be noted that these are the views expressed by the headteacher of the school, rather than observations made by PJA.
- Currently there are 182 pupils on roll in years 10 to 13, drawn from across the West Midlands;
  - In September 2020, 150 pupils joined the school in year 7, all drawn from within 1.5 miles of the school;
  - The majority of pupils currently travel to school using public transport (train, bus, metro), however from September 2020 it is anticipated there will be a higher uptake of bus, walking, cycling and private car, due to change in catchment area and age of pupils;
  - There are currently 10 marked spaces on site for use by staff, with additional parking for staff provided in a gravelled area at the rear of the main school building;
  - The majority of staff currently drive to school;
  - CoWC (City of Wolverhampton Council) have recently changed the parking restrictions on the highway network within the vicinity of the school;
  - Pupils are not permitted to park on site;
  - Members of staff are present outside the school gates at the start and end of the school day to manage the drop-off and pick-up period;



- Cycle parking is provided on site – approximately 30 spaces are provided at the rear of the building which are not used by pupils, and 10 spaces are outside reception which are more frequently used by pupils;
- Approximately 1/3 of pupils participate in the extended school day (3:30 – 5:00pm, Monday – Thursday) for after school activities;
- Since September 2020, the school has operated a Walking Bus to/from Wolverhampton Bus Station at the start and end of the school day; and
- There are not currently any issues relating to pick-up and drop-off within the vicinity of the school.

## **1.5 Scoping**

1.5.1 Scoping discussions were held virtually with CoWC Highways on 1<sup>st</sup> December 2020 via Microsoft Teams. The salient points from this meeting have been summarised below:

- The layout of the site was discussed, including the access arrangements for servicing vehicles. It was agreed that the access directly adjacent to the disabled spaces would only be used infrequently. It was also agreed that it would be acceptable for other servicing and deliveries to be undertaken from the alleyway to the south of the main school building, subject to tracking.
- It was agreed that the trip generation would be calculated by undertaking mode share surveys of existing pupils at the school.
- It was agreed that a Travel Plan would be prepared within the Modeshift Stars online system.
- The issue of parking was discussed and that there would be surplus parking demand post-expansion compared to the proposed provision. It was agreed that reducing the parking at destinations, such as schools, can encourage modal shift towards more sustainable modes and, together with a travel plan would reduce the number of staff vehicles parked off-site. Given the highly sustainable location of the site a robust, appropriate Travel Plan could result in meaningful change.
- The principle and scope of the parking beat survey (all streets within a five-minute walk of the school) were agreed.
- The methodology for calculating the trip distribution (use of mode share data and postcodes from the school, discounting postcodes within 1km, manual route assignment where there are multiple routes available) was discussed and agreed.
- CoWC agreed to undertaking junction capacity assessments of two junctions – Cambridge Street / A460 Cannock Road and Springfield Road / Hilton Street / A460 Cannock Road. CoWC confirmed that they did not have concerns about the capacity of the Wednesfield Road / Culwell Road signalised junction.



- Options for obtaining traffic count data were discussed. It was suggested that historic data could be obtained for either the aforementioned junctions, or for nearby junctions that could be used to factor up any counts conducted in December 2020.

## **1.6 Report Structure**

1.6.1 The remainder of this report is structured as follows:

- **Chapter 2:** Policy Context;
- **Chapter 3:** Baseline Transport Conditions;
- **Chapter 4:** Development Proposals;
- **Chapter 5:** Travel Demand;
- **Chapter 6:** Highway Impact; and
- **Chapter 7:** Summary and Conclusions.

## 2 Policy Context

### 2.1 Introduction

- 2.1.1 This section provides an overview of the relevant national, regional, and local policies with regard to transport that are a relevant consideration in the preparation and assessment of the development proposals.

### 2.2 National Policy

#### National Planning Policy Framework 2019

- 2.2.1 The National Planning Policy Framework (NPPF) was updated in February 2019 and sets out the Government's wider planning policies. The presumption in favour of sustainable development remains at its core.
- 2.2.2 Policies aimed at promoting sustainable development are covered within section 9, paragraphs 102 to 111 of the NPPF with paragraph 102 stating that: -

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

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

- 2.2.3 Paragraph 103 states:

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



2.2.4 Paragraph 109 states:

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

2.2.5 Paragraph 111 states:

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

**Planning Practice Guidance (PPG) 2014**

2.2.6 PPG 2014 stipulates that the scope and level of detail in a Transport Assessment will vary from site to site, but the following should be considered when settling the scope of the proposed assessment:

- *"information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)*
- *information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*
- *a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- *an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years);*
- *data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- *an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;*
- *an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- *measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*



- *a description of parking facilities in the area and the parking strategy of the development;*
- *ways of encouraging environmental sustainability by reducing the need to travel; and*
- *measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.”*

2.2.7 The PPG continues:

*“In general, assessments should be based on normal traffic flow and usage conditions (e.g. non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.”*

## 2.3 Regional Policy

### West Midlands Strategic Transport Plan

2.3.1 This document provides a transport strategy for the wider West Midlands Metropolitan Area. It sets out the long-term approach to guide improvements in the region over a 20-year period.

2.3.2 There are nine objectives for the Strategic Transport Plan, which are supported by 15 transport policies. Those of relevance to the proposed development are set out below:

- **Policy 1** – *“To accommodate increased travel demand by existing transport capacity and new sustainable transport capacity”.*
- **Policy 2** – *“To use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods”.*
- **Policy 3** – *“To maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods”.*
- **Policy 7** – *“To ensure the affordability of public transport for people accessing skills and entering employment”.*
- **Policy 9** – *“To significantly improve the quality of the natural and historic environment and create attractive local environments”.*
- **Policy 11** – *“To significantly increase the amount of active travel in the West Midlands Metropolitan Area”.*



## 2.4 Local Policy

### Black Country Core Strategy (2011)

- 2.4.1 The Black Country Core Strategy, adopted February 2011, sets out how the Black Country should look in 2026. The vision consists of three major directions of change and underpins the approach to the whole strategy: sustainable communities, environmental transformation and economic prosperity.
- 2.4.2 Policy HOU5 relates to education and health care facilities. The policy states that new health care facilities, and pre-school, school and further and higher education facilities should be:
- *“Well designed and well related to neighbourhood services and amenities;*
  - *Well related to public transport infrastructure and directed to a Centre appropriate in role and scale to the proposed development and its intended catchment area. Proposals located outside Centres must be justified in terms of relevant national policy;*
  - *Wherever possible, best located to address accessibility gaps in terms of the standards set out in Policy HOU2, particularly where a significant amount of new housing is proposed;*
  - *Where possible, incorporate a mix of compatible community service uses on a single site”.*
- 2.4.3 Section 5 of the policy refers to transport and accessibility. Policy TRAN1 refers to priorities for the development of the transport network, with regards to new developments it states:
- “All new developments will address the transport network and provide adequate access for all modes, including walking, cycling and public transport.”*
- 2.4.4 Policy TRAN2 refers to managing transport impacts of new development and it states:
- “Planning permission will not be granted for development proposals that are likely to have significant transport implications unless applications are accommodated by proposals to provide an acceptable level of accessibility and safety by all modes of transport to and from all parts of a development including, in particular, access by walking cycling, public transport and car sharing.”*
- 2.4.5 Policy TRAN4 refers to creating coherent networks for cycling and for walking and it states:
- “New developments should have good walking and cycling links to public transport nodes and interchanges.”*

## Wolverhampton City Centre Area Action Plan 2015 – 2026

2.4.6 The City Centre Area Action Plan (AAP) will guide the regeneration of Wolverhampton City Centre up to 2026. The AAP covers the main core of the city centre, and also some of the surrounding areas, including the Canalside Quarter to the east, where Thomas Telford UTC is situated.

2.4.7 Policy CC5 aims to support the growth of the Higher Education and Further Education sector within Wolverhampton. The policy sets out the key proposals which will facilitate the role of the city centre as a focus for education and learning, including:

*“ii. The development of a new learning and skills campus at the Springfield Brewery site within the Canalside Quarter as set out in Policy CA4 to provide state of the art facilities for the needs of secondary, further and higher education sectors with industry focussed vocational skills and training”.*

2.4.8 Policy CC6 relates to transport infrastructure. New development will be expected to help deliver four strategic aims:

- **Public Transport:** Support the Interchange Phase Two proposals, which will deliver improvements to the railway station and an extension to the Metro and support a potential future extension of either the Metro or other new rapid transit public transport infrastructure towards Walsall. Work with Centro and bus operators to ensure that bus flows are fully considered in development proposals.
- **Walking and Cycling:** Improve linkages across the ring road from surrounding areas to the city centre. Give greater priority to pedestrians and cyclists in the design of new developments. Improve signage, journey information and provision of new linkages to key regeneration initiatives and public transport facilities. Maximise the potential of the canal network to provide walking and cycling routes.
- **Highway Capacity:** A series of junctions have been identified within the city centre area, including two junctions on the ring road, for improvements related to capacity, public transport requirements, pedestrian and cyclist needs and road safety.
- **Parking:** Ensure there is an appropriate provision of quality parking to support the vitality and viability of the city centre. In order to achieve this, it will be ensured that parking provision for new developments is in accordance with the standards set out in the relevant Local Plan documents and technical guidance.

2.4.9 Policy CA4 sets out the key priorities for the development of the Canalside Quarter. Priorities relevant to the proposed development have been summarised below:



- Education and housing-led mixed-use development of sites on Grimstone Street / Culwell Street, designed to respect the historic buildings and conservation area, improve access to the canal and served by a central public space; and
- Improvements to increase use of the canal by creating new links on and off the canal.

## **2.5 Policy Summary**

2.5.1 In summary, the proposed development meets national and local policy objectives, with regard to transport as:

- Safe and suitable access can be gained for all users;
- The site is accessible by a range of sustainable travel modes;
- Overall, the site is sustainably located and has been designed to accommodate both vehicular and non-vehicular travel modes; and
- It will be ensured that any negative impacts are mitigated accordingly.



### 3 Baseline Transport Conditions

#### 3.1 Introduction

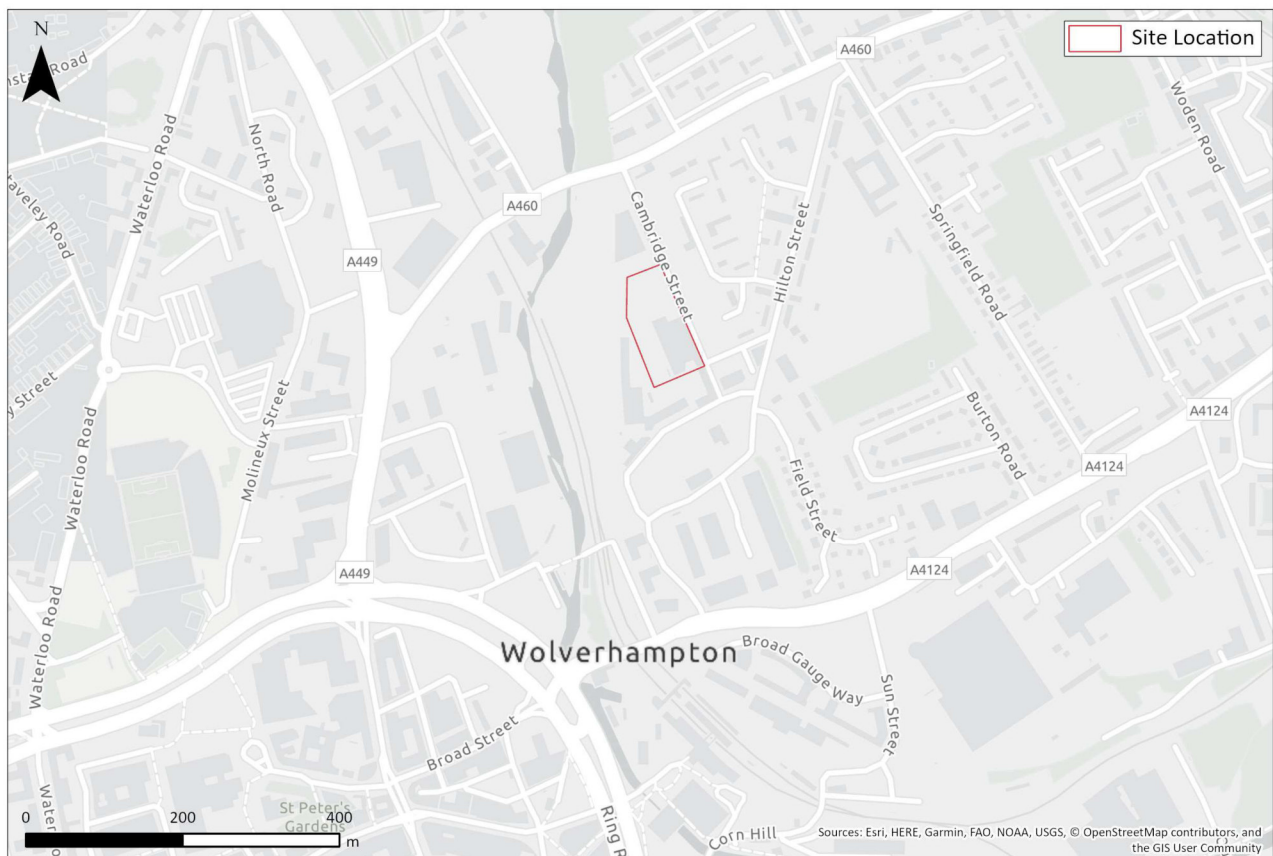
3.1.1 The following section provides a summary of the existing situation at Thomas Telford UTC and on the local highway network in the immediate vicinity of the school. This section has been informed by a desktop analysis and site visit undertaken on Tuesday 15<sup>th</sup> September 2020.

#### 3.2 Site Location and Context

3.2.1 The Thomas Telford UTC is located on Cambridge Street, Wolverhampton and is approximately 1.3km north-east of Wolverhampton City Centre. The existing site is partially derelict, and forms part of the wider Springfield Campus development site.

3.2.2 The potential expansion would form an extension to the current Thomas Telford UTC.

**Figure 3-1: Site Location**





### 3.3 Existing School Characteristics

3.3.1 A summary of the existing characteristics of the Thomas Telford UTC are provided in Table 3-1.

**Table 3-1: Existing School Characteristics**

Pupils on Roll (20/21)	Published Admission Number (PAN)	Year Groups	School Day Timings	Staffing Levels
356	150	5	08:30am – 3:30pm After school activities run 3:30pm – 5:00pm on Monday – Thursday	50 members of staff (40 full-time, 10 part-time)

#### Staff and Pupil Numbers

3.3.2 The existing and proposed staff and pupil numbers are presented in Table 3-2 and Table 3-3, respectively. Details of school capacity and pre-expansion pupil and staff numbers have been provided by Thomas Telford UTC.

3.3.3 As the school is currently operating under capacity, to calculate the future and full to capacity staffing levels, the pupil: adult ratio (PAR) for all state funded secondary schools has been extracted from the 2019 School Workforce Census. The PAR is calculated by dividing the total number of pupils on rolls by the total FTE number of all teachers and support staff employed in schools, excluding administrative and clerical staff. The Pupil-Teacher Ratios table within the School Workforce Census states that state funded secondary schools have a PAR of 11.9<sup>1</sup>. This has been applied to the proposed number of pupils to calculate the future FTE staffing levels.

3.3.4 To calculate actual staff numbers, a factor between FTE and actual staff numbers has been calculated based on those provided by the school.

**Table 3-2: Existing and Proposed Pupil Numbers**

	Pupils on Roll	Pupil Capacity
Existing ( <i>from September 2020</i> ) (Year 7, 10 – 13)	356 pupils	600 pupils
Proposed (Year 7 – 13)		1,050 pupils

<sup>1</sup> <https://explore-education-statistics.service.gov.uk/find-statistics/school-workforce-in-england>

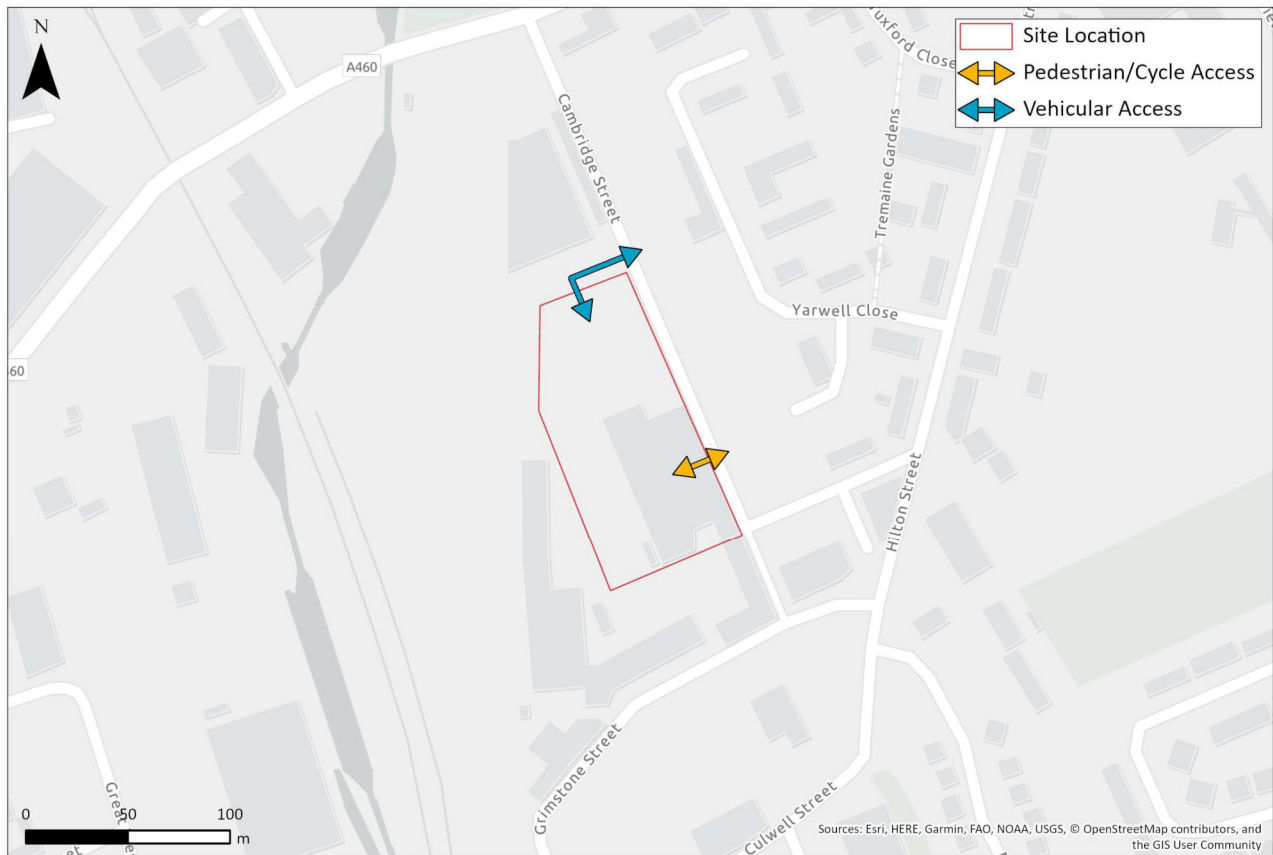
**Table 3-3: Existing and Proposed Staff Numbers**

	Staffing Levels – Pupils on Roll		Staffing Levels - Pupil Capacity	
	Actual	FTE	Actual	FTE
Existing (Years 7, 10 – 13)	50	45	56	50 FTE
Proposed (Year 7 – 13)			99	89 FTE

### Access and Parking Arrangements

- 3.3.5 Thomas Telford UTC has one main pedestrian entrance for all staff, pupils, and visitors on Cambridge Street, opposite the junction with Water Street. This access is shared with the other land uses on the Springfield Campus site.
- 3.3.6 The vehicular access to the school is also provided from Cambridge Street. This access provides access to the site for visitor car parking, deliveries, servicing, and emergency service vehicles. The internal access to the school is gated, from this access road.
- 3.3.7 These access arrangements are summarised in Figure 3-2.

**Figure 3-2: Access Arrangements**



3.3.8 There are currently 10 cycle parking spaces (5 stands) for parking adjacent to the main entrance to the school. An additional 28 cycle parking spaces (14 stands) are provided within the boundary of the site.

3.3.9 On site, there are nine car parking spaces, of which two are disabled bays. This car parking is accessed from the vehicular access on Cambridge Street. These are intended for use by visitors only, with staff parking on the local highway network. However, it is understood from the school that staff currently use these spaces in addition to an unsurfaced area to the rear of the school building. No staff currently park on the local highway network.

## Mode Share

### *Pupils*

3.3.10 A travel survey of existing pupils at the school was undertaken in September 2020 to determine the mode share of pupils. This survey achieved a response rate of 71%.

3.3.11 The resultant mode share is presented in Table 3-4.

**Table 3-4: Pupil Mode Share Data**

Mode	Mode Share (%)
Metro	1%
Car/Van	27%
Car Sharing	18%
Walk	16%
Cycling	6%
Local Bus	29%
Rail	4%
Other	0%
<b>Total</b>	<b>100%</b>

### *Staff*

3.3.12 A travel survey was also carried out on all members of staff, achieving a response rate of 90%. The results of this survey are presented in Table 3-5.

**Table 3-5: Staff Mode Share Data**

	% of staff
Metro	2%
Car/Van	80%
Car Sharing	0%
Walk	0%
Cycling	0%
Private Bus	0%
Local Bus	13%
Rail	2%
Motorcycle	2%
Other	0%
<b>Total</b>	<b>100%</b>

## **3.4 Local Highway Network**

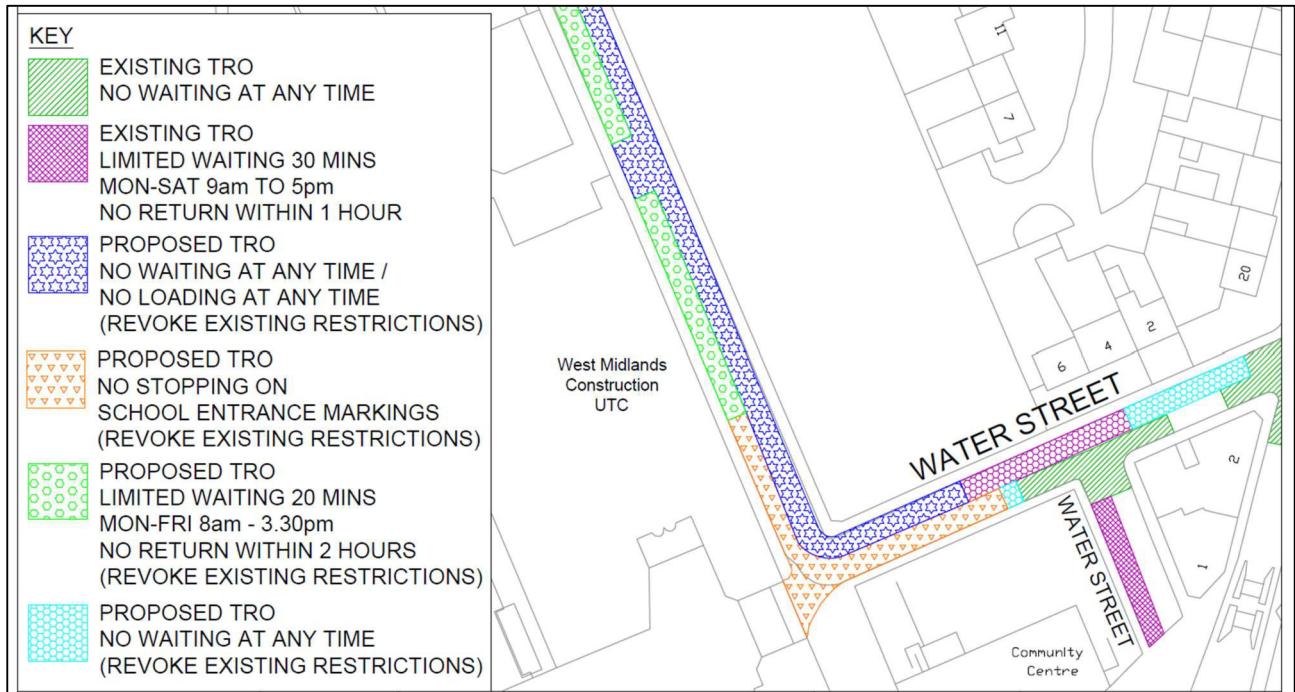
### **Cambridge Street**

3.4.1 Cambridge Street is located to the west of the Thomas Telford UTC and provides primary vehicular, cyclist and pedestrian access to the site from surrounding residential areas and strategic routes through Wolverhampton City Centre. Cambridge Street is a single carriageway road, approximately 6.5m in width and is subject to a speed limit of 20mph. It has traffic calming in the form of speed cushions within the vicinity of the site. To the north, it forms a priority junction with A460 Cannock Road, and to the south, becomes Water Street adjacent to the pedestrian access to the site.



- 3.4.2 It is understood that CoWC have recently changed parking restrictions within the vicinity of the site, shown on the extract in Figure 3-3.

**Figure 3-3: CoWC proposed waiting and loading restrictions**



### Water Street

- 3.4.3 Water Street is an east-west route providing access to the site from Hilton Street. Water Street is a single carriageway road, approximately 6.5m in width and is subject to a speed limit of 20mph. It has traffic calming in the form of speed cushions. To the east, it forms a priority junction with Hilton Street and to the north, becomes Cambridge Street, adjacent to the pedestrian access to the site.
- 3.4.4 Parking bays are intermittently provided along both sides of the carriageway, with capacity for approximately 16 vehicles.

### A460 Cannock Road

- 3.4.5 A460 Cannock Road is a single carriageway road which provides a strategic road link between Wolverhampton and Cannock. To the north-east, it provides a connection to M54 (via Junction 1) and M6 (via Junction 11). To the south-west, it forms a signalised junction with Stafford Street providing access to A4150 Wolverhampton Ring Road to the south and surrounding residential areas and M54 (via Junction 2) to the north. Within the vicinity of the site, it measures approximately 10m in width and has a speed limit of 30mph.



### **Grimstone Street**

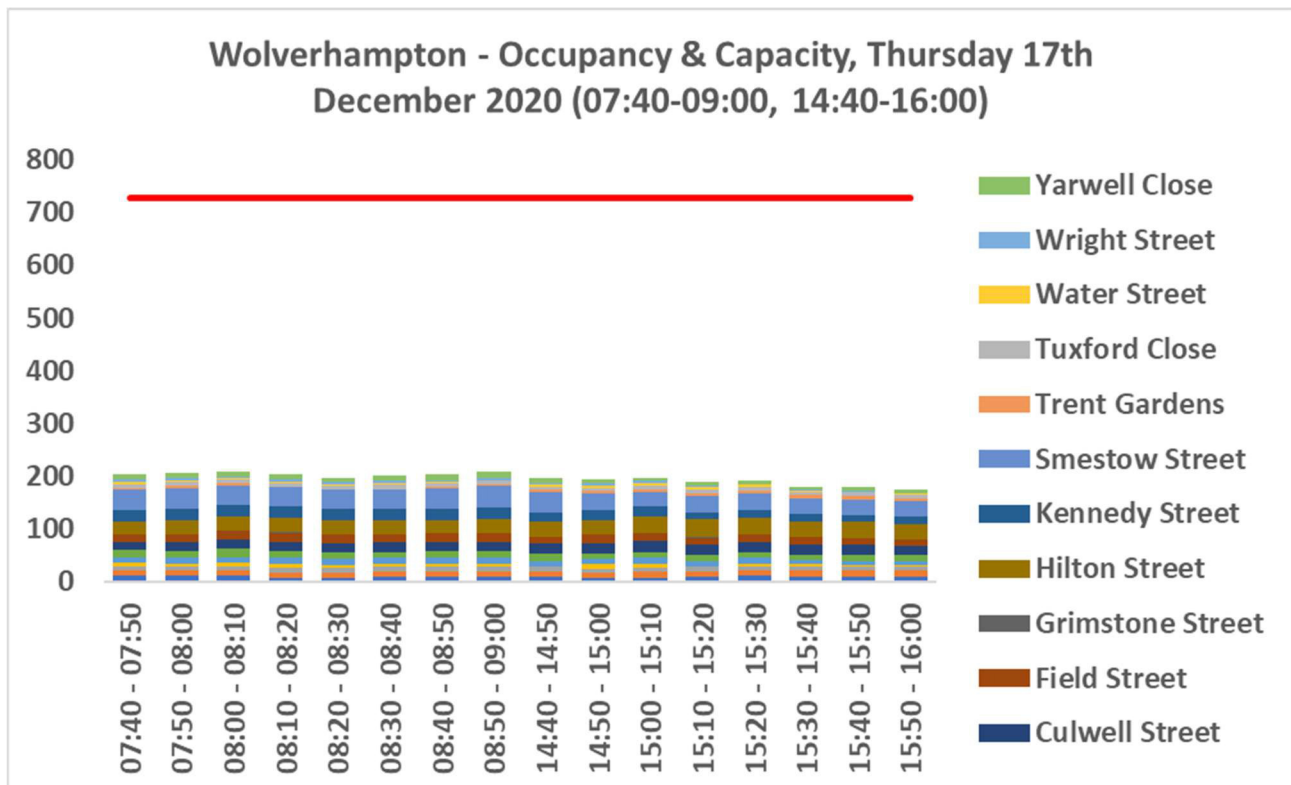
- 3.4.6 Grimstone Street is a single carriageway, one-way road to the south of the site which provides access between Culwell Street and Hilton Street. It is one-way in an eastbound direction and vehicles over 7.5t are not permitted, except for loading.
- 3.4.7 Double yellow lines prohibit parking on both sides of the carriageway.

### **3.5 On-Street Parking**

- 3.5.1 In order to assess the availability of on-street parking in the surrounding area, a parking beat survey was carried out by Streetwise Services Ltd on 17th December 2020 during the drop-off period (07:40-09:00) and pick-up period (14:40-16:00). The full survey results are included within **Appendix B**.
- 3.5.2 Results indicate that on-street parking in the study area reaches a peak occupancy rate of 33% during the AM period and 31% during the PM period. On-street parking occupancy peaked between 8:50-9:00 in the AM and 14:40-14:50 and 15:00-15:10 in the PM.
- 3.5.3 Out of a total on-street parking capacity of 728 spaces, the maximum recorded occupancy during the AM peak was 237 spaces and during the PM peak was 224 spaces. This equates to a minimum of 491 free spaces during the AM peak and a minimum of 504 spaces during the PM peak.
- 3.5.4 As previously noted, the school day starts at 08:30 and finishes at 15:30. Approximately 1/3<sup>rd</sup> of pupils take part in after school activities, which will have an impact on occupancy levels during the School PM Peak, potentially resulting in a lower rate of occupancy compared to “normal” over a longer time period. Therefore, to determine the true on-street parking capacity of the local highway network, the occupancy rates before drop-off and pick-up occurs have been analysed:
- 07:40 – 07:50: 232 spaces occupied (32%)
  - 14:40 – 14:50: 224 spaces occupied (31%)
- 3.5.5 As shown above, the highest level of occupancy during the School PM peak also coincides with the beginning of the PM peak period before pick-ups have occurred.
- 3.5.6 It should be noted that 20% of pupils were absent on the day of the survey. However, the impact of the COVID-19 pandemic means that a much higher number of people are currently working from home. Therefore, it can be reasonably assumed that there will be more vehicles parked in residential areas during the day. As such, the results of this survey are representative.
- 3.5.7 Figure 3-4 profiles the occupancy and capacity across the study area for each time period.



Figure 3-4: Parking Beat Survey – Occupancy and Capacity Graph



3.5.8 Looking at the graph in Figure 3-4, it is clear that there is currently little variance in occupancy levels throughout each peak period.

### 3.6 Walking and Cycling

3.6.1 Figure 3-5 shows the cycle routes, crossing points and footpaths within the vicinity of the school site. There are lit footways on both sides of the surrounding local highway network, with the exception of A460 Cannock Road, where the road passes underneath the West Coast mainline. In this location, a footway is only provided on the eastbound side of the carriageway.

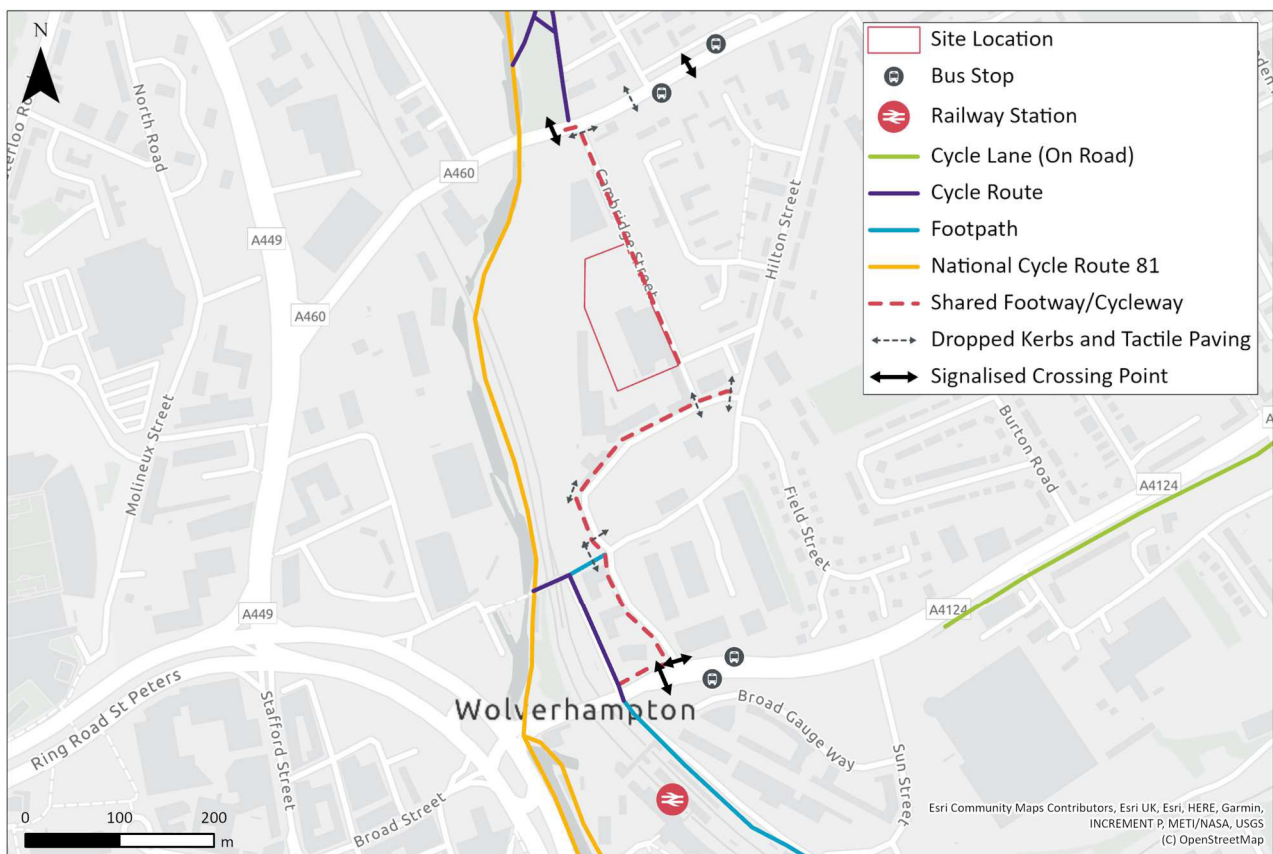
3.6.2 Dropped kerbs with tactile paving are provided at the majority of junctions within close proximity to the site. A signalised crossing is provided approximately 20m to the west of the A460 Cannock Street / Cambridge Street junction. In addition, a central reserve with dropped kerbs and tactile paving is provided approximately 60m east of this junction. These crossings facilitate access to the site from surrounding residential areas and public transport infrastructure.

3.6.3 A shared footway/cycleway is provided alongside the western edge of Cambridge Street, measuring approximately 3m in width. This provision crosses A460 Cannock Road at the aforementioned signalised crossing, and continues along a path stretching northbound, where it eventually joins up with National Cycle Network route 81 on the Birmingham Mainline Canal.



- 3.6.4 To the south of the site, a pedestrian plaza is provided between Cambridge Street and Grimstone Street, facilitating access to the site from surrounding residential areas, bus stops and Wolverhampton Railway Station via a shared footway/cycleway along Grimstone Street, Culwell Street and A4124 Wednesfield Road. An alternative to this route is a pedestrian and cycle route that runs parallel to Culwell Street.
- 3.6.5 At the junction between Culwell Street and A4124 Wednesfield Road, signalised pedestrian crossings are provided on the northern, and western arms of the junction. This links into a footpath which provides a direct link for pedestrians to Wolverhampton Railway Station.
- 3.6.6 The site is within 300m of the Birmingham Mainline Canal, which also forms part of National Cycle Route 81. Locally, this provides access to surrounding residential areas, Wolverhampton City Centre and Wolverhampton Railway Station.
- 3.6.7 To the south-east of the site, a segregated footway/cycleway is provided on the southern side of A4124 Wednesfield Road between Inkerman Street and Lincoln Street.

**Figure 3-5: Walking and Cycling Provision**

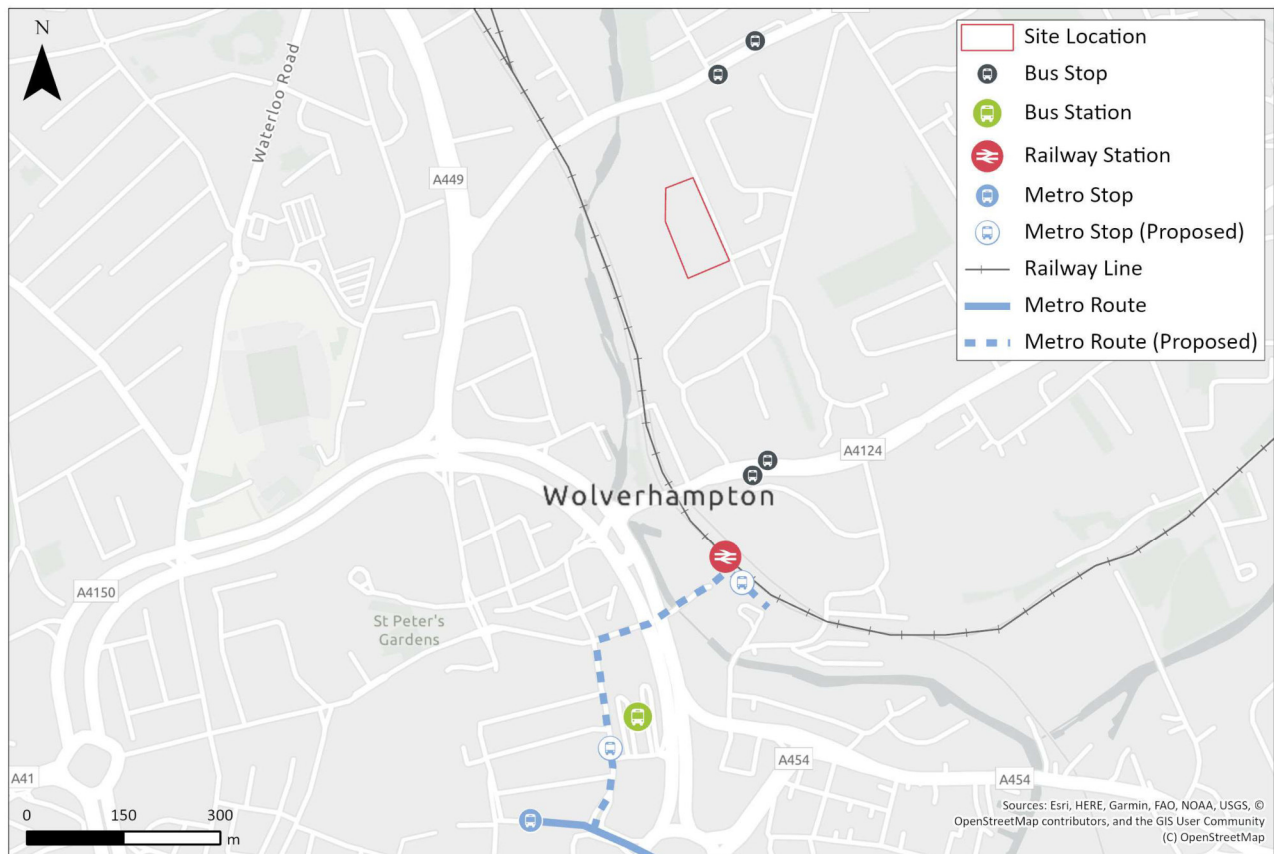




## 3.7 Public Transport

3.7.1 Figure 3-6 shows the public transport infrastructure within the vicinity of the site.

**Figure 3-6: Public Transport Infrastructure**



### Bus

3.7.2 The site is in close proximity to two key bus corridors – A460 Cannock Road and A4124 Wednesfield Road. The nearest bus stops on A460 Cannock Road are approximately 350m north-east of the site. In a westbound direction a shelter with seating and timetable information is provided. Eastbound, the stop has flag and pole provision with timetable information. The nearest bus stops on A4124 Wednesfield Road are approximately 600m south of the site. In both directions a shelter with seating and timetable information is provided.

3.7.3 A summary of the services available from each of these stops is summarised in

3.7.4 Table 3-6. This shows that there are a number of bus services available from each of the nearest stops to a range of local residential areas.

**Table 3-6: Bus Service Summary**

Service and Operator	Route	Monday – Friday Frequency	Nearest Stop
59 (National Express West Midlands)	Wolverhampton to Ashmore Park via Wednesfield	Every 7 minutes	A4124 Wednesfield Road
69 (National Express West Midlands)	Walsall to Wolverhampton via New Invention, Coppice Farm and Wednesfield	Every 30 minutes	A4124 Wednesfield Road
70 (Arriva)	Cannock to Wolverhampton via Longford, Cheslyn Hay and Featherstone	Hourly	A460 Cannock Road
71 (Select Bus Services)	Wolverhampton to Cannock via Essington	4 per day	A4124 Wednesfield Road
2 (National Express West Midlands)	Warstones to Bushbury Hill via Wolverhampton	Every 9 minutes	A460 Cannock Road
11 (National Express West Midlands)	Wolverhampton to Underhill via Fallings Park	Every 10 minutes	A460 Cannock Road
60 (National Express West Midlands)	Wolverhampton to Bloxwich via Wednesfield	Every 20 minutes	A4124 Wednesfield Road
65 (Diamond Buses)	Wolverhampton to Broadlands	Hourly	A4124 Wednesfield Road
W57 (Diamond Buses)	Wolverhampton to Bilston via Wednesfield	Hourly	A4124 Wednesfield Road

- 3.7.5 Additional bus services are available from Wolverhampton Bus Station, approximately 1.1km south-west of the site (13-minute walk, 4-minute cycle<sup>2</sup>).

### Rail

- 3.7.6 The nearest railway station to the site is Wolverhampton Railway Station, approximately 600m south-west of the site (8-minute walk, 2-minute cycle). Services are available to a range of local, regional, and national destinations from Wolverhampton Railway Station including Birmingham New Street, Shrewsbury, Walsall, Stoke-on-Trent, Birmingham International.
- 3.7.7 The station is currently undergoing a redevelopment, phase one of which was completed in May 2020. It is anticipated that the second and final phase of redevelopment will open to the public in early 2021.

<sup>2</sup> Paragraph 3.30 in the IHT's publication "Guidelines for Providing for Journeys on Foot" which states: "An average walking speed of 1.4m/s can be assumed which equates to approximately 400m in five minutes or three miles per hour". A cycling speed of 4.4m/s has been taken from the Sustrans Information Sheet FF11 or 'Cycle Friendly Employers' Information Sheet' and states that "a five mile journey can be comfortably cycled by an adult in 30 minutes".



## **Metro**

- 3.7.8 The nearest metro stop is currently on Bilston Street (Wolverhampton St George's) approximately 1.3km west of the site. As part of the station re-development proposals, the existing Midland Metro route will be extended to Wolverhampton Railway Station<sup>3</sup>. This will bring the metro to within 600m of the Thomas Telford UTC. It is anticipated that this will be completed along with the Wolverhampton Railway Station redevelopment in early 2021.
- 3.7.9 There will be a six-minute service frequency during peak times and a 15-minute service off-peak between 04:40 and 00:15. The Metro provides access to residential areas to the south-west of Wolverhampton, for example Priestfield, Bilston and Stow Heath, as well as Wednesbury, West Bromwich, Smethwick, Jewellery Quarter and Birmingham City Centre.

## **3.8 Road Safety**

- 3.8.1 Collision data for the latest six-year period (1<sup>st</sup> January 2014 to 31<sup>st</sup> December 2020) has been provided by Transport for West Midlands (TfWM). The study area is shown in Figure 3-7. Full collision data is provided in **Appendix C**.

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<sup>3</sup> <https://metroalliance.co.uk/projects/wolverhampton-city-centre-extension/>



Figure 3-7: Collision study area



Table 3-7: Road Safety Data

Location	Collision Severity				Sensitive Road User Casualties		
	Slight	Serious	Fatal	Total	Pedestrian	Cyclist	Secondary School Age Pupil <sup>4</sup>
A460 Cannock Road / Cambridge Street	2	0	0	2	2	0	0
A460 Cannock Road / Petrol Station	1	0	0	1	2	0	0
A460 Cannock Road / Cross Street	0	1	1	2	0	0	0
A460 Cannock Road / Badger Drive	5	0	1	6	1	2	1
Grimstone Drive	1	0	0	1	0	0	0
Culwell Street	3	0	0	3	1	0	0
<b>Total</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>1</b>

3.8.2 Table 3-7 shows that across the whole study area, there has been a total of 15 collisions of which 12 were classified as slight, one as serious and two as fatal. A summary of the locations (junctions/links) where more than one collision has occurred, there has been a fatal collision

<sup>4</sup> Casualties aged 11 – 18, inclusive



recorded, or a sensitivity road user casualty e.g. pedestrian, cyclists or secondary school age child, is provided below.

#### **A460 Cannock Road / Cambridge Street**

- 3.8.3 Two collisions have been reported at this junction, both of which were classified as slight, resulting in a collision rate of 0.4 collisions per annum. One collision is reported to have involved a collision between a vehicle turning right out of Cambridge Street and two pedestrians crossing the road. This did not occur in the school peak periods. The second collision is reported to have involved a rear shunt collision between two vehicles travelling southbound on A460 Cannock Road. It occurred in the network PM peak. Neither of these collisions involved school age casualties. These collisions were not isolated to a single approach of the junction, nor did they involve any common movements.

#### **A460 Cannock Road / Petrol Station**

- 3.8.4 One collision has been reported in this location, which is reported to have involved a vehicle turning left out of the petrol station onto A460 Cannock Street and two pedestrians. This was classified as slight and occurred outside of school and network peak periods. Neither of the pedestrians were of secondary school age.

#### **A460 Cannock Road / Cross Street**

- 3.8.5 Two collisions have been reported at this junction, one of which was classified as serious, one as fatal. No sensitive road users were involved in these collisions. Both of these collisions occurred during the network AM peak. There were no common movements between these collisions – one is reported to have involved a front on collision in frosty/icy road conditions on A460 Cannock Road (fatal) and the second involved a collision between two vehicles, one of which was waiting to turn right into Cross Street (serious).

#### **A460 Cannock Road / Badger Drive**

- 3.8.6 A total of six collisions were reported at this junction within the last five-year period, a collision rate of 1.2 collisions per annum. Five collisions were classified as slight and one as fatal. Both of the slight collisions which involved cyclists are reported to have involved a cyclist overtaking a vehicle on the nearside whilst waiting to turn right into Badger Drive. One of these occurred during school peak hours and involved a secondary school age pupil (18 years old). The other four collisions in this location did not involve any common movements, and all occurred between 22:00 and 23:00, including that classified as fatal. The fatal collision is reported to have involved a vehicle and pedestrian.



## **Culwell Street**

- 3.8.7 Three collisions have been reported on Culwell Street within the last five-year period, all of which were classified as slight. Two of these collisions occurred in the same location, and both involved a collision between a moving and parked vehicle, one of which also involved a pedestrian. Both of these collisions occurred between 01:00 and 02:00. The third collision on Culwell Street occurred outside of school and network peak hours and involved a collision between two vehicles travelling in opposite directions colliding on a bend.

## **Summary**

- 3.8.8 Given the above information, it is clear that whilst there are some locations where more than one collision has occurred over a five-year period, these have limited common movements and a low severity classification. There have been two fatal collisions and one serious collision within the study area, two of which occurred during the school peak periods; however, these did not involve secondary school age pupils and had limited common movements with other collisions.
- 3.8.9 On this basis, it is not considered that there are any existing road safety issues on the local highway network which would need to be addressed by any expansion proposals.

## **3.9 Summary**

- 3.9.1 This section of the report has demonstrated the following:
- Access to the site is provided from Cambridge Street, for pedestrians, cyclists, and vehicles;
  - Due to the location of the school in close proximity to residential areas and sustainable transport provision, there is high potential for staff and pupils to travel to the school by sustainable modes of transport;
  - Results from a parking beat survey undertaken in the vicinity of the school demonstrates that there is ample on-street parking capacity available during school peak hours;
  - There is a good network of walking and cycling routes to surrounding residential areas and existing sustainable transport infrastructure for use by pedestrians and cyclists;
  - There are numerous bus stops within a short walk of the site access, as well as the Midlands Metro and Wolverhampton Railway Station providing access to a range of local and regional locations; and
  - There are no known existing road safety issues within the vicinity of the site which would need to be addressed as part of any expansion proposals.



## 4 Development Proposals

### 4.1 Overview

- 4.1.1 It is proposed to re-develop and expand the Thomas Telford UTC site to accommodate an additional 450 pupils, taking the overall capacity of the school to 1,050 pupils.
- 4.1.2 The proposals involve retaining the main school building and constructing two new school buildings to the north and north-west of the existing school building. An artificial grass pitch is proposed in the south-west corner of the site, adjacent to the existing school building.
- 4.1.3 The site layout is provided within **Appendix A**.

### 4.2 Access

- 4.2.1 It is proposed to retain the existing vehicular access to the site from Cambridge Street. Pedestrian access to the site will also remain unchanged, with pedestrians accessing via the existing pedestrian access to the south of the site, from Cambridge Street.
- 4.2.2 Swept path analysis drawings have been prepared by CWA Intelligent Engineering, and are included for reference within **Appendix D**. These drawings demonstrate that a large refuse vehicle (11.2m length) and a fire tender vehicle (8.68m length) can safely enter and exit the proposed staff car park in forward gear, via the existing site access.

### 4.3 On-Site Parking

#### Provision

- 4.3.1 It is proposed to provide a total of 41 staff car parking spaces in the northern section of the site. This includes two sections of tandem parking spaces, which will maximise the capacity available to staff. Within this provision, two disabled parking spaces are proposed. This is an increase of 32 spaces compared to the existing parking provision of nine spaces.
- 4.3.2 It is also proposed to provide a total of ten covered staff cycle spaces adjacent to the staff car park. A total of 40 additional pupil cycle parking spaces are also proposed at the south of the site, adjacent to the existing cycle parking shelter.

#### Justification

- 4.3.3 The TA submitted with the previous planning application for the school outlined that eight spaces (including 4 disabled) would be provided for 55 staff (600 pupils). At present, there are nine spaces provided on-site (including 2 disabled).

- 4.3.4 It is proposed that there will be 89 FTE members of staff post-expansion. This equates to an additional 44 members of FTE staff, generating demand for 36 car parking spaces based on a car mode share of 80%.
- 4.3.5 As previously noted, the expansion proposals will increase the parking available by 32 spaces. Therefore, when considering the impact of the expansion in isolation, only four vehicles will be displaced off-site.
- 4.3.6 The results of the parking beat survey (summarised in Chapter 3) show that there is ample capacity on the local highway network, and it is therefore considered that these four vehicles could be accommodated on the surrounding highway network, although it is acknowledged that this marginally reduces drop-off/pick-up capacity.
- 4.3.7 At present, there are TROs located on Hilton Street, Water Street and Cambridge Street within the study area which restrict parking to 20 minutes or less, with further TROs proposed on Cambridge Street and Water Street (as summarised in Chapter 3). Nonetheless, there are numerous other streets within walking distance of the site that have no parking restrictions and are shown by the parking beat survey to have ample capacity, including:
- Burton Crescent;
  - Field Street;
  - Prole Street;
  - Smestow Street;
  - Trent Gardens; and
  - Yarwell Close.
- 4.3.8 A School Travel Plan (STP) has also been prepared on the Modeshift Stars online system. This live document contains a number of measures to promote and encourage sustainable travel, aimed at both staff and students. The school has committed to implementing the measures within this Travel Plan, which will be monitored through annual travel surveys and by CoWC. Given the site's highly sustainable location, it is considered that this Travel Plan can be successful in reducing staff car mode share, thereby reducing on-street parking demand on the local highway network.
- 4.3.9 Therefore, based on the above, it is considered that the proposed parking provision will be sufficient to accommodate the demand associated with the development proposals.



## 5 Travel Demand

### 5.1 Introduction

5.1.1 This section provides an overview of the calculations used to determine the travel demand associated with the expansion proposals.

### 5.2 Travel Demand

#### Pupils

5.2.1 Based on the mode share data within Section 2 for the existing and proposed additional pupils, Table 5-1 sets out the travel demand post-expansion.

**Table 5-1: Proposed Pupil Travel Demand**

	Mode Share Percentage (Existing Pupils)	Number of Existing Pupil Trips (On Roll)	Number of Existing Pupil Trips (Capacity)	Expansion Scenario (to capacity)		Expansion Scenario (to pupils on record)	
				No. of Additional Pupil Trips	Total Pupil Trips	No. of Additional Pupil Trips	Total Pupil Trips
Metro	1%	3	5	4	8	6	8
Car Sharing	18%	64	108	81	188	124	188
Car/Van	27%	95	160	120	280	185	280
Walk	16%	57	96	72	167	111	167
Cycle	6%	20	33	25	59	39	59
Bus	29%	104	175	131	305	202	305
Rail	4%	14	24	18	42	28	42
<b>Total Pupils</b>	<b>100%</b>	<b>356</b>	<b>600</b>	<b>450</b>	<b>1,050</b>	<b>694</b>	<b>1,050</b>
<b>Total Vehicles*</b>	-	<b>111</b>	<b>188</b>	<b>141</b>	<b>328</b>	<b>217</b>	<b>328</b>

\*Assuming 2 pupils per car share

5.2.2 The school has advised that up to 1/3 of pupils attend after school clubs (Monday – Thursday). It is expected that this would continue post-expansion.

5.2.3 The vehicle trip generation, taking the above into consideration is provided in Table 5-2. Full calculations are included for reference within **Appendix E**.

**Table 5-2: Vehicle Trip Generation**

Scenario	School AM Peak (08:00 – 09:00)			School PM Peak (15:00 – 16:00)			Network PM Peak (17:00 - 18:00) - after school		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Existing pupils on roll	127	127	254	85	85	169	42	42	85
Existing pupils (capacity)	214	214	428	143	143	285	71	71	143
Additional Pupils (to capacity)	160	160	321	107	107	214	53	53	107
Total pupils (post expansion)	374	374	749	250	250	499	125	125	250
Additional Pupils (to on roll)	247	247	495	165	165	330	82	82	165
Total pupils (post expansion)	374	374	749	250	250	499	125	125	250

5.2.4 Table 5-2 shows that compared to the current trip generation of the school, it is forecast for the expansion to generate an additional 495 two-way vehicle trips in the school AM peak and 330 two-way vehicle trips in the school PM peak. Compared to the consented capacity of the school, this represents an additional 321 two-way vehicle trips in the school AM peak and 214 two-way vehicle trips in the school PM peak.

### *On-Street Parking Demand*

5.2.5 As noted in Section 3, the results from the parking beat survey shows that prior to the AM peak, there are 496 on-street parking spaces available on the local highway network and prior to the school PM peak, there are 504 on-street parking spaces available on the local highway network.

5.2.6 Table 5-2 demonstrates that, post-expansion, there will be a total of 374 drop-offs during the AM peak and 250 pick-ups during the PM peak. These figures are comfortably within the on-street capacity set out above and as such, it is considered that there is sufficient drop-off capacity on the local highway network to accommodate the forecast uplift in vehicular trips.

5.2.7 It is noted, however, that drop-off capacity within the close vicinity of the school is currently limited:

- Cambridge Street – 19 free spaces pre-AM peak, 24 spaces free before school PM peak;
- Water Street – 2 spaces free before AM peak and before school PM peak.

5.2.8 As such, it is recommended that the school encourage parents/carers to pick up and drop off from further afield, utilising streets where there is a higher level of on-street parking capacity.



## Staff

- 5.2.9 It is assumed that all staff arrive and depart from the site outside of the school peak hours i.e. they arrive before 08:00 and depart after 16:00. Based on the FTE staff numbers presented in Table 3-3, Table 5-3 sets out the existing and proposed staff travel demand.

**Table 5-3: Proposed Staff Travel Demand (FTE)**

	Mode Share	Existing School		Expansion Scenario	
		Pupils on roll	School Capacity	No. of Additional Staff	Total Staff Trips
Car	80%	36	41	30	71
Car Sharing	0%	0	0	0	0
Motorcycle	2%	1	1	1	2
Walk	0%	0	0	0	0
Cycle	0%	0	0	0	0
Public Bus	13%	6	7	5	12
Train	2%	1	1	1	2
Metro	2%	1	1	1	2
<b>Total</b>	<b>100%</b>	<b>45</b>	<b>51</b>	<b>38</b>	<b>89</b>

- 5.2.10 Table 5-3 demonstrates that, post-expansion, the school will generate a total of 71 staff vehicle trips. This represents an increase of 30 trips compared to the existing school capacity and an increase of 35 trips compared to the existing number of pupils at the school.

### *Parking Demand*

- 5.2.11 As noted in Section 4.3, there will be a surplus demand of four staff vehicles above the proposed number of parking spaces. Based on the trip generation set out above, a 5.6% decrease in staff single occupancy vehicle trips would be required in order to offset this surplus demand. It is considered that this could be realistically achieved through the Travel Plan which has been prepared for the school on the Modeshift Stars online system.

## 5.3 Trip Distribution and Assignment

- 5.3.1 Full postcode data of students currently at the school has been used to calculate the pupil trip distribution. All postcodes within a 1km walking distance of the school site have been excluded from the analysis, as it is assumed that pupils living within this distance of the school would walk/cycle to school, rather than travel by private vehicle.
- 5.3.2 Trips were assigned to the highway network using the network analyst extension in ArcGIS. Typical congestion during the AM peak was factored into the assignment, using traffic data in the Esri online network.

5.3.3 The route assignment tool in the ArcGIS Network Analyst extension assigns routes to the network based on the quickest journey and takes an “all or nothing” approach. Therefore, it is often necessary to make manual adjustments. For this exercise, the following manual adjustments were made to the route assignment:

- It has been assumed that all trips arriving/departing via the ring road to the south of the site will access the site via the Wednesfield/Culwell Street junction. This is deemed appropriate, given that this route avoids the additional two signalised junctions that would need to be navigated on the route to the school via Cannock Road/Cambridge Street.
- It was assumed that all trips from the east of the site, via Wednesfield Way and Dean’s Road, would access the site via the Wednesfield / Culwell Street junction; and
- It was assumed that 50% of trips accessing the site from Cannock Road (east) will use the Cannock Road/Cambridge Street junction. The remaining 50% of trips from this direction would access the school via the Cannock Road / Springfield Road junction and Hilton Street.

5.3.4 The resultant distribution is summarised below, and within the traffic flow diagrams included within **Appendix F**.

- 41% trips via A460 Cannock Road (west);
- 17% trips via A460 Cannock Road (east);
- 24% trips via Wednesfield Road (west); and
- 19% trips via Wednesfield Road (east).

5.3.5 The methodology for calculating the trip distribution, and the resultant trip generation through adjacent junctions was agreed with CoWC at a meeting in December 2020.



## 6 Highway Impact

### 6.1 Introduction

- 6.1.1 This section provides a summary of the detailed junction capacity assessments that have been undertaken as part of this TA.

### 6.2 Methodology

#### Scope of Assessment

- 6.2.1 As agreed with CoWC, the following junctions have been modelled:
- A460 Cannock Road / Cambridge Street; and
  - A460 Cannock Road / Springfield Road / Hilton Street.
- 6.2.2 Both junctions have been modelled and assessed in the AM network peak (08:00-09:00) and the PM school peak (15:00-16:00) hours.

#### Baseline Traffic Flows

- 6.2.3 Classified turning counts were undertaken at both of the above junctions by Streetwise Data Collection on Thursday 17<sup>th</sup> December 2020. These are included within **Appendix G**.
- 6.2.4 PJA were informed by staff at Thomas Telford UTC that approximately 70 pupils (20%) were isolating on the day of the surveys and therefore absent from school. In order to account for this the vehicle trip generation for 70 pupils has been added manually to the 2020 baseline traffic flows, assigned to the network as described in Section 5.3.
- 6.2.5 It is recognised that these traffic flows may have been affected by the COVID-19 restrictions that were in place at the time of the survey. To ensure that the assessment uses traffic flows that are representative of typical traffic volumes on the local highway network pre-COVID 19, the following methodology has been used:
- Utilise Automatic Traffic Count (ATC) undertaken in 2018 on Cannock Road (east of Nine Elms Lane) to calculate a factor to uplift December 2020 traffic flows to pre-COVID 19 levels, using the method set out in Table 6-1; and
  - Apply factor to December 2020 traffic flows on Cannock Road (ahead movements only). No factor applied to the movements in and out of the minor arms (Cambridge Street, Springfield Road, Hilton Street).

**Table 6-1: 2021 Base – Growth Factor Calculations**

Period	2020 Base Two-Way Link Flow (Cannock Road – East of Springfield Road)	2018 Two-Way Flow (Cannock Road ATC)	Pre-COVID 19 Growth Factor
AM Peak (08:00-09:00)	1424	1732	1.216
School PM Peak (15:00-16:00)	1423	1546	1.086

6.2.6 This methodology has been agreed with CoWC Highways.

### Assessment Years

6.2.7 The capacity of the local highway network has been assessed for the following years:

- 2021 Base Year; and
- 2026 Opening Year.

### Committed Development

6.2.8 The CoWC planning portal has been interrogated to identify committed developments in the local area. This search returned two committed developments within close proximity of the site:

- **20/00059/FUL** – 64 dwellings accessed from Cambridge Street; and
- **20/01143/FUL** – Educational training building, accessed from Grimstone Road.

6.2.9 Both planning applications were supported by Transport Statements and consequently did not set out traffic flows or undertake junction modelling.

6.2.10 Therefore, the committed residential trip distribution (20/00059/FUL) has been calculated based on turning proportions and the following assumptions:

- Assumed that all trips to and from the site would arrive/depart via the Cambridge Street / A460 Cannock Road junction; and
- Trips distributed east or west on A460 Cannock Road using turning proportions from December 2020 junction turning count.

6.2.11 The committed educational training building trip distribution (20/01143/FUL) has also been calculated based on turning proportions and the following assumptions:

- Trips distributed north and south on Hilton Street/Culwell Street using northbound and southbound flows on Hilton Street in the December 2020 Hilton Street / Springfield Road junction turning count;
- Assumed that all trips to north of the site would arrive/depart via Hilton Street/Culwell Street; and

- Trips distributed east or west on A460 Cannock Road using turning proportions from December 2020 junction turning count at A460 Cannock Road / Springfield Road.

### Traffic Growth

6.2.12 Background traffic growth between the base survey year and assessment years listed in paragraph 6.2.7 has been accounted for using a growth factor derived from the National Trip End Model (NTEM) and adjusted using the National Transport Model (NTM) in TEMPro V7.2b for the Wolverhampton 020 Middle Super Output Area (MSOA). The following parameters have been used:

- Result type: Trip ends by time period;
- Trip Purpose Group: All purposes;
- Transport Mode: Car Drivers;
- Time Period: Weekday AM Peak (0700-0959) and Weekday PM Peak (1600-1859);
- Trip End Type: Origin/Destination; and
- NTM Traffic Growth:
  - NTM Dataset – NTM AF15 Dataset;
  - Area/Road Type: All.

**Table 6-2: TEMPro Growth Factors**

Year	AM Peak Factor	PM Peak Factor
2021 -> 2026	1.0457	1.0453

6.2.13 It is acknowledged there is an element of double counting in using traffic growth factors from TEMPro and manually adding committed development flows, however it is considered that this presents a worst cast assessment.

## 6.3 Junction Capacity Assessment

### A460 Cannock Road / Cambridge Street

6.3.1 The A460 Cannock Road / Cambridge Street has been modelled using Junctions 9 software (PICADY Module). The results are summarised in the following tables (Table 6-2 to Table 6-5) and full modelling outputs are included within **Appendix H**.

**Table 6-3: A460 Cannock Road / Cambridge Street – 2021 Base**

Arm (Turn)	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
Cambridge Street (left, right)	0.19	0	12.32	0.22	0	12.14
A460 Cannock Road (right, ahead)	0.17	0	7.79	0.08	0	7.21

**Table 6-4: A460 Cannock Road / Cambridge Street – 2026 Base + Committed**

Arm (Turn)	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
Cambridge Street (left, right)	0.26	0	14.22	0.27	0	13.40
A460 Cannock Road (right, ahead)	0.20	0	7.86	0.11	0	7.24

**Table 6-5: A460 Cannock Road / Cambridge Street – 2026 + Committed + Expansion**

Arm (Turn)	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
Cambridge Street (left, right)	0.78	3	51.23	0.54	1	22.24
A460 Cannock Road (right, ahead)	0.46	2	9.11	0.27	1	7.40

- 6.3.2 The A460 Cannock Road / Cambridge Street junction is forecast to operate within capacity in each of the modelled scenarios. There is an increase in delay for vehicles turning out of Cambridge Road following the addition of expansion traffic, and an increase in queues of up to three vehicles.
- 6.3.3 The forecast increases in delay for vehicles turning out of Cambridge Road equates to a maximum of 37 seconds. However, it is unlikely that this increase would be perceptible to the average road user and forecast queues do not disrupt the free flow of traffic along Cannock Road.
- 6.3.4 In addition, survey data shows that the signalised pedestrian crossing to the west of the junction is called frequently during school peak periods:
- 12 times during the AM peak (08:00-09:00); and
  - 29 times during the School PM peak (15:00-16:00).
- 6.3.5 Due to the constraints of the standalone modelling software, it is not possible to accurately model the interaction between the crossing and the priority junction – however, it's likely that frequent calling of the crossing will reduce forecast queueing and delay for vehicles turning in/out of Cambridge Street.
- 6.3.6 On this basis, it is not considered that the development has a severe impact on the operation of the junction and therefore, that no mitigation is required.

**A460 Cannock Road / Springfield Road / Hilton Street**

- 6.3.7 The A460 Cannock Road / Springfield Road / Hilton Street junction has been modelled using Junctions 9 software (PICADY Module). Given the proximity of the A460 Cannock Road / Springfield Road and Springfield Road / Hilton Street junctions, it was not considered appropriate to model each junction in isolation. Instead, the Junctions 9 Lane Simulation mode has been used as a modelling tool, as this method best takes into consideration the interactions between both junctions. It should be noted that Lane Simulation mode is provided as an investigative tool and therefore results should be treated with a degree of caution.
- 6.3.8 The results are summarised in the following tables (Table 6-6 to Table 6-9) and full modelling outputs are included within **Appendix H**.

**Table 6-6: A460 Cannock Road / Springfield Road / Hilton Street – 2021 Base**

Arm	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<b>Junction 1 – A460 Cannock Road / Springfield Road</b>						
A460 Cannock Road (east)		0	1.02		0	0.31
Springfield Road		2	21.89		2	18.91
A460 Cannock Road (west)		0	1.80		0	0.96
<b>Junction 2 – Springfield Road / Hilton Street</b>						
Springfield Road (south)		1	8.96		0	8.32
Hilton Street		2	49.95		2	46.30
Springfield Road (north)		1	5.75		0	5.75

**Table 6-7: A460 Cannock Road / Springfield Road / Hilton Street – 2026 + Committed**

Arm	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<b>Junction 1 – A460 Cannock Road / Springfield Road</b>						
A460 Cannock Road (east)		0	1.29		0	0.46
Springfield Road		2	25.29		2	20.83
A460 Cannock Road (west)		1	2.50		0	1.04
<b>Junction 2 – Springfield Road / Hilton Street</b>						
Springfield Road (south)		1	16.73		0	10.66
Hilton Street		5	123.53		3	79.00
Springfield Road (north)		1	6.10		1	5.81

**Table 6-8: A460 Cannock Road / Springfield Road / Hilton Street – 2026 + Committed + Expansion**

Arm	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<b>Junction 1 – A460 Cannock Road / Springfield Road</b>						
A460 Cannock Road (east)		1	1.92		0	0.60
Springfield Road		2	28.57		2	22.54
A460 Cannock Road (west)		1	3.00		0	1.14
<b>Junction 2 – Springfield Road / Hilton Street</b>						
Springfield Road (south)		2	29.61		1	13.79
Hilton Street		16	330.79		7	141.52
Springfield Road (north)		1	6.36		1	5.99

- 6.3.9 The results show that there is already a high level of delay experienced on the Hilton Street arm of the junction in the 2026 Base scenario. This is likely due to the high volumes of traffic on the A460 Cannock Road, and the proximity of Hilton Street to the junction between Springfield Road and A460 Cannock Road. Therefore, drivers waiting to turn out of Hilton Street will often be delayed by drivers waiting to turn out of Springfield Road onto the A460 Cannock Road.
- 6.3.10 The highest level of delay/queuing is shown on the minor arms of each junction, in particular on Hilton Street. This is exacerbated by the school expansion which results in an increase of nine to the queue during the AM Peak scenario. Delays are also higher during the AM peak when there is a higher level of background traffic.
- 6.3.11 In reality, it is considered unlikely the school expansion would increase delays to the level forecast within the model. This is primarily because the trip distribution does not take into account the influence of congestion on route choice – for instance, parents/carers may choose to travel to/from the school via Cambridge Street where there is more capacity, if they can see that there are longer delays via Hilton Street. The trip distribution also does not take into account parents/carers who drop off pupils on their way to work and as such, may drop off on a nearby street (rather than outside the school) and then leave via an alternative route.
- 6.3.12 The limitations of the standalone junction modelling software should also be taken into consideration when examining these results. In Lane Simulation mode, Junctions 9 assumes that drivers turning left out of Hilton Street will wait until the queue on Springfield Road (northbound) has cleared before turning left onto Springfield Road. In reality, it is likely that there are more complex vehicle behaviours in play at the junction, for example, vehicles on Springfield Road giving way to vehicles turning left/right out of Hilton Street. This complex vehicle behaviour cannot be accurately replicated within Junctions 9, and therefore it is highly likely that future levels of queuing and delay on Hilton Street would be lower than that forecast within the model.

6.3.13 On this basis, it is not considered that the development has a severe impact on the operation of the junction and therefore, that no mitigation is required.



## 7 Summary and Conclusion

### 7.1 Summary

- 7.1.1 PJA has been commissioned by Morgan Sindall to prepare a Transport Assessment to accompany a planning application for the re-development and expansion of Thomas Telford University Technical College (UTC).
- 7.1.2 A summary of existing and forecast staff and pupil numbers and travel demand is provided in Table 7-1.

**Table 7-1: Summary Table - Staff and Pupil Numbers**

	Existing (On Roll)	Existing (Capacity)	Proposed (Capacity)
Pupil Numbers	356	600	1050
Staff Numbers (FTE/Actual)	45 FTE 50 Actual	51 FTE 57 Actual	89 FTE 99 Actual
Pupil trips by car	254	428	749
Staff trips by car	36	41	71

- 7.1.3 The site is situated in a highly sustainable location, with access to frequent bus, rail and metro services within walking distance of the school. There are dedicated pedestrian and cycle facilities providing access from the site to surrounding residential areas.
- 7.1.4 An analysis of collision data from the most recent six-year period reveals no existing highway safety issues in the vicinity of the site that would be exacerbated by the proposed expansion.
- 7.1.5 A parking beat survey has been undertaken, covering all streets within a five-minute walk of the school. The results of this survey show that there is ample on-street parking capacity to accommodate the increase in demand associated with the proposed expansion.
- 7.1.6 It is proposed to retain the existing vehicular and pedestrian access to the school. A new staff car park is proposed, with space for 41 vehicles. It has been demonstrated, based on surveyed staff mode share, that the proposed car park would accommodate the majority of the additional staff parking demand, with the remainder of parking sufficiently accommodated on the local highway network.
- 7.1.7 Swept path analysis demonstrates that a large refuse vehicle and fire tender can enter and exit the school site in forward gear.
- 7.1.8 Post-expansion, the school is forecast to generate an additional 281 two-way vehicle trips in the school AM peak and 188 two-way vehicle trips in the school PM peak, compared to the consented school capacity.



- 7.1.9 The A460 Cannock Road / Cambridge Street junction and A460 Cannock Road / Springfield Road / Hilton Street junctions have been modelled using standalone junction modelling software. Interpretation of the results demonstrates that the proposed expansion would not cause a severe impact on the operation of the local highway network.

## **7.2 Conclusion**

- 7.2.1 Paragraph 109 of the National Planning Policy Framework (NPPF 2019) states that:

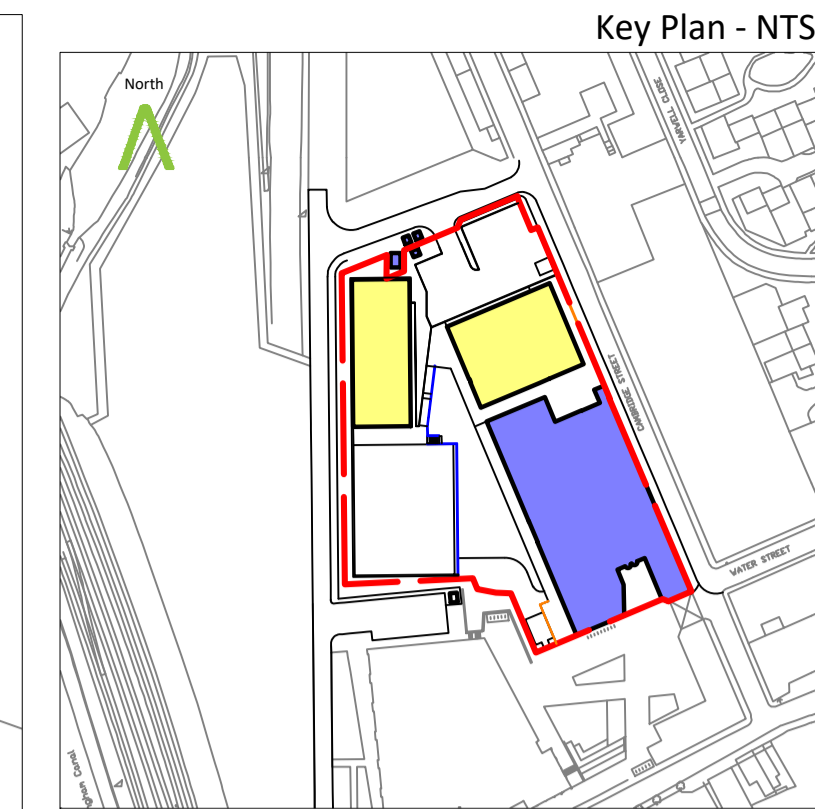
*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

- 7.2.2 This report has demonstrated that the impacts of the proposed application are not severe.

- 7.2.3 In conclusion, therefore, it is considered that there are no highway or transport reasons why the application should not be granted planning permission.



## Appendix A    Site Layout



1. DR-L-1001 - Site Boundary
2. DR-L-2211 - Landscape Masterplan
3. DR-L-3111 - BB103 Areas - Proposed
4. DR-L-3211 - Security Zones
5. DR-L-3221 - Key Movement
6. DR-L-3231 - Vehicle and Cycle Parking Facilities
7. DR-L-3241 - Maintenance and Emergency Vehicle Access
8. DR-L-4011 - External Materials Samples Board
9. DR-L-4111 - Hard Landscape Layout
10. DR-L-4211 - Street Furniture and Fencing Layout
11. DR-L-5211 - Soft Landscape Layout
12. DR-L-6111 - Site Levels
13. DR-L-6211 - Site Sections
14. DR-L-7211 - Sports Court Layout

1.1a, 1.1b, 1.1d, 2.5a, 2.5e

### **Drawing Notes**

1. Site boundary identified on this drawing is provided by third parties and is interpolated between Ordnance Survey data and topographical survey data.
2. Drawing provided for illustrative purposes only to identify design intent only and is subject to change.
3. Extent of slopes, retaining wall, steps and ramps to be confirmed in line with detailed resolution of site levels and cut and fill balance requirements.
4. Fire tender access requirements to the existing and proposed buildings to be confirmed in line with Building Regulations.

**General Notes**




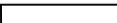
1. This drawing is based upon information provided by third parties and as such the accuracy and content cannot be guaranteed.
2. Site boundaries depicted on this drawing reflects the topographical survey and is to be confirmed by the Contracting Authority.
3. Do not scale from this drawing. Use figured dimensions only.

**Notes Under CDM**

1. The information presented on this drawing has been prepared with regards to the role of the Designer.
2. Where possible the design has taken care to eliminate hazards and reduce risk.
3. This drawing is to be read in conjunction with the Health and Safety File.

P05	Trees to SOABE removed	AJM	AM	07.01.21
P04	Trees removed to west; maintenance path to east of AGP; fire doors relocated to north; fence adjusted	AJM	AM	21.12.20
P03	Updated GFP; boundary fence, tree and shrub planting adjusted	AJM	AM	08.12.20
P02	Updated link canopy and fence lines	AJM	AM	01.20.20
P01	First issue for information	AJM	AM	01.12.20
Rev:	Description:	Drawn:	Ckd:	Date:

### Site Levels

	Existing Retaining Wall
	Proposed Retaining / Boundary Walls
	Proposed Embankments (max. 1:3 gradient)
	Proposed Top/ Bottom of Slope

Project Number:	Creator:	Date:	Scale @ 1:
20010	AJM	01.12.20	1:250

---



AJM LANDSCAPE  
 ARCHITECTS

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Station:	Survability:	Revision:
FOR INFORMATION	S2	P05

Drawing Title	(Uprift)	(Originator)	(Zone)	(Level)	(Type)	(Date)	Number
UC0030-AJM-EX-XX-DR-L-2211							



**Appendix B      Parking Beat Survey**

# Wolverhampton - Thursday 17th December 2020 (07:40-09:00, 14:40-16:00)

## Occupancy & Capacity

### Parking Location

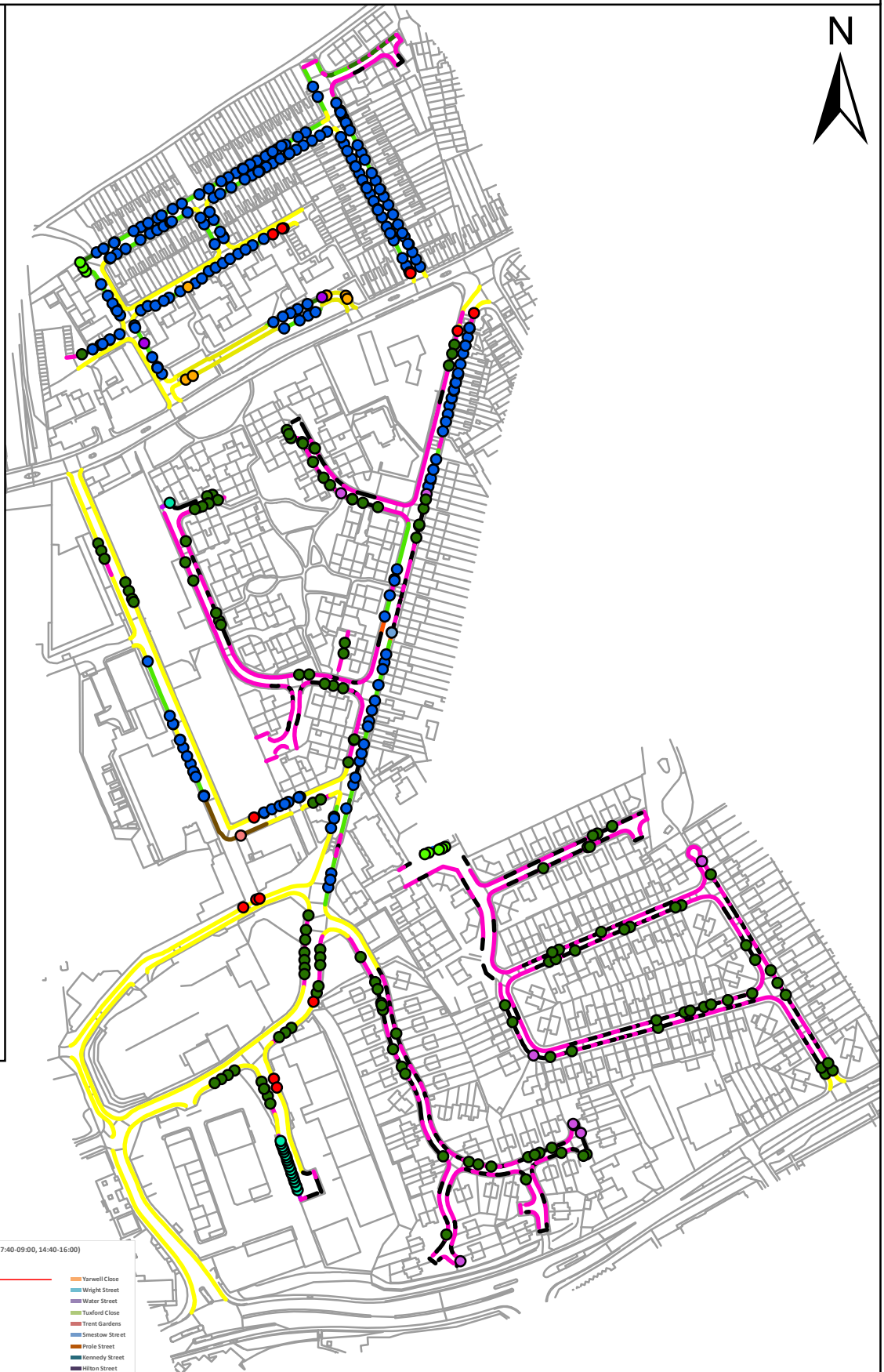
#### CLASS

- Bus Stop
- Disabled
- Double yellow lines
- Dropped Kerb
- I-Bar
- Nose-in Bay
- Parallel Bay
- School Keep Clear
- Single yellow line
- Unclassified
- Unclassified Nose-In

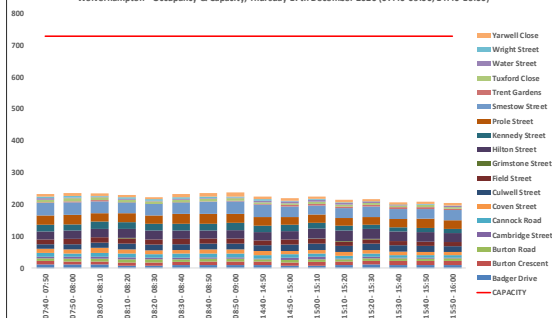
### Classified links

#### CLASS

- Bus Stop
- Disabled
- Double yellow lines
- Dropped Kerb
- I-Bar
- Nose-in Bay
- Parallel Bay
- School Keep Clear
- Single yellow line
- Unclassified
- Unclassified Nose-In



Wolverhampton - Occupancy & Capacity, Thursday 17th December 2020 (07:40-09:00, 14:40-16:00)



0 37.5 75 150 225 300 Meters

This sheet provides a brief description of what information is held within each tab of this document, and how the results were achieved.

#### RESULTS TAB

**Occupancy Vehicles by Link Table :-** This table shows the occupancy per street / per beat. Therefore the maximum total value is the maximum number of vehicles present within the study area throughout the survey day. The graph below this table shows the "Accumulative" capacity - street by street stacked.

**Duration of stay (Hrs) by Arrival Time :-** This table presents the duration of stay ( In Hours) that a vehicle has stayed for relative to the time period that it arrived ( Example : 10 Vehicles arrived within beat 2 and stayed for 5 hours). The graph below this table shows the "Accumulative" number of vehicles by time period.

**Arrivals vs Departures by Survey Period :-** This table presents the number of vehicle that have arrived or departed within the survey. Note that a vehicle cannot depart in the 1st beat as the vehicle has to be active within the system to be departed. Generally the number of vehicles captured in the 1st beat represents the number of vehicles "In @ Start". The table to the right of table graphically shows the Arrival & Departure trend line.

#### PARKING TAB

**Vehicle Information :-** This tab contains all the VEHICLE information data which has been linked spatially to its nearest classified link restriction. This information can be easily queried by using the filter option to select specific streets, timebins, classification and much more. .

#### CAPACITY

**Length of classifications (m) by link :-** This table shows the length ( Metres) of each classification within each street, that has been surveyed as part of the project. The length of each restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unrestricted".

**Calculated capacity (spaces) by link :-** The table shows the number of spaces available within each individual network section ( No of Spaces). This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the section ( example 5 number Parallel Bays ). The second method is used where the spaces are not individually marked or there is no restriction present, to calculate the capacity using this method we would take each individual section length and divide it by 5 m ( Standard car length) rounding the value "DOWN" at all calculations. As each restriction length is calculated individually, the combined value of capacity will often be less than the total length divided by 5m.

#### LINKS CLASSIFIED

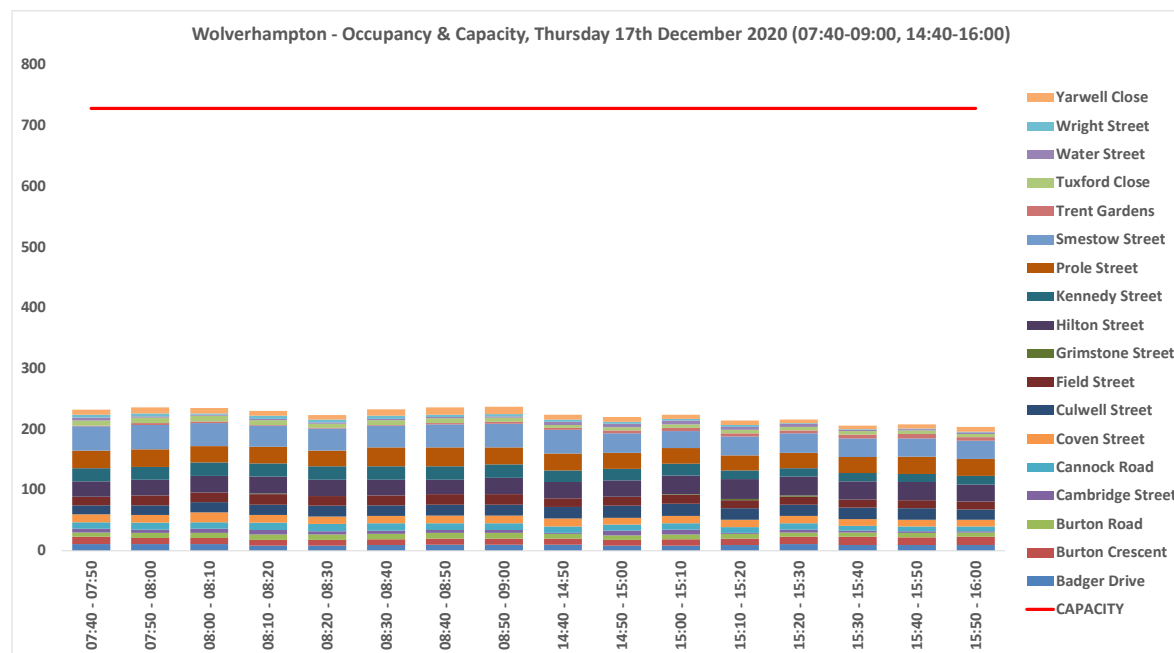
**Link Classification :-** This tab contains all the individual link ( Classified Restrictions) within the survey area providing details on the ID, Class, Length and Capacity. The column titled "Count of Vehicles" is the number of vehicles captured parking on the section throughout the survey period which is used to calculate the next column "Turnover" by dividing the number of vehicles captured by the number of spaces available.

#### STRESS LEVEL

This table shows the capacity stress level ( Legally Parked Only) for each street within the survey area for each beat conducted. It is possible for % capacity to exceed 100% if vehicle are parking closer together and the number of vehicles recorded within a beat is greater than that of the Capacity Calculation detailed above ( Example. a section length of 29.2 m / 5 m = 5 Vehicles. However, in practise it would be possible to accommodate 6 vehicles).



Vehicle Occupancy by Link																
TIME PERIOD	07:40 - 07:50	07:50 - 08:00	08:00 - 08:10	08:10 - 08:20	08:20 - 08:30	08:30 - 08:40	08:40 - 08:50	08:50 - 09:00	14:40 - 14:50	14:50 - 15:00	15:00 - 15:10	15:10 - 15:20	15:20 - 15:30	15:30 - 15:40	15:40 - 15:50	15:50 - 16:00
Badger Drive	11	11	11	8	8	9	10	10	10	8	8	9	11	9	9	9
Burton Crescent	12	10	10	10	10	10	10	10	10	10	11	11	12	14	13	14
Burton Road	7	8	8	9	9	9	9	9	8	7	8	8	7	7	7	7
Cambridge Street	6	6	7	7	5	5	5	5	1	8	8	1	5	3	3	2
Cannock Road	11	11	11	12	12	12	11	11	11	10	10	10	10	8	8	8
Coven Street	13	13	16	13	12	12	13	13	13	11	12	12	12	11	11	11
Culwell Street	15	16	17	17	18	18	18	18	19	20	20	19	19	19	19	17
Field Street	14	16	16	17	16	16	17	17	14	15	15	13	13	13	13	13
Grimstone Street	0	0	0	1	0	0	0	0	0	0	1	2	2	0	0	0
Hilton Street	25	26	27	28	27	26	24	27	27	27	31	33	31	30	30	28
Kennedy Street	22	21	22	22	22	22	22	22	19	19	19	14	14	14	13	14
Prole Street	29	29	27	27	26	31	31	28	28	26	26	25	25	26	29	28
Smestow Street	40	40	38	35	36	36	38	39	39	32	28	31	32	31	30	30
Trent Gardens	1	3	3	1	1	1	2	3	3	5	5	5	5	6	7	6
Tuxford Close	8	9	9	8	7	8	8	7	5	5	6	6	6	6	6	5
Water Street	5	2	2	2	2	2	2	2	5	6	6	5	5	2	2	3
Wright Street	5	5	2	5	5	5	4	4	4	3	3	3	1	1	1	1
Yarwell Close	8	10	9	8	7	11	12	12	8	8	7	7	6	6	7	8
OCCUPANCY	232	236	235	230	223	233	236	237	224	220	224	214	216	206	208	204
CAPACITY	728	728	728	728	728	728	728	728	728	728	728	728	728	728	728	728
	496	492	493	498	505	495	492	491	504	508	504	514	512	522	520	524



32%



#### th of Classifications by Link (Me

Link	Bus Stop	Disabled	Double yellow lines	Dropped Kerb	I-Bar	Nose-in Bay	Parallel Bay	School Keep Clear	Single yellow line	Unclassified	Unclassified Nose-In	Total
Field Street	0.00	0.00	168.36	4.85	9.50	0.00	94.35	0.00	0.00	12.20	0.00	289.26
Burton Crescent	0.00	0.00	0.00	287.01	0.00	0.00	0.00	0.00	0.00	452.73	0.00	739.73
Burton Road	0.00	0.00	17.53	104.10	0.00	0.00	0.00	0.00	0.00	244.86	0.00	366.49
Cambridge Street	0.00	0.00	369.78	0.00	0.00	0.00	93.74	31.70	0.00	42.42	0.00	537.64
Cannock Road	0.00	0.00	12.00	0.00	7.79	0.00	64.96	0.00	197.82	0.00	0.00	282.58
Coven Street	0.00	0.00	158.87	0.00	0.00	0.00	88.26	0.00	0.00	0.00	0.00	247.14
Culwell Street	0.00	6.68	546.81	0.00	0.00	0.00	0.00	0.00	0.00	137.06	0.00	690.56
Field Street	0.00	0.00	69.97	269.48	0.00	0.00	0.00	0.00	0.00	488.88	0.00	828.34
Grimstone Street	0.00	0.00	501.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	501.71
Hilton Street	15.81	0.00	106.81	83.01	4.22	0.00	339.01	0.00	0.00	281.63	0.00	830.48
Kennedy Street	0.00	0.00	113.44	24.25	0.00	0.00	0.00	0.00	0.00	33.38	46.12	217.18
Prole Street	0.00	0.00	22.66	15.13	35.14	0.00	292.26	0.00	0.00	95.62	0.00	460.81
Smestow Street	0.00	0.00	20.33	0.00	10.04	7.84	332.90	0.00	0.00	0.00	0.00	371.11
Trent Gardens	0.00	0.00	0.00	139.86	0.00	16.53	0.00	0.00	0.00	305.72	0.00	462.11
Tuxford Close	0.00	0.00	0.00	70.53	0.00	0.00	0.00	0.00	0.00	138.56	0.00	209.09
Water Street	0.00	0.00	86.54	0.00	0.00	0.00	29.99	29.25	0.00	14.53	0.00	160.31
Wright Street	0.00	0.00	17.21	0.00	0.00	0.00	47.83	0.00	0.00	0.00	0.00	65.03
Yarwell Close	0.00	0.00	0.00	89.65	0.00	0.00	0.00	0.00	0.00	506.74	6.19	602.59
<b>Total</b>	<b>15.81</b>	<b>6.68</b>	<b>2212.04</b>	<b>1087.86</b>	<b>66.69</b>	<b>24.37</b>	<b>1383.30</b>	<b>60.95</b>	<b>197.82</b>	<b>2754.33</b>	<b>52.31</b>	<b>7862.16</b>

#### Capacity by Link (Official - No.

Link	Bus Stop	Disabled	Double yellow lines	Dropped Kerb	I-Bar	Nose-in Bay	Parallel Bay	School Keep Clear	Single yellow line	Unclassified	Unclassified Nose-In	Total
Badger Drive	0	0	0	0	0	0	16	0	0	2	0	18
Burton Crescent	0	0	0	0	0	0	0	0	0	60	0	60
Burton Road	0	0	0	0	0	0	0	0	0	38	0	38
Cambridge Street	0	0	0	0	0	0	18	0	0	7	0	25
Cannock Road	0	0	0	0	0	0	12	0	0	0	0	12
Coven Street	0	0	0	0	0	0	16	0	0	0	0	16
Culwell Street	0	1	0	0	0	0	0	0	0	26	0	27
Field Street	0	0	0	0	0	0	0	0	0	73	0	73
Grimstone Street	0	0	0	0	0	0	0	0	0	0	0	0
Hilton Street	0	0	0	0	0	0	63	0	0	46	0	109
Kennedy Street	0	0	0	0	0	0	0	0	0	5	18	23
Prole Street	0	0	0	0	0	0	56	0	0	14	0	70
Smestow Street	0	0	0	0	0	3	65	0	0	0	0	68
Trent Gardens	0	0	0	0	0	6	0	0	0	51	0	57
Tuxford Close	0	0	0	0	0	0	0	0	0	23	0	23
Water Street	0	0	0	0	0	0	5	0	0	2	0	7
Wright Street	0	0	0	0	0	0	9	0	0	0	0	9
Yarwell Close	0	0	0	0	0	0	0	0	0	91	2	93
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>438</b>	<b>20</b>	<b>728</b>



[illegible]



NUMBER OF VEHICLES PARKED (AT)																								
STREET NAME	07:40 - 07:50			07:50 - 08:00			08:00 - 08:10			08:10 - 08:20			08:20 - 08:30			08:30 - 08:40			08:40 - 08:50			08:50 - 09:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
Badger Drive	18	11	61.1%	18	11	61.1%	18	11	61.1%	18	8	44.4%	18	8	44.4%	18	9	50.0%	18	10	55.6%	18	10	55.6%
Burton Crescent	60	12	20.0%	60	10	16.7%	60	10	16.7%	60	10	16.7%	60	10	16.7%	60	10	16.7%	60	10	16.7%	60	10	16.7%
Burton Road	38	7	18.4%	38	8	21.1%	38	8	21.1%	38	9	23.7%	38	9	23.7%	38	9	23.7%	38	9	23.7%	38	9	23.7%
Cambridge Street	25	6	24.0%	25	6	24.0%	25	7	28.0%	25	7	28.0%	25	5	20.0%	25	5	20.0%	25	5	20.0%	25	5	20.0%
Cannock Road	12	11	91.7%	12	11	91.7%	12	11	91.7%	12	12	100.0%	12	12	100.0%	12	12	100.0%	12	11	91.7%	12	11	91.7%
Coven Street	16	13	81.3%	16	13	81.3%	16	16	100.0%	16	13	81.3%	16	12	75.0%	16	12	75.0%	16	13	81.3%	16	13	81.3%
Culwell Street	27	15	55.6%	27	16	59.3%	27	17	63.0%	27	17	63.0%	27	18	66.7%	27	18	66.7%	27	18	66.7%	27	18	66.7%
Field Street	73	14	19.2%	73	16	21.9%	73	16	21.9%	73	17	23.3%	73	16	21.9%	73	16	21.9%	73	17	23.3%	73	17	23.3%
Grimstone Street	0	0	N/A	0	0	N/A	0	0	N/A	0	1	N/A	0	0	N/A	0	0	N/A	0	0	N/A	0	0	N/A
Hilton Street	109	25	22.9%	109	26	23.9%	109	27	24.8%	109	28	25.7%	109	27	24.8%	109	26	23.9%	109	24	22.0%	109	27	24.8%
Kennedy Street	23	22	95.7%	23	21	91.3%	23	22	95.7%	23	22	95.7%	23	22	95.7%	23	22	95.7%	23	22	95.7%	23	22	95.7%
Prole Street	70	29	41.4%	70	29	41.4%	70	27	38.6%	70	27	38.6%	70	26	37.1%	70	31	44.3%	70	31	44.3%	70	28	40.0%
Smestow Street	68	40	58.8%	68	40	58.8%	68	38	55.9%	68	35	51.5%	68	36	52.9%	68	36	52.9%	68	38	55.9%	68	39	57.4%
Trent Gardens	57	1	1.8%	57	3	5.3%	57	3	5.3%	57	1	1.8%	57	1	1.8%	57	1	1.8%	57	2	3.5%	57	3	5.3%
Tuxford Close	23	8	34.8%	23	9	39.1%	23	9	39.1%	23	8	34.8%	23	7	30.4%	23	8	34.8%	23	8	34.8%	23	7	30.4%
Water Street	7	5	71.4%	7	2	28.6%	7	2	28.6%	7	2	28.6%	7	2	28.6%	7	2	28.6%	7	2	28.6%	7	2	28.6%
Wright Street	9	5	55.6%	9	5	55.6%	9	2	22.2%	9	5	55.6%	9	5	55.6%	9	5	55.6%	9	4	44.4%	9	4	44.4%
Yarwell Close	93	8	8.6%	93	10	10.8%	93	9	9.7%	93	8	8.6%	93	7	7.5%	93	11	11.8%	93	12	12.9%	93	12	12.9%
TOTAL	728	232	31.9%	728	236	32.4%	728	235	32.3%	728	230	31.6%	728	223	30.6%	728	233	32.0%	728	236	32.4%	728	237	32.6%

NUMBER OF VEHICLES PARKED (AT)																								
STREET NAME	14:40 - 14:50			14:50 - 15:00			15:00 - 15:10			15:10 - 15:20			15:20 - 15:30			15:30 - 15:40			15:40 - 15:50			15:50 - 16:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
Badger Drive	18	10	55.6%	18	8	44.4%	18	8	44.4%	18	9	50.0%	18	11	61.1%	18	9	50.0%	18	9	50.0%	18	9	50.0%
Burton Crescent	60	10	16.7%	60	10	16.7%	60	11	18.3%	60	11	18.3%	60	12	20.0%	60	14	23.3%	60	13	21.7%	60	14	23.3%
Burton Road	38	8	21.1%	38	7	18.4%	38	8	21.1%	38	8	21.1%	38	7	18.4%	38	7	18.4%	38	7	18.4%	38	7	18.4%
Cambridge Street	25	1	4.0%	25	8	32.0%	25	8	32.0%	25	1	4.0%	25	5	20.0%	25	3	12.0%	25	3	12.0%	25	2	8.0%
Cannock Road	12	11	91.7%	12	10	83.3%	12	10	83.3%	12	10	83.3%	12	10	83.3%	12	8	66.7%	12	8	66.7%	12	8	66.7%
Coven Street	16	13	81.3%	16	11	68.8%	16	12	75.0%	16	12	75.0%	16	12	75.0%	16	11	68.8%	16	11	68.8%	16	11	68.8%
Culwell Street	27	19	70.4%	27	20	74.1%	27	20	74.1%	27	19	70.4%	27	19	70.4%	27	19	70.4%	27	19	70.4%	27	17	63.0%
Field Street	73	14	19.2%	73	15	20.5%	73	15	20.5%	73	13	17.8%	73	13	17.8%	73	13	17.8%	73	13	17.8%	73	13	17.8%
Grimstone Street	0	0	N/A	0	0	N/A	0	1	N/A	0	2	N/A	0	2	N/A	0	0	N/A	0	0	N/A	0	0	N/A
Hilton Street	109	27	24.8%	109	27	24.8%	109	31	28.4%	109	33	30.3%	109	31	28.4%	109	30	27.5%	109	30	27.5%	109	28	25.7%
Kennedy Street	23	19	82.6%	23	19	82.6%	23	19	82.6%	23	14	60.9%	23	14	60.9%	23	14	60.9%	23	13	56.5%	23	14	60.9%
Prole Street	70	28	40.0%	70	26	37.1%	70	26	37.1%	70	25	35.7%	70	25	35.7%	70	26	37.1%	70	29	41.4%	70	28	40.0%
Smestow Street	68	39	57.4%	68	32	47.1%	68	28	41.2%	68	31	45.6%	68	32	47.1%	68	31	45.6%	68	30	44.1%	68	30	44.1%
Trent Gardens	57	3	5.3%	57	5	8.8%	57	5	8.8%	57	5	8.8%	57	5	8.8%	57	6	10.5%	57	7	12.3%	57	6	10.5%
Tuxford Close	23	5	21.7%	23	5	21.7%	23	6	26.1%	23	6	26.1%	23	6	26.1%	23	6	26.1%	23	6	26.1%	23	5	21.7%
Water Street	7	5	71.4%	7	6	85.7%	7	6	85.7%	7	5	71.4%	7	5	71.4%	7	2	28.6%	7	2	28.6%	7	3	42.9%
Wright Street	9	4	44.4%	9	3	33.3%	9	3	33.3%	9	3	33.3%	9	1	11.1%	9	1	11.1%	9	1	11.1%	9	1	11.1%
Yarwell Close	93	8	8.6%	93	8	8.6%	93	7	7.5%	93	7	7.5%	93	6	6.5%	93	6	6.5%	93	7	7.5%	93	8	8.6%
TOTAL	728	224	30.8%	728	220	30.2%	728	224	30.8%	728	214	29.4%	728	216	29.7%	728	206	28.3%	728	208	28.6%	728	204	28.0%



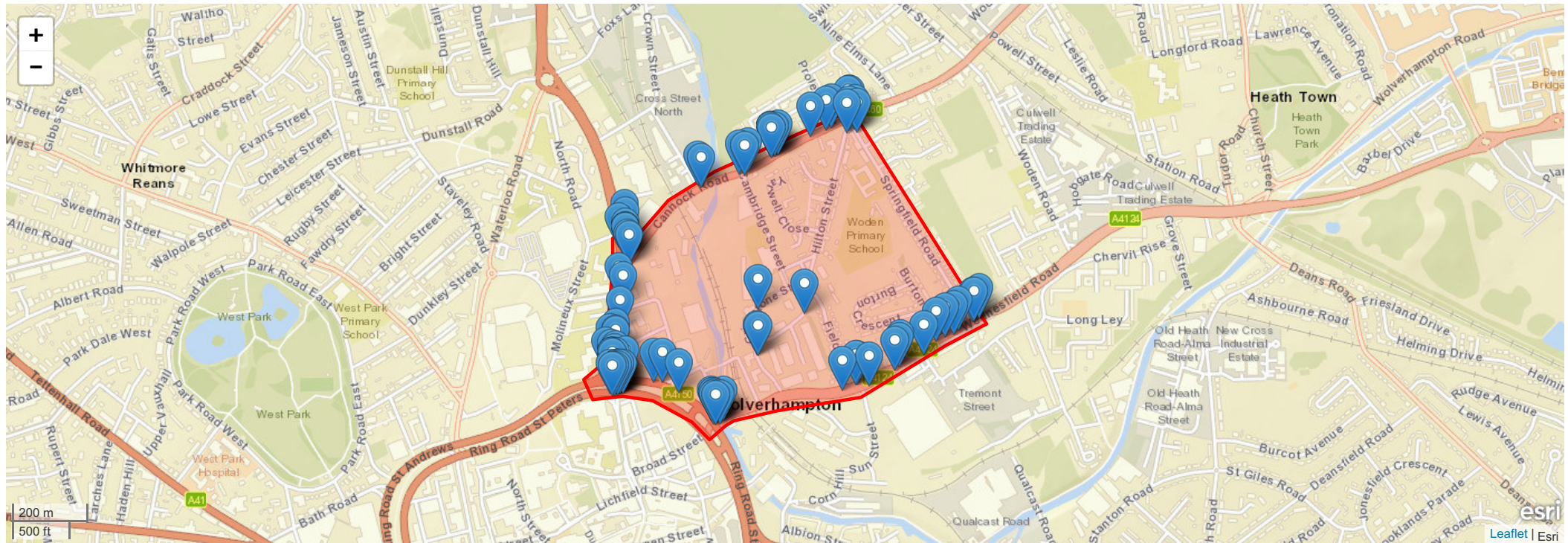
## Appendix C      Collision Data

# Transport for West Midlands Road Traffic Collision Report

## From 01/01/2014 to 31/12/2019

Report generated on 15 April 2020 at 16:00

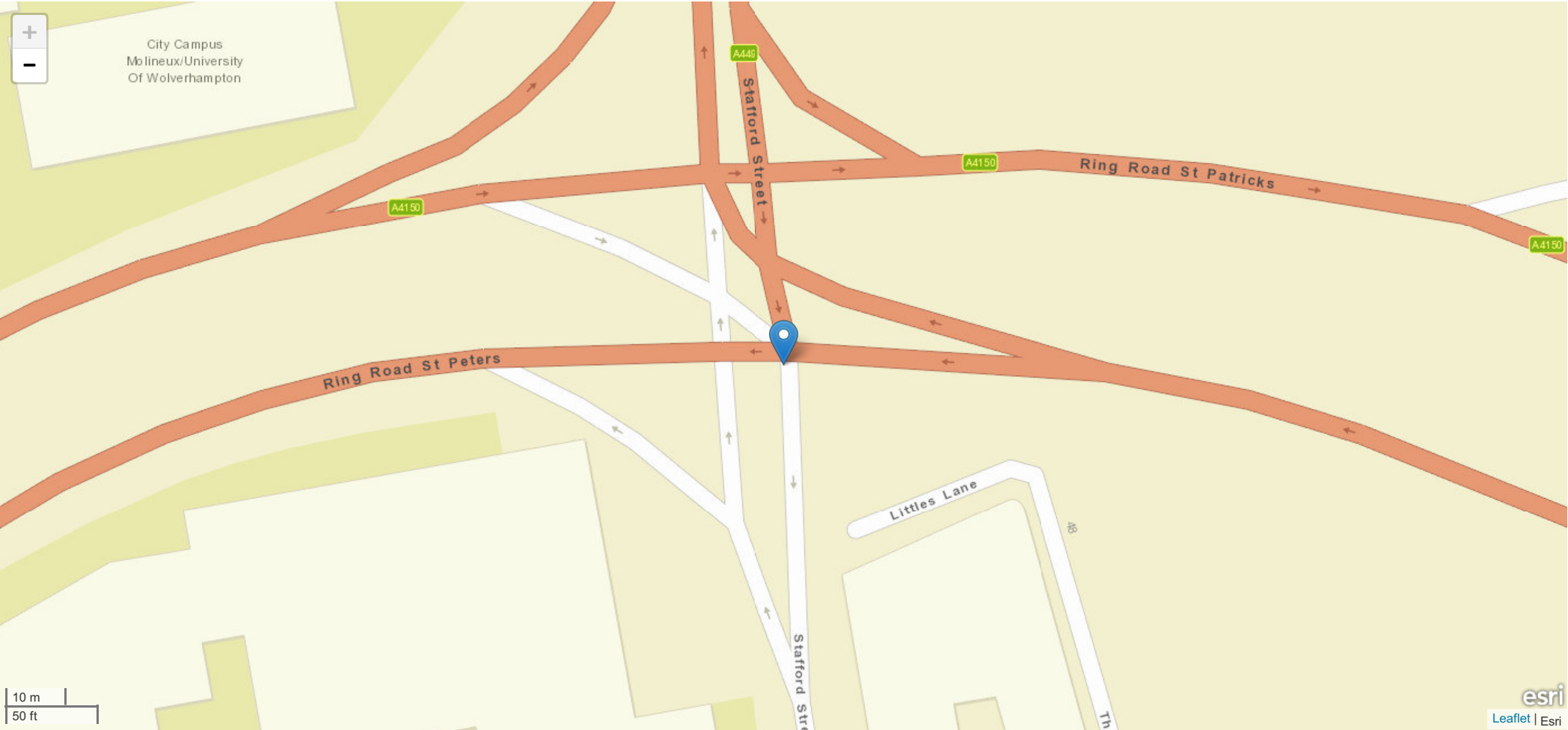
Total Collisions	No. of Fatal Collisions	No. of Serious Collisions	No. of Slight Collisions	Total Casualties	No. of Fatal Casualties	No. of Serious Casualties	No. of Slight Casualties	No. of Driver Classification	No. of Passenger Classification	No. of Pedestrian Classification
88	2	13	73	120	2	13	105	66	33	21



Incident Record Number: 1 - Saturday 23:16 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0009714	04/01/2014	23:16	Saturday	3	3	Darkness - lights lit	Fine no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
Ring Road St Patricks	STAFFORD STREET AND RING ROAD ST PETERS



Incident Record Number: 1 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	3

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Ring Road St Patricks	391528.372864903, 299036.740878564	A 4150	Unknown	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Vehicle in course of crime	Aggressive driving	Careless or Reckless or In a hurry

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	20	20 - 29 years
2	1	Passenger	Slight	20	20 - 29 years
3	2	Passenger	Slight	24	20 - 29 years

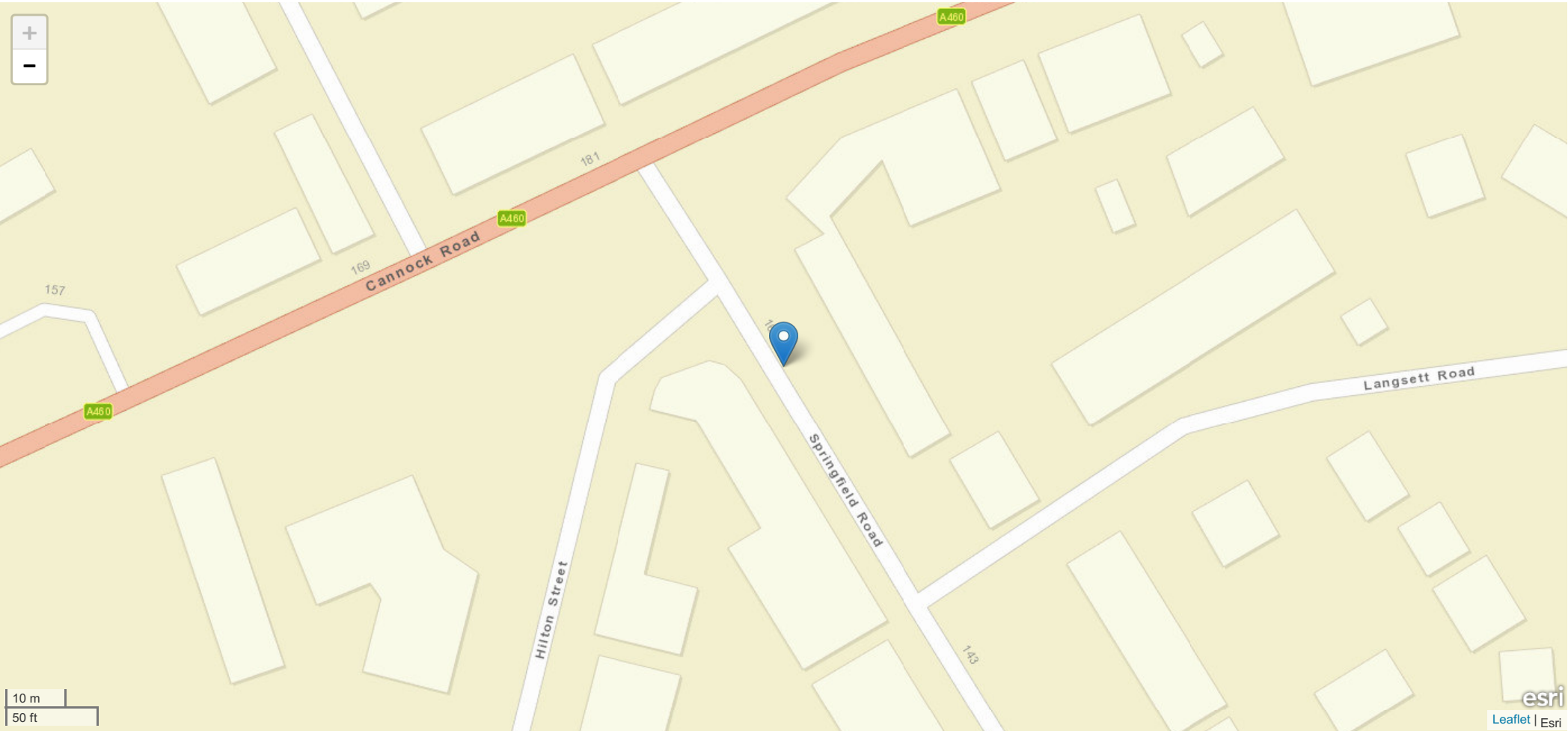
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	17	16 - 19 years	Car, No tow articulation	MERCEDES, A480	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	E W
2	20	20 - 29 years	Car, No tow articulation	NISSAN, MICRA	Negative	None	On main c way - not in restricted lane	None	Nearside	Going ahead other	N S
3	50	50 - 59 years	Car, No tow articulation	AUDI, A4	Negative	None	On main c way - not in restricted lane	None	Did not impact	Going ahead other	E W

Incident Record Number: 2 - Thursday 11:50 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0018714	06/02/2014	11:50	Thursday	1	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Springfield Road	HILTON STREET



Incident Record Number: 2 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Springfield Road	392156.432149218, 299717.026148931	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Careless or Reckless or In a hurry	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	53	50 - 59 years

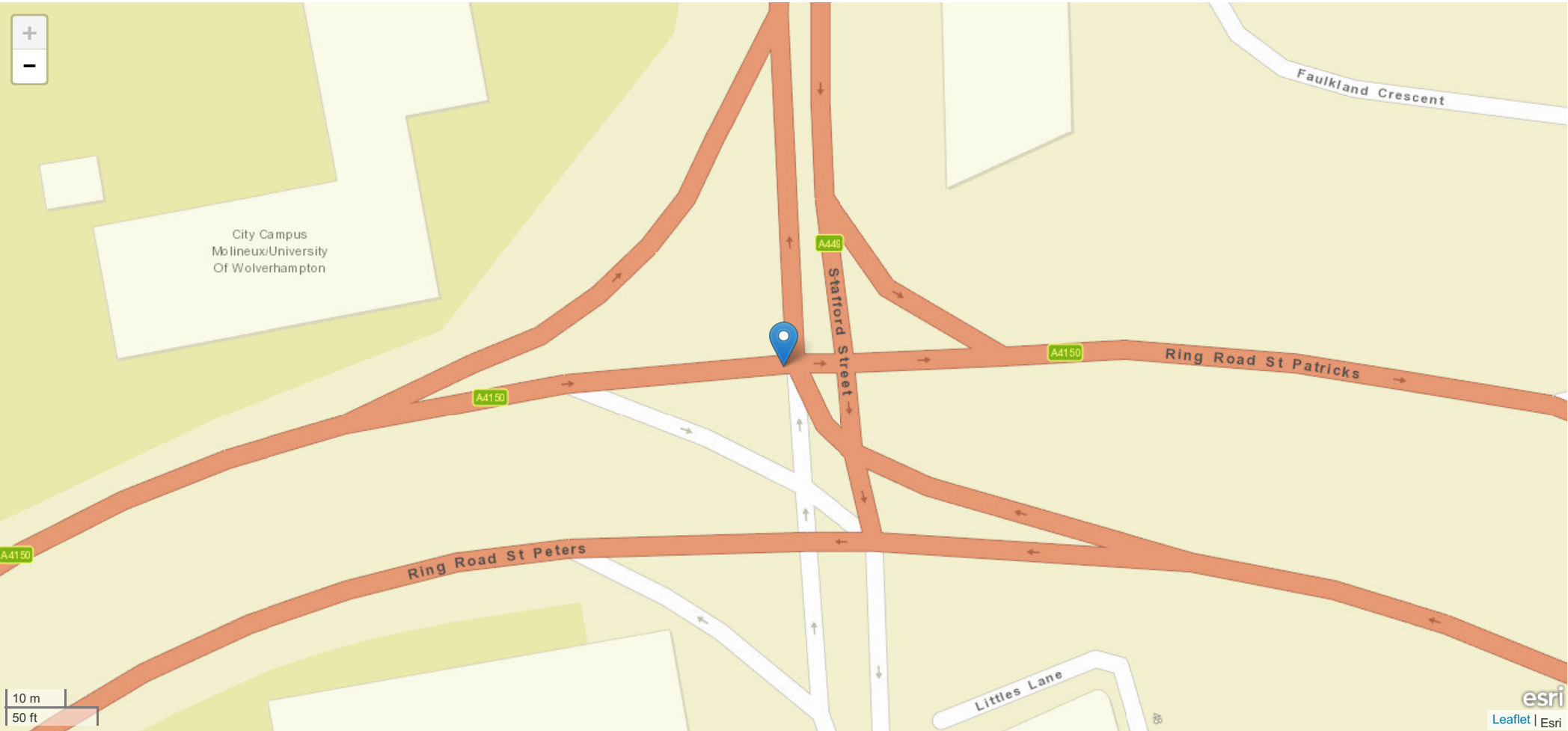
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	FORD, FOCUS	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Waiting to go held up	SE NW

Incident Record Number: 3 - Tuesday 00:37 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0018914	11/02/2014	00:37	Tuesday	2	2	Darkness - lights lit	Fine no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
Stafford Street	RING ROAD ST PETERS AND RING ROAD ST PATRICKS



Incident Record Number: 3 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Stafford Street	391514.628348047, 299067.34211905	A 0449	A 4150	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Other	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	47	40 - 49 years
2	2	Driver or rider	Slight	34	30 - 39 years

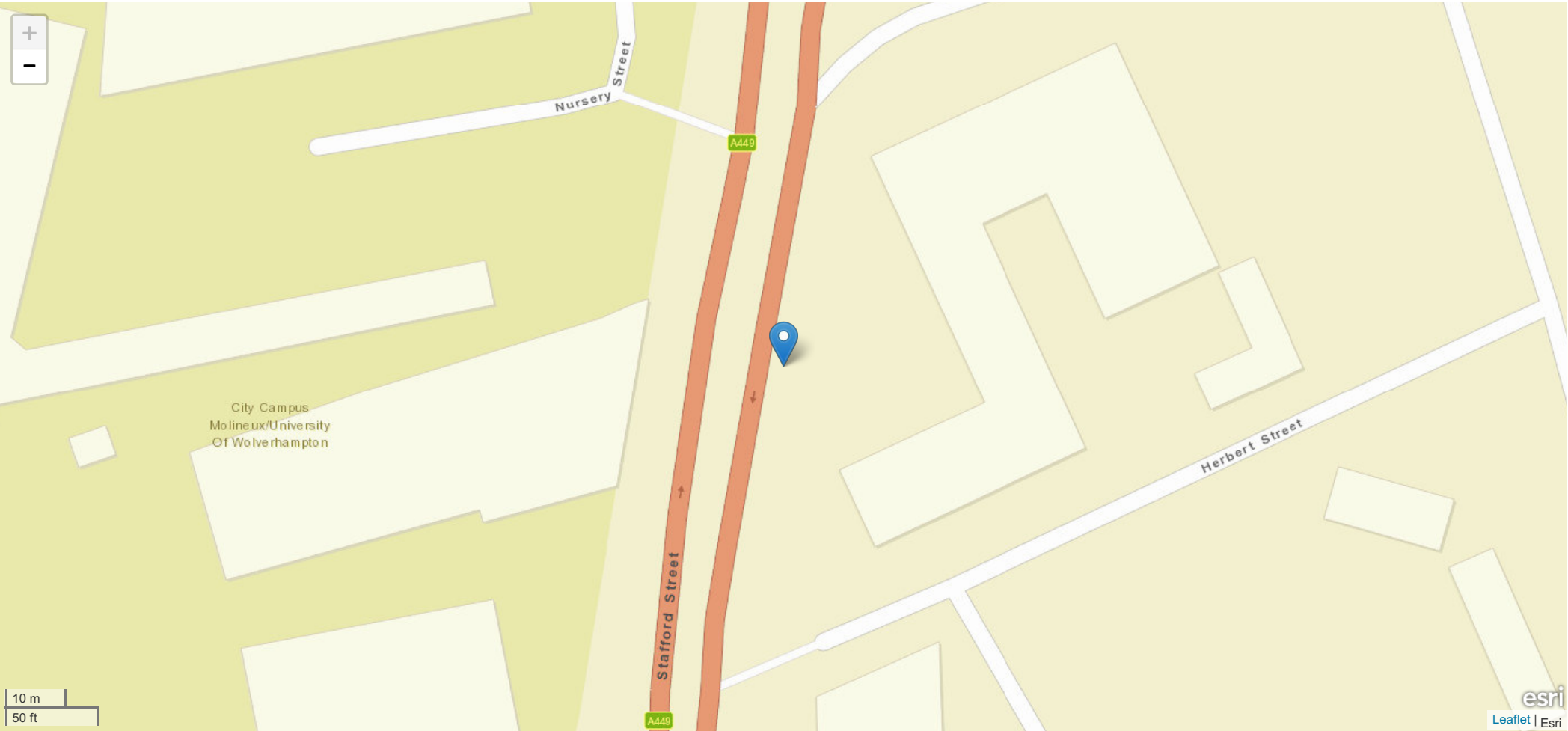
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	47	40 - 49 years	Car, No tow articulation	VAUXHALL, INSIGNIA	Negative	None	On main c way - not in restricted lane	None	Front	Turning right	SE N
2	34	30 - 39 years	Car, No tow articulation	TOYOTA, SUPRA	Negative	None	On main c way - not in restricted lane	None	Offside	Going ahead other	W E

Incident Record Number: 4 - Monday 18:46 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0037014	31/03/2014	18:46	Monday	4	2	Daylight	Fine no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
Stafford Street	THE MALTINGS



Incident Record Number: 4 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Stafford Street	391534.56490579, 299202.523423804	A 0449	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Distraction in vehicle	Slippery road (due to weather)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	26	20 - 29 years
2	4	Driver or rider	Slight	49	40 - 49 years

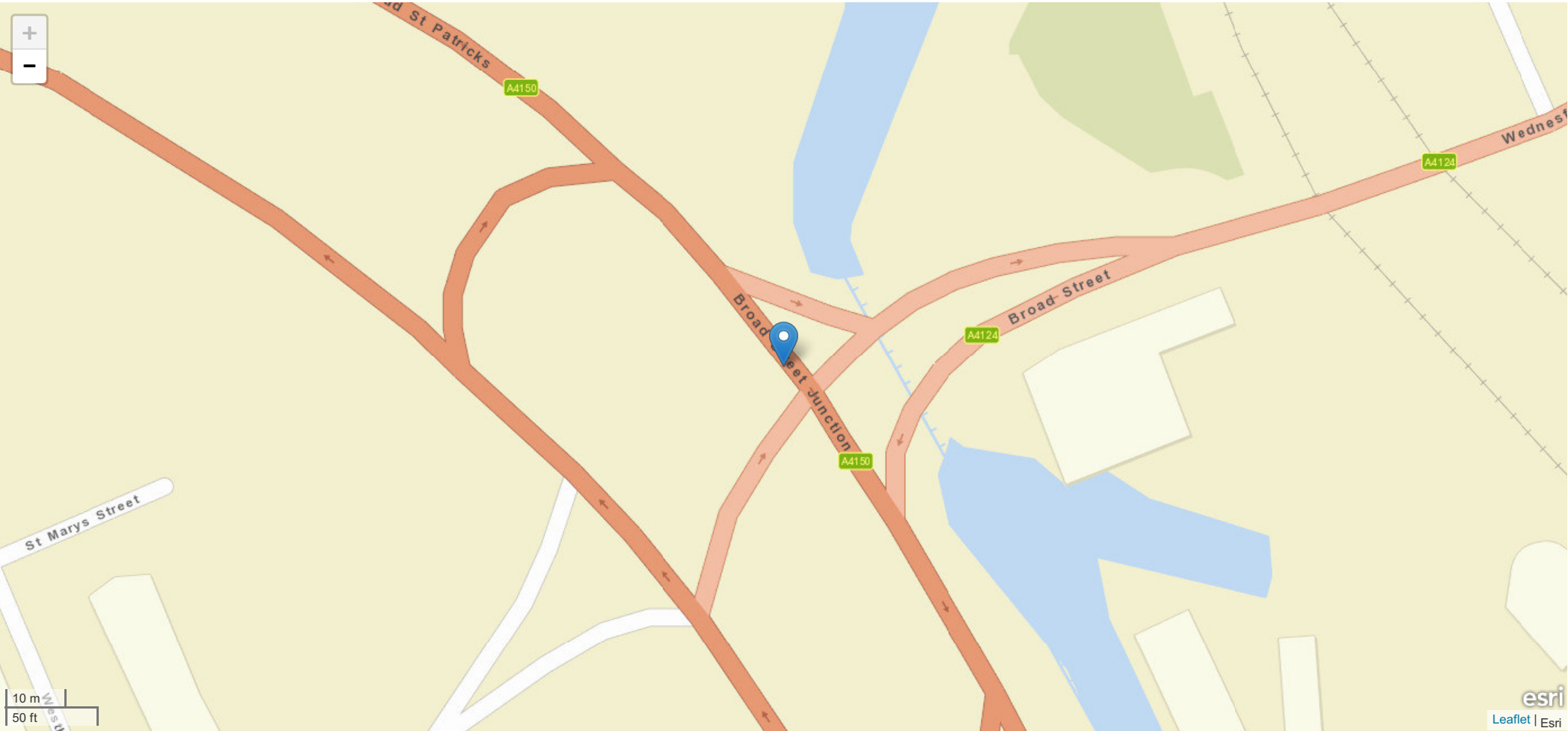
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	62	60 - 69 years	Car, No tow articulation	ROVER, 25	Negative	None	On main c way - not in restricted lane	None	Front	Slowing or stopping	N S
2	26	20 - 29 years	Car, No tow articulation	VAUXHALL, CORSA	Negative	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	N S
3	45	40 - 49 years	Car, No tow articulation	NISSAN, QASHQAI	Negative	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	N S
4	49	40 - 49 years	Car, No tow articulation	FORD, FIESTA ZETEC	Negative	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	N S

Incident Record Number: 5 - Wednesday 19:51 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0078114	16/07/2014	19:51	Wednesday	2	1	Daylight	Raining no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
Ring Road St Patricks	WEDNESFIELD ROAD AND RING ROAD ST DAVIDS



Incident Record Number: 5 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Ring Road St Patricks	391775.815393608, 298964.53154827	A 4150	A 4124	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Slippery road (due to weather)	Disobeyed automatic traffic signal	Failed to look properly (pedestrian)

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	16	16 - 19 years

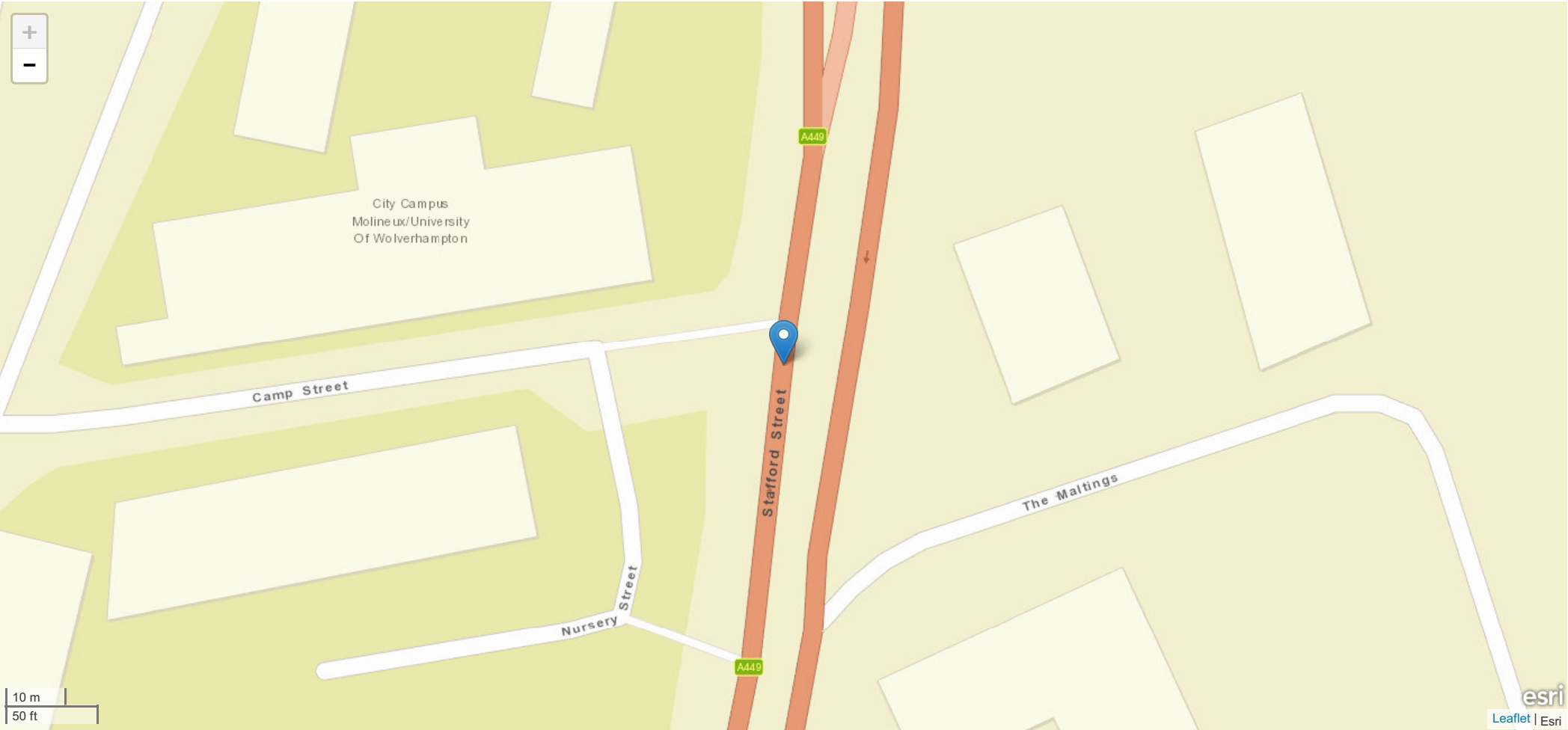
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	16	16 - 19 years	Pedal cycle, No tow articulation	PEDAL CYCLE, No Data Provided	Not applicable	Skidded	On main c way - not in restricted lane	None	Offside	Slowing or stopping	NE SW
2	59	50 - 59 years	Bus or coach (17 or more pass seats), No tow articulation	MERCEDES, BUS	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	NW SE

Incident Record Number: 6 - Tuesday 16:46 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0086114	19/08/2014	16:46	Tuesday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Stafford Street	CANNOCK ROAD



Incident Record Number: 6 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Stafford Street	391533.649704008, 299287.479105493	A 0449	A 460	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Failed to judge other persons path or speed	Sudden braking	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Passenger	Slight	5	5 - 7 years

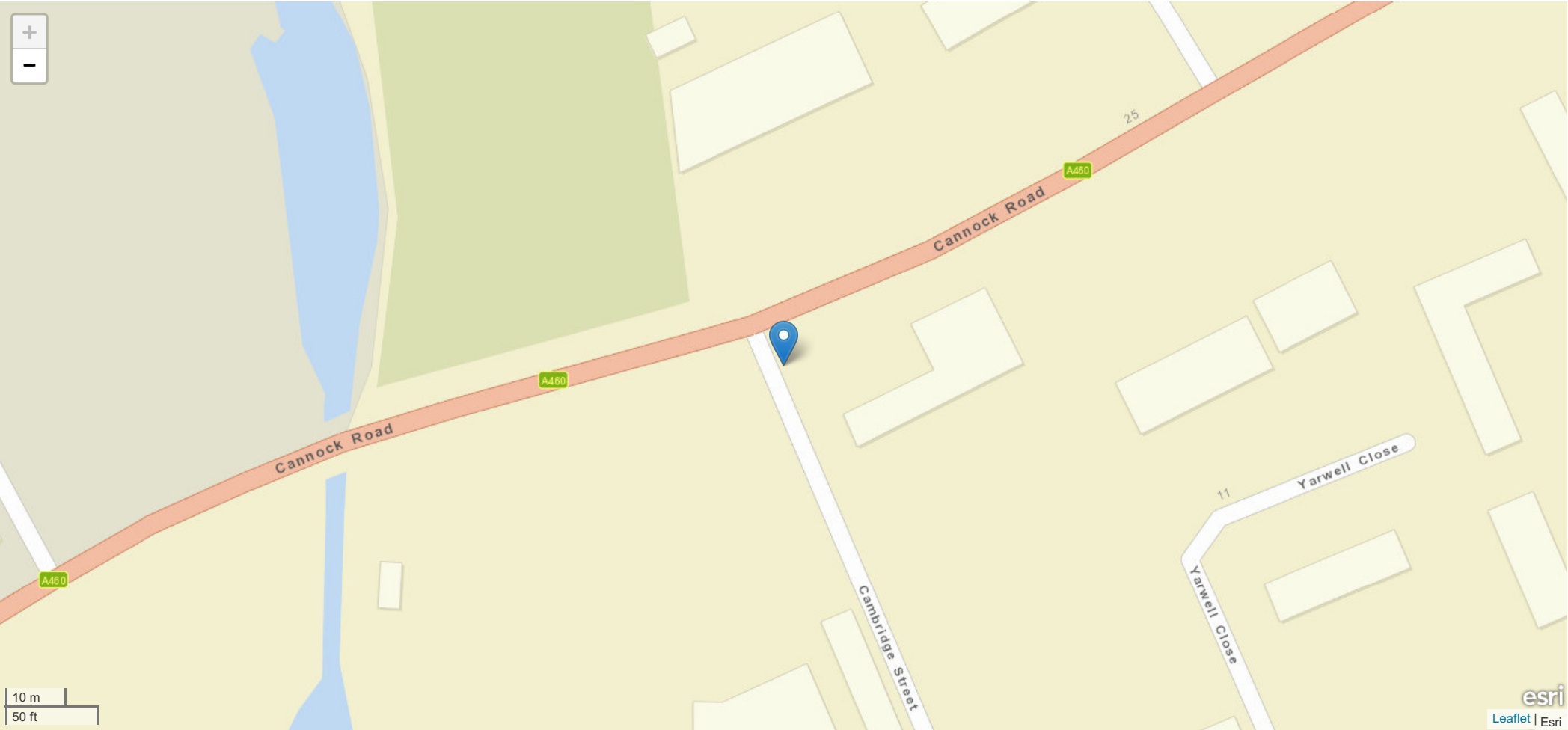
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	38	30 - 39 years	Car, No tow articulation	PEUGEOT, 106	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	S N
2	41	40 - 49 years	Car, No tow articulation	FORD, FOCUS	Not requested	None	On main c way - not in restricted lane	None	Back	Going ahead other	S N

Incident Record Number: 7 - Friday 12:50 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0093414	29/08/2014	12:50	Friday	1	2	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Cambridge Street	CANNOCK ROAD



Incident Record Number: 7 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Cambridge Street	391861.19300131, 299604.608328197	Unknown	A 460	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly	Failed to judge vehicles path or speed	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	4	0 - 4 years
2	1	Pedestrian	Slight	25	20 - 29 years

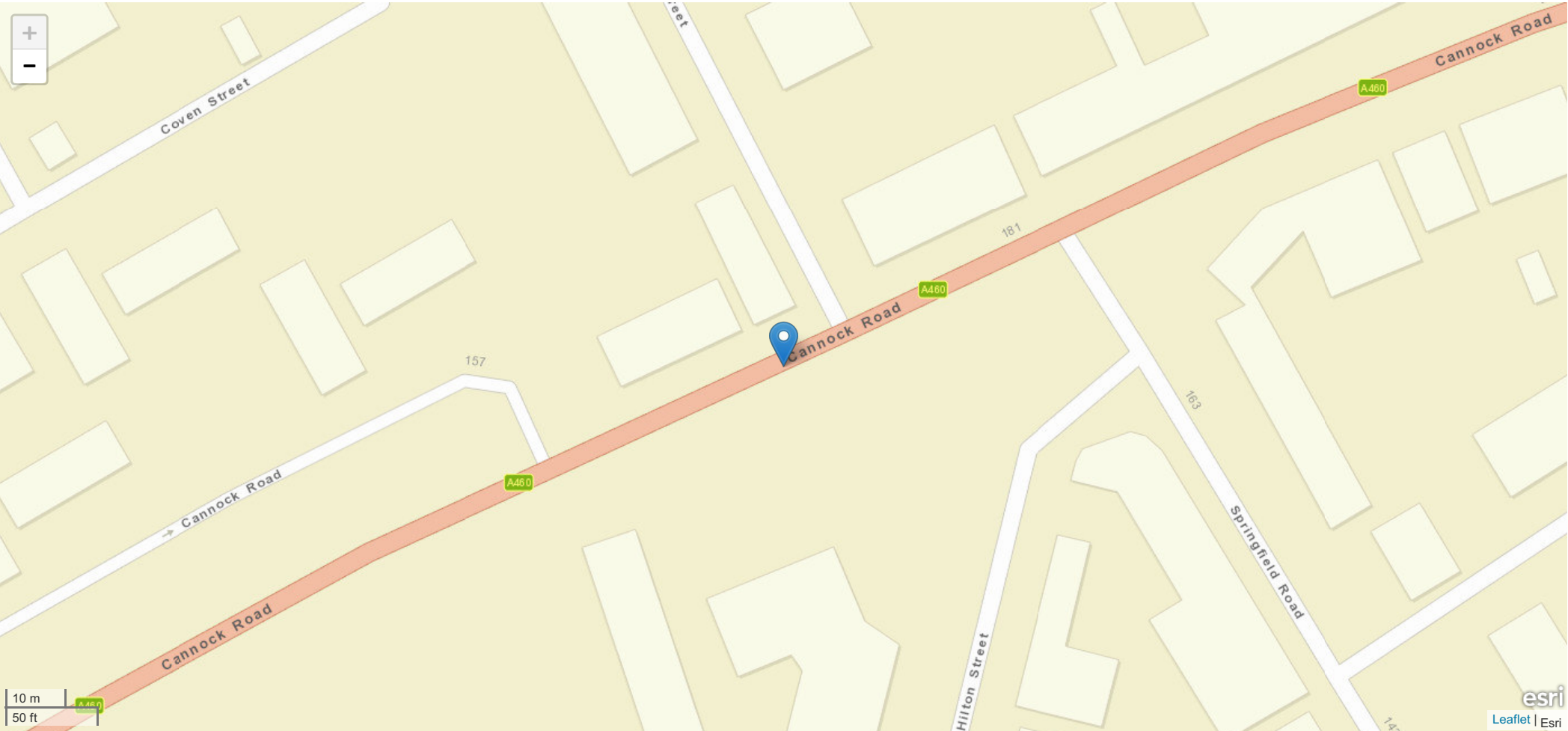
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, VECTRA	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Turning left	S W

Incident Record Number: 8 - Saturday 16:17 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0085614	06/09/2014	16:17	Saturday	2	2	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Cannock Road	PROLE STREET



Incident Record Number: 8 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Cannock Road	392088.146553179, 299728.772786491	A 0460	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Exceeding speed limit	Following too close	Poor turn or manoeuvre

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	43	40 - 49 years
2	2	Passenger	Slight	15	12 - 15 years

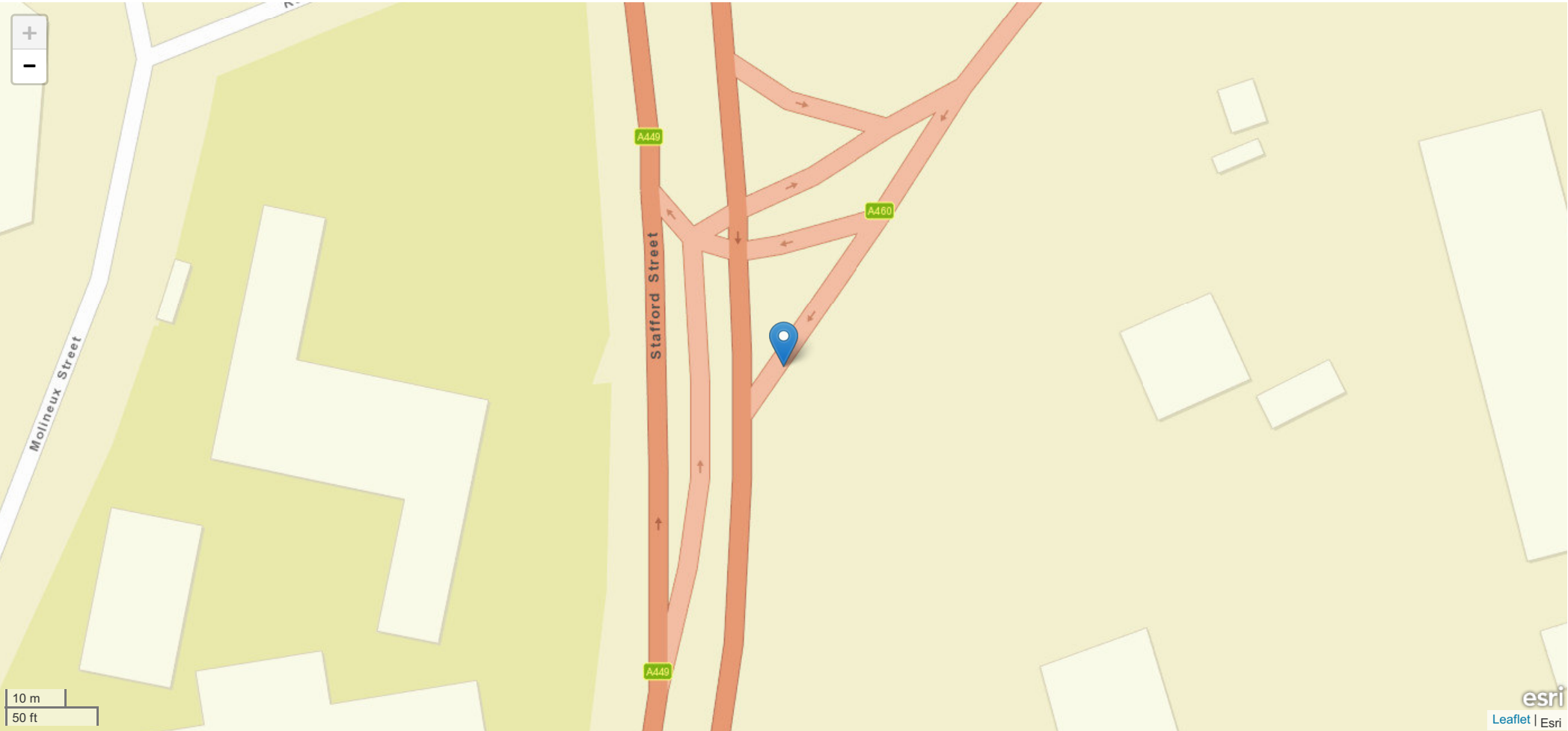
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	AUDI, A6	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Going ahead other	E SW
2	43	40 - 49 years	Car, No tow articulation	KIA, CARENS	Negative	None	On main c way - not in restricted lane	None	Back	Going ahead other	NE SW

Incident Record Number: 9 - Thursday 16:45 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0105514	11/09/2014	16:45	Thursday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Cannock Road	STAFFORD STREET



Incident Record Number: 9 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Cannock Road	391558.953796527, 299373.904366519	A 0460	A 449	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Driver using mobile phone	Failed to look properly (pedestrian)	Failed to judge other persons path or speed

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	17	16 - 19 years

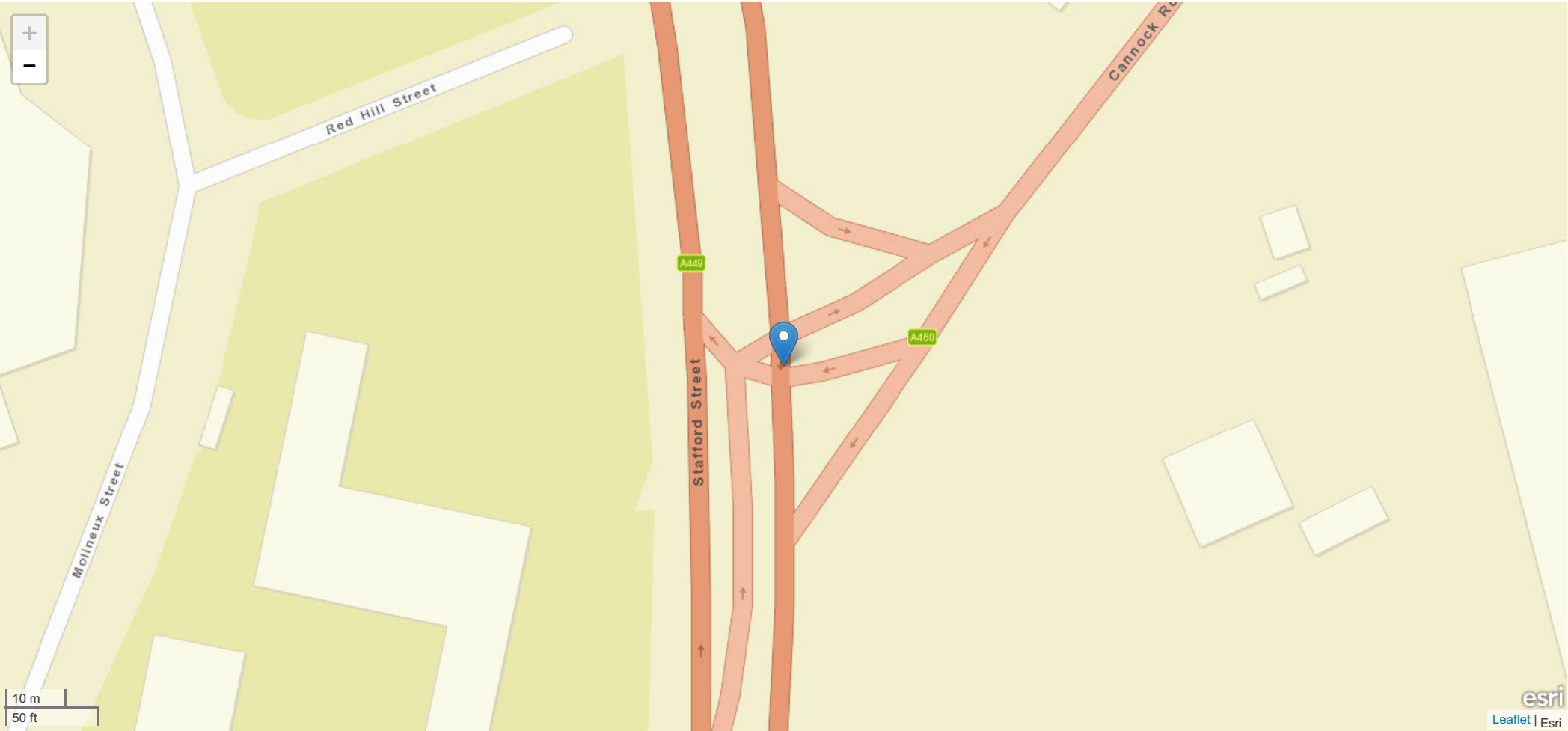
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	30	30 - 39 years	Car, No tow articulation	PEUGEOT, 307	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Turning left	NE S
2	17	16 - 19 years	Pedal cycle, No tow articulation	PEDAL CYCLE, No Data Provided	Not applicable	None	On main c way - not in restricted lane	None	Front	Going ahead other	S N

Incident Record Number: 10 - Saturday 12:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0091514	04/10/2014	12:00	Saturday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Stafford Street	CANNOCK ROAD



Incident Record Number: 10 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Stafford Street	391552.003210019, 299394.378505858	A 0449	A 460	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	Sudden braking	Failed to judge other persons path or speed

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	36	30 - 39 years

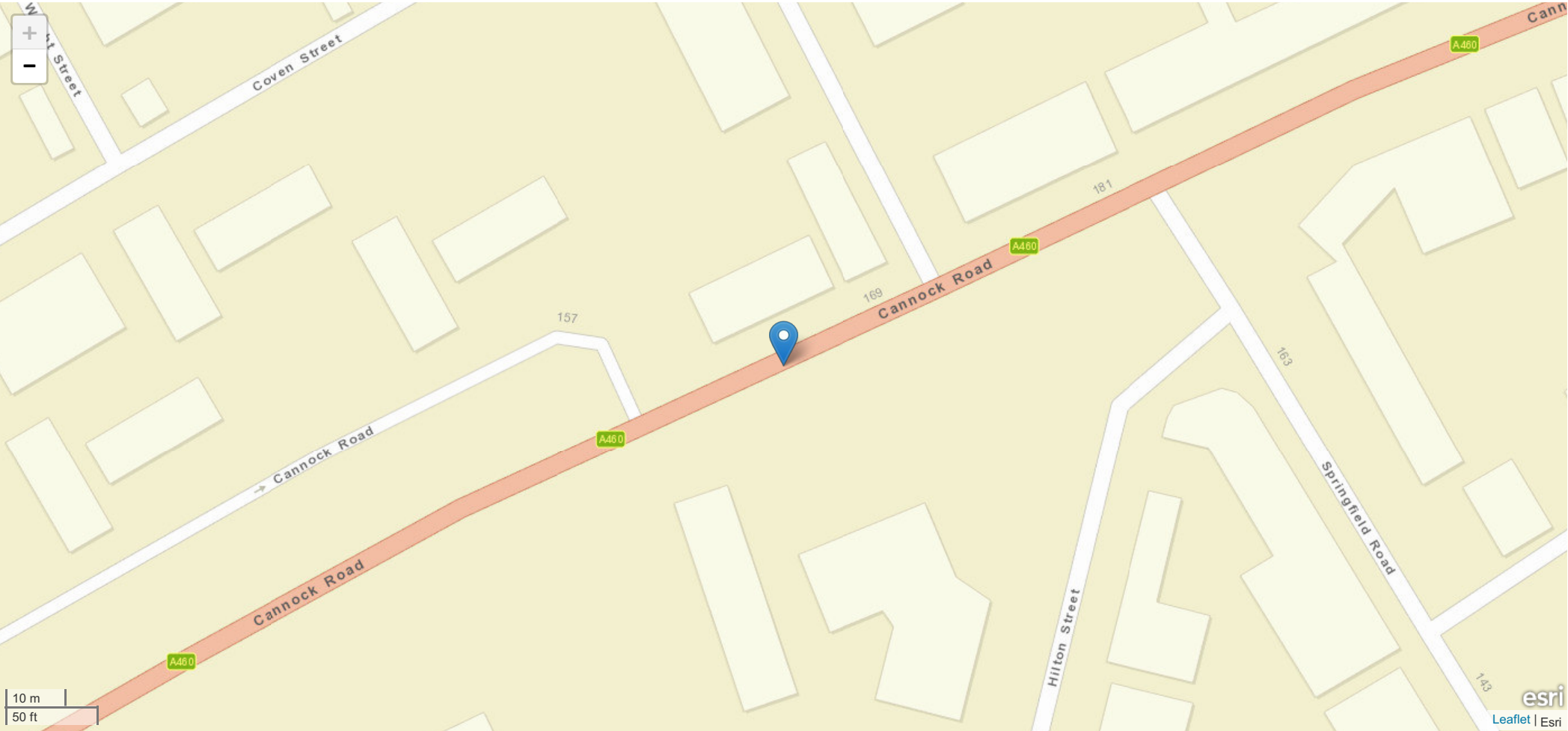
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	36	30 - 39 years	Car, No tow articulation	PEUGEOT, 206	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Turning right	E NW
2	No Data Provided	Data missing or out of range	Car, No tow articulation	JAGUAR, X TYPE	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Back	Turning right	E NW

Incident Record Number: 11 - Sunday 14:02 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G5018914	19/10/2014	14:02	Sunday	3	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Cannock Road	PROLE STREET



Incident Record Number: 11 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Cannock Road	392073.387893808, 299721.794783923	A 0460	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Failed to judge other persons path or speed	Following too close	Distraction in vehicle

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	3	Driver or rider	Slight	19	16 - 19 years

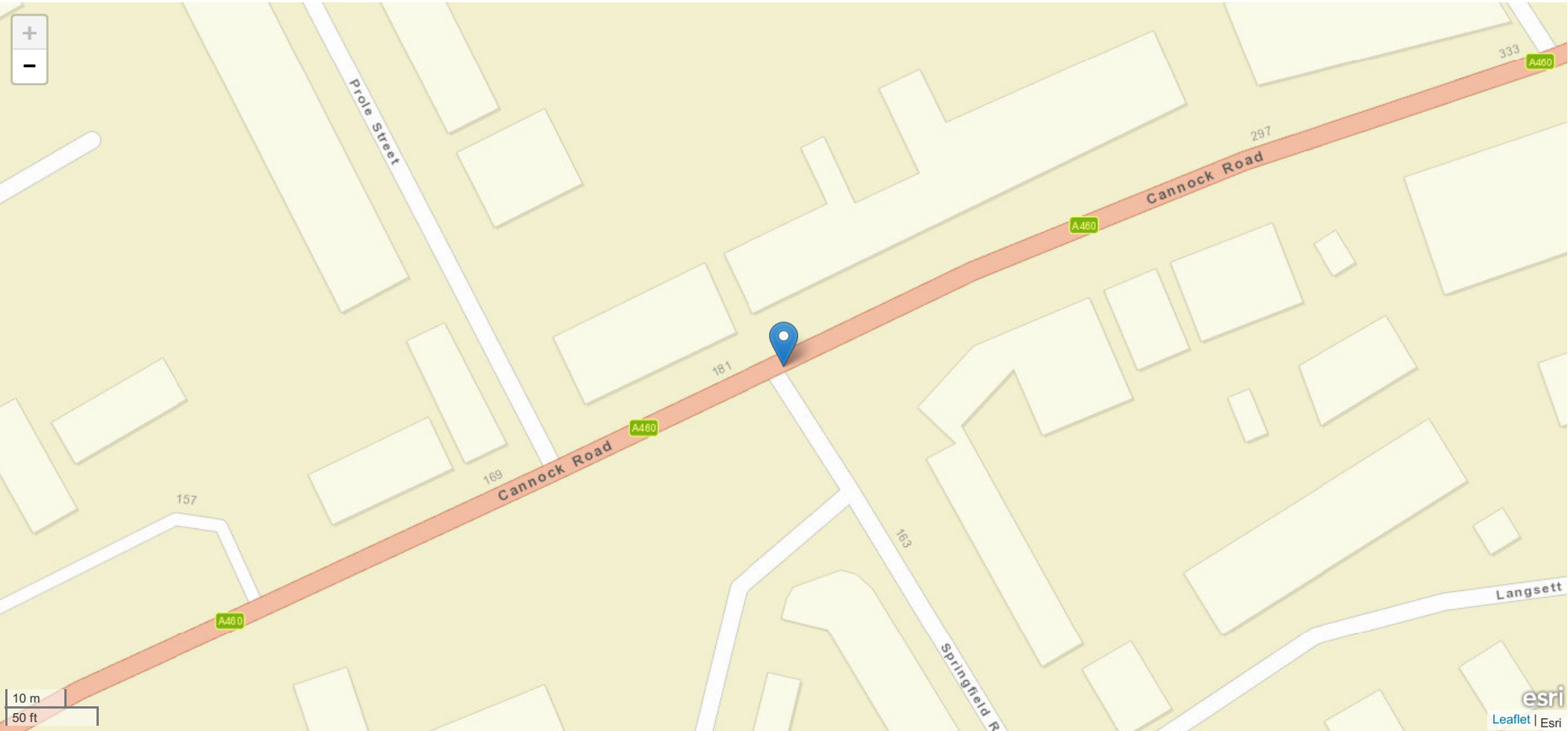
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	19	16 - 19 years	Car, No tow articulation	VOLKSWAGEN, POLO	Negative	None	On main c way - not in restricted lane	None	Front	Slowing or stopping	E SW
2	58	50 - 59 years	Car, No tow articulation	FORD, FOCUS	Negative	None	On main c way - not in restricted lane	None	Back	Slowing or stopping	E SW
3	19	16 - 19 years	Car, No tow articulation	RENAULT, CLIO	Negative	None	On main c way - not in restricted lane	None	Back	Slowing or stopping	NE SW

Incident Record Number: 12 - Sunday 18:07 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G5021514	30/11/2014	18:07	Sunday	2	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Cannock Road	SPRINGFIELD ROAD



Incident Record Number: 12 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Cannock Road	392135.10217615, 299751.036413594	A 0460	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Other	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Passenger	Slight	11	8 - 11 years

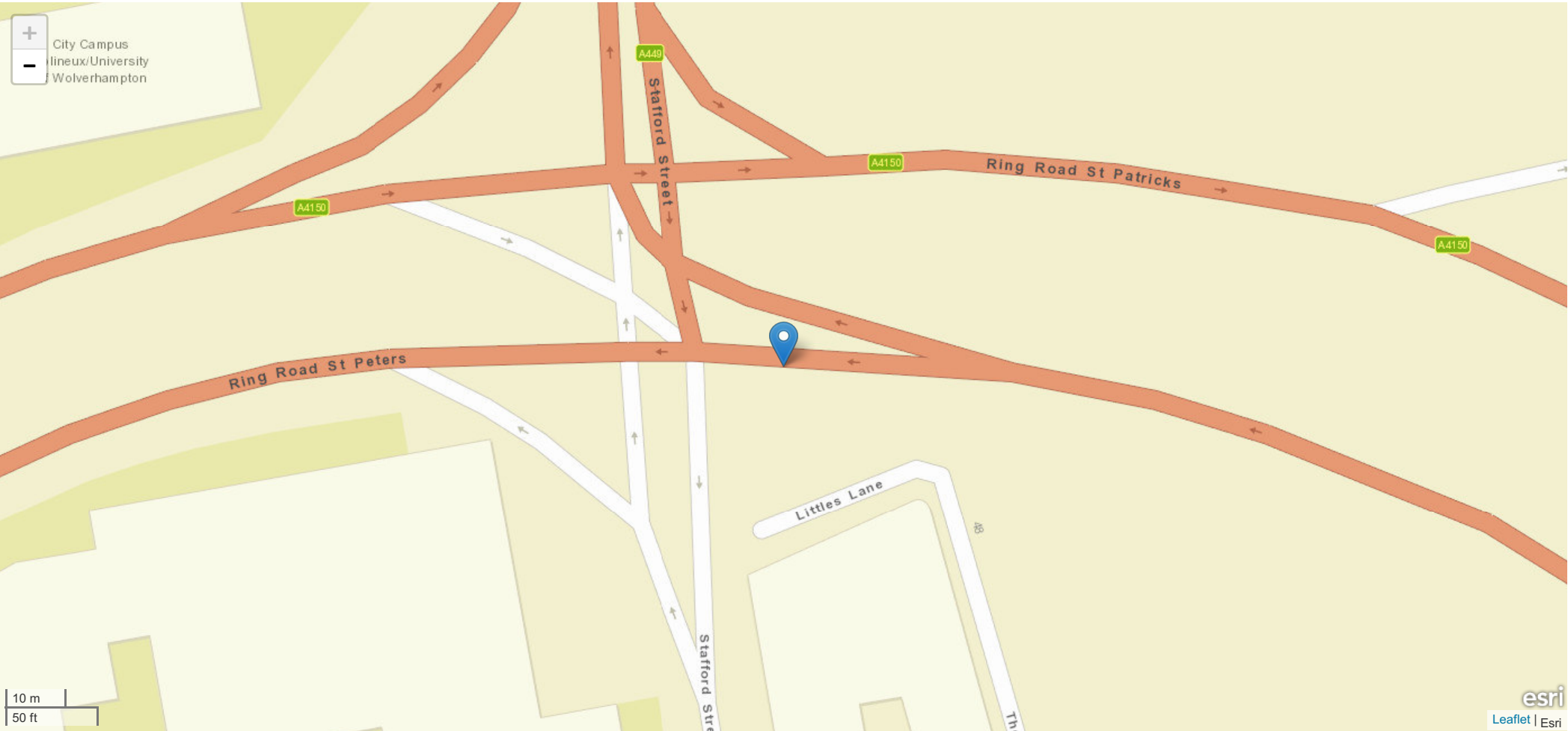
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	54	50 - 59 years	Car, No tow articulation	RENAULT, CLIO	Negative	None	On main c way - not in restricted lane	None	Front	Turning right	SE NE
2	43	40 - 49 years	Car, No tow articulation	BMW, 523i	Negative	None	On main c way - not in restricted lane	None	Nearside	Going ahead other	NE SW

Incident Record Number: 13 - Wednesday 10:06 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0006915	07/01/2015	10:06	Wednesday	1	1	Daylight	Raining no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
Ring Road St Patricks	STAFFORD STREET AND RING ROAD ST PETERS



Incident Record Number: 13 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Ring Road St Patricks	391543.560267451, 299036.52094152	A 4150	A 449	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Swerved	Aggressive driving	Travelling too fast for conditions

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	37	30 - 39 years

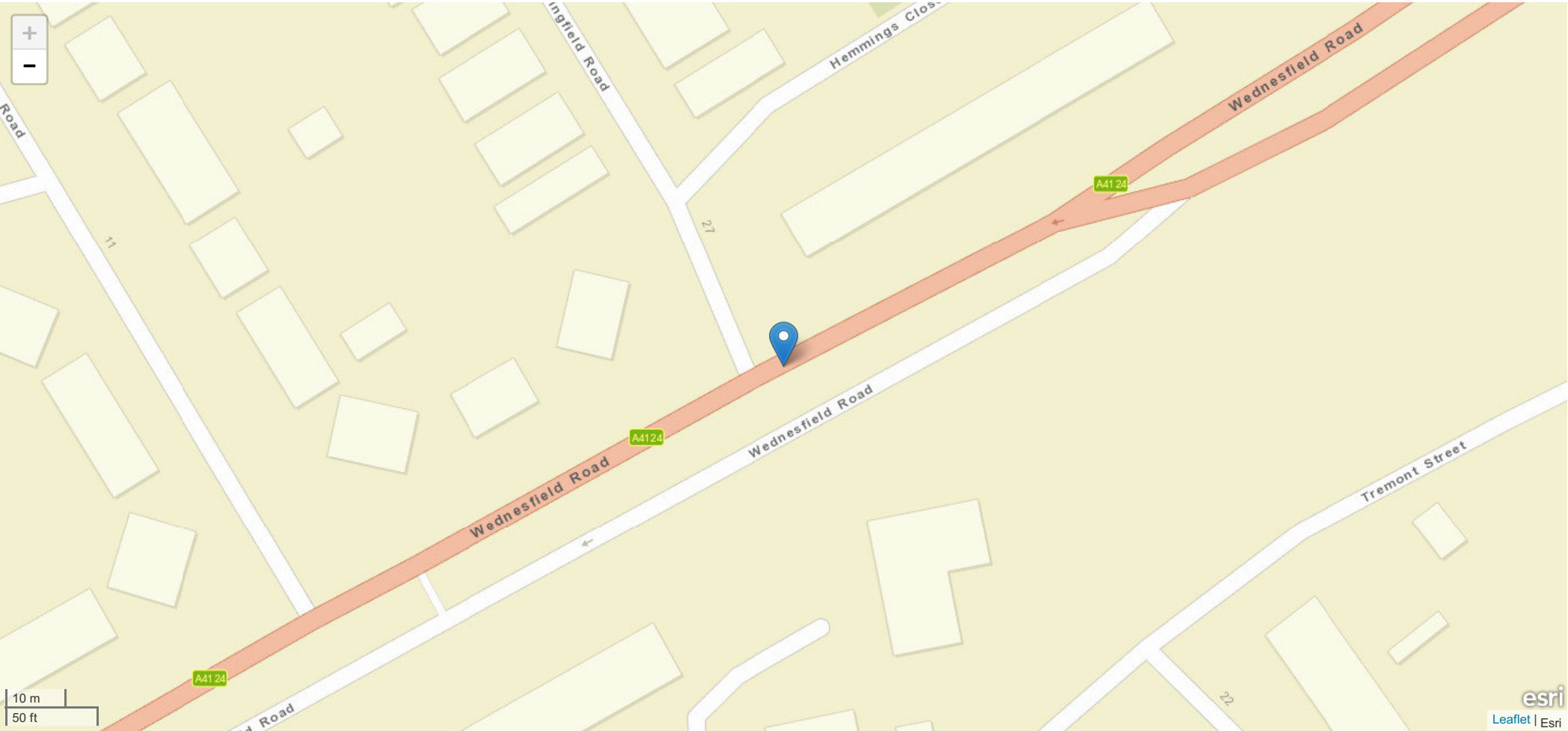
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	39	30 - 39 years	Van / Goods 3.5 tonnes mgw or under, No tow articulation	CITROEN, 1868	Negative	None	On main c way - not in restricted lane	Kerb	Front	Changing lane to left	E W

Incident Record Number: 14 - Friday 05:18 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0004715	09/01/2015	05:18	Friday	2	1	Darkness - lights lit	Fine no high winds	Serious	Wet or damp

Road Name 1	Road Name 2
Wednesfield Road	SPRINGFIELD ROAD



Incident Record Number: 14 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Wednesfield Road	392459.03413669, 299223.017557419	A 4124	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	Stationary or parked vehicle(s)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Serious	20	20 - 29 years

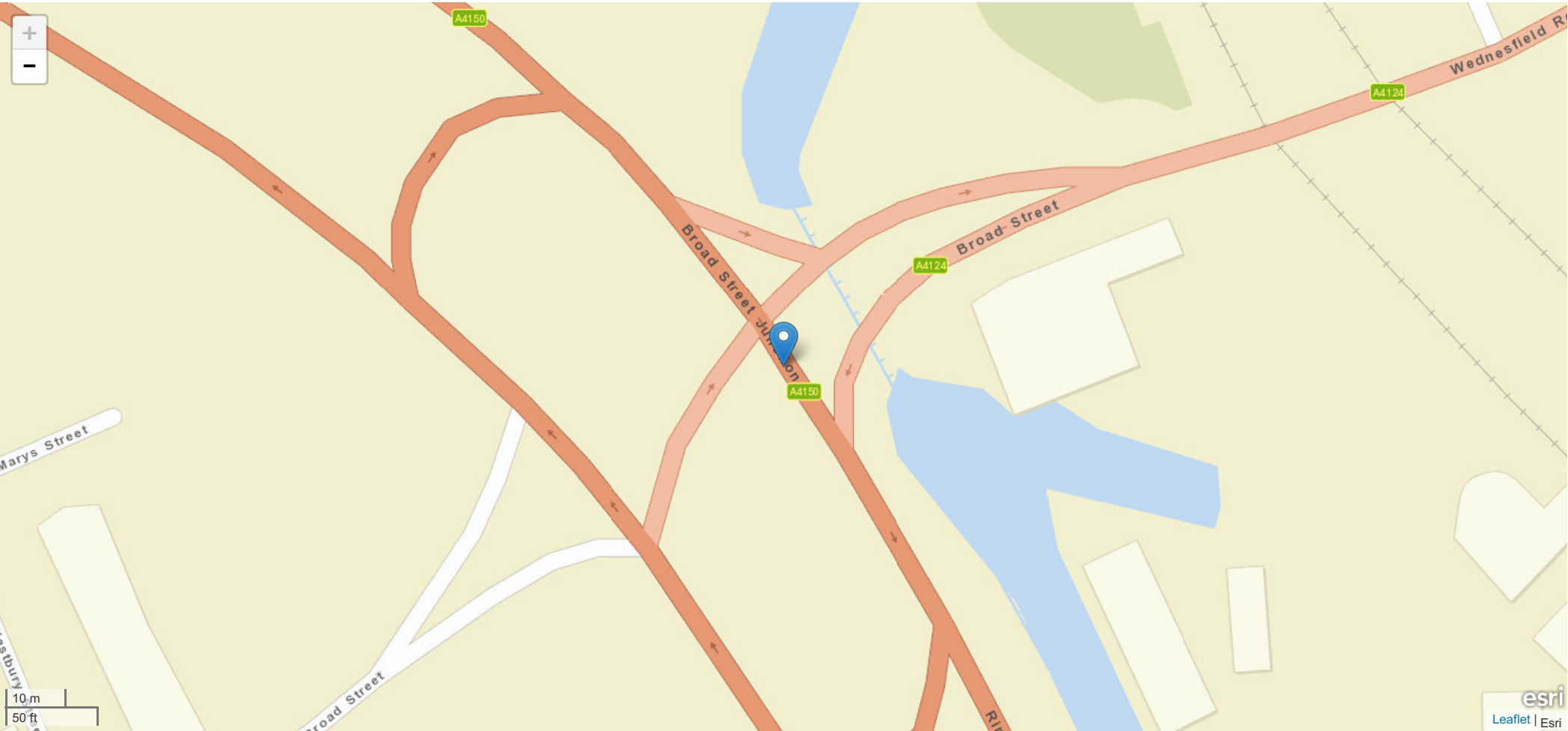
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	57	50 - 59 years	Car, No tow articulation	MERCEDES, CLK 270	Negative	None	On main c way - not in restricted lane	None	Offside	Turning right	NW SW
2	20	20 - 29 years	Motorcycle 125cc and under, No tow articulation	PULSE, ADRENALINE	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	SW NE

Incident Record Number: 15 - Tuesday 18:45 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0012915	20/01/2015	18:45	Tuesday	1	2	Darkness - lights lit	Snowing high winds	Serious	Wet or damp

Road Name 1	Road Name 2
Ring Road St Davids	RING ROAD ST PATRICKS AND WEDNESFIELD ROAD



Incident Record Number: 15 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Ring Road St Davids	391784.134660259, 298953.294764765	A 4150	A 4124	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Impaired by alcohol	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	48	40 - 49 years
2	1	Pedestrian	Serious	49	40 - 49 years

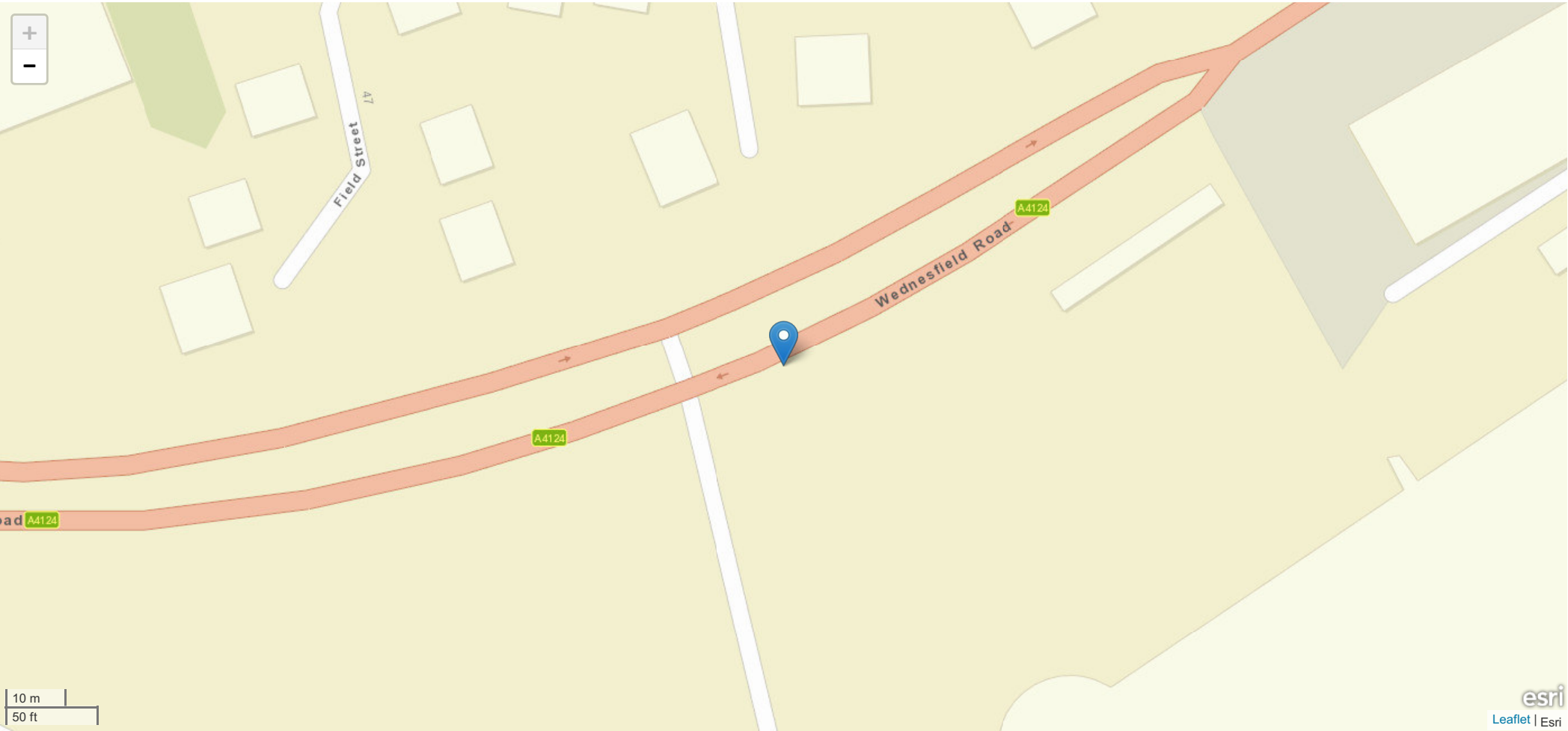
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	48	40 - 49 years	Car, No tow articulation	FORD, FIESTA	Negative	None	On main c way - not in restricted lane	None	Offside	Moving off	NW SE

Incident Record Number: 16 - Wednesday 17:38 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0028015	11/02/2015	17:38	Wednesday	3	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Wednesfield Road	SUN STREET



Incident Record Number: 16 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Wednesfield Road	392185.858772288, 299054.92567322	A 4124	Unknown	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Other	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	54	50 - 59 years

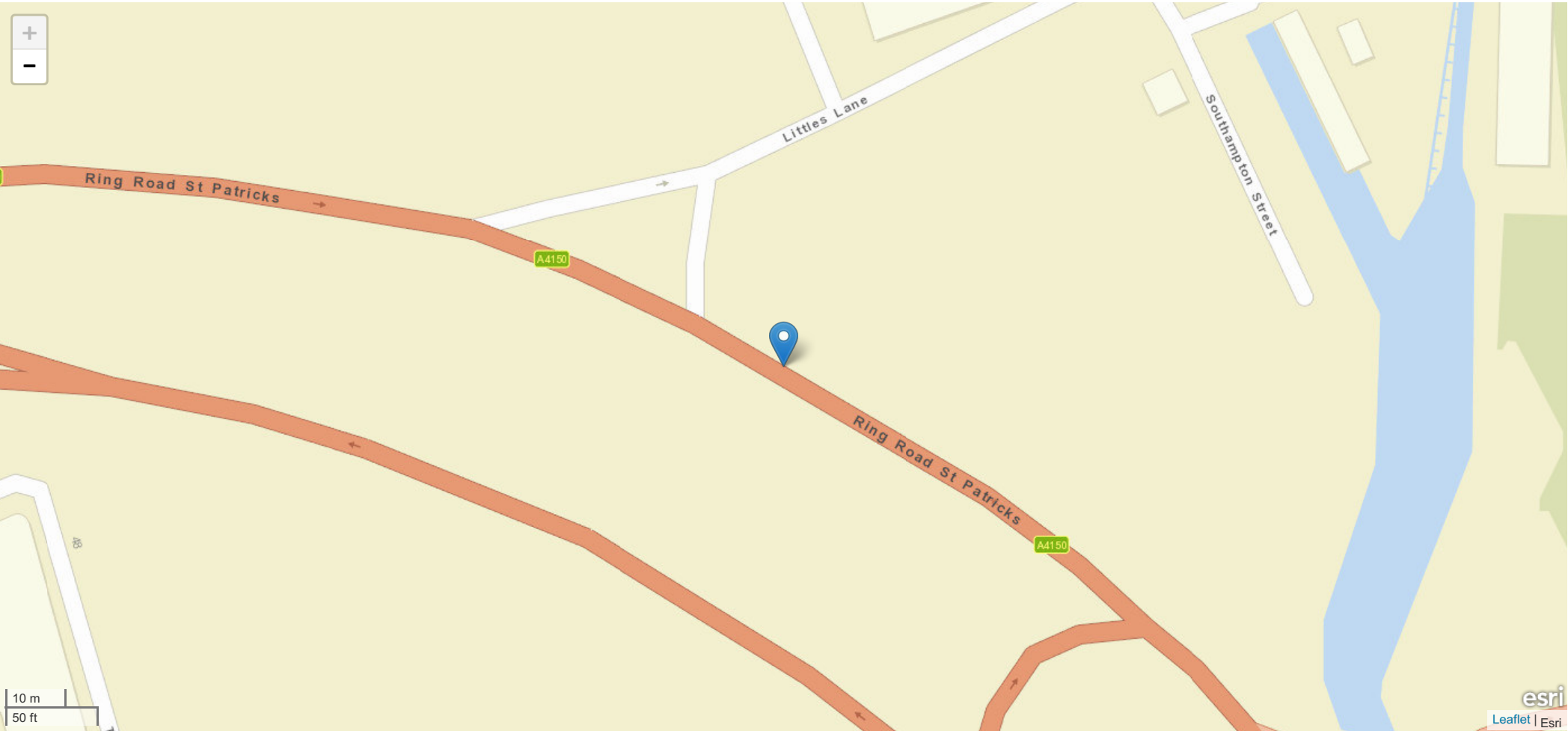
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Van / Goods 3.5 tonnes mgw or under, No tow articulation	PEUGEOT, PARTNER	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Going ahead other	NE SW
2	54	50 - 59 years	Car, No tow articulation	PEUGEOT, E7	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	NE W
3	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, INSIGNIA	Negative	None	On main c way - not in restricted lane	None	Did not impact	Going ahead other	NE W

Incident Record Number: 17 - Tuesday 12:27 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G6067715	17/02/2015	12:27	Tuesday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Ring Road St Patricks	LITTLES LANE



Incident Record Number: 17 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Ring Road St Patricks	391689.94308224, 299038.530366328	A 4150	Unknown	Slip road	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Passenger	Slight	37	30 - 39 years

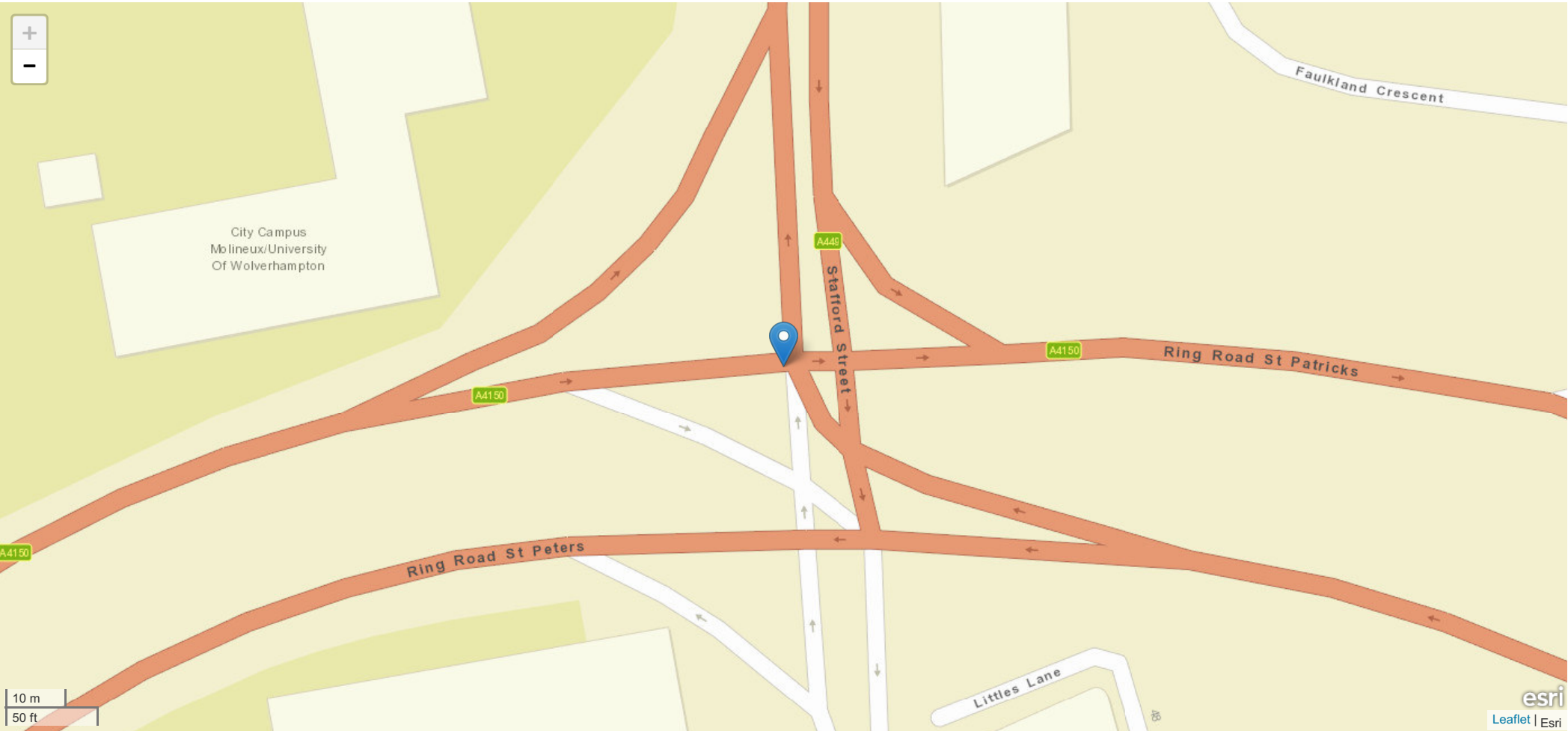
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	28	20 - 29 years	Car, No tow articulation	AUDI, A3	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	NW SE
2	47	40 - 49 years	Car, No tow articulation	VOLKSWAGEN, BEETLE	Negative	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	NW SE

Incident Record Number: 18 - Tuesday 15:15 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0095215	24/02/2015	15:15	Tuesday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Stafford Street	RING ROAD ST PATRICKS AND RING ROAD ST PETERS



Incident Record Number: 18 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Stafford Street	391514.686063475, 299067.012213484	A 0449	A 4150	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Disobeyed automatic traffic signal	Failed to look properly (pedestrian)	Stationary or parked vehicle(s)

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	47	40 - 49 years

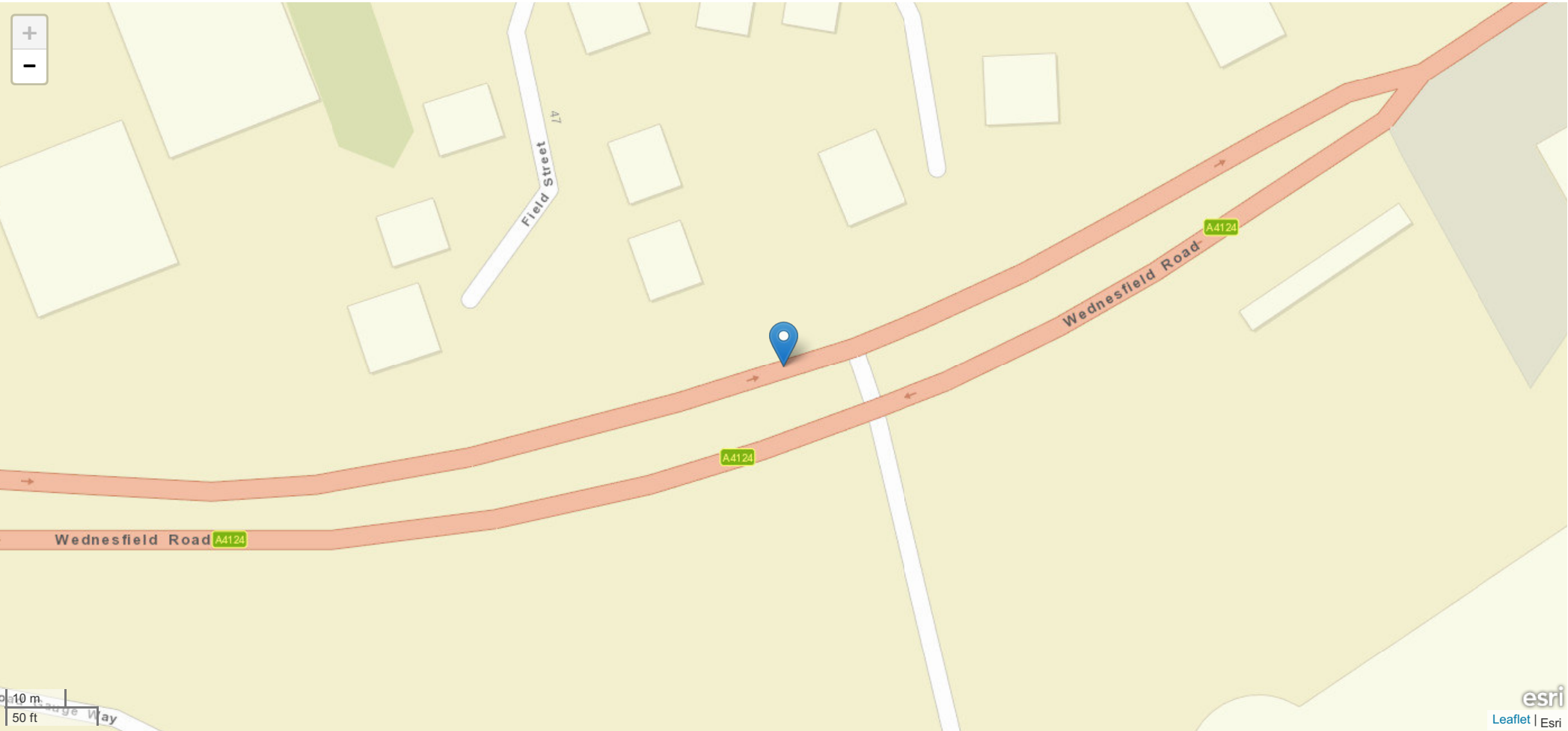
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, INSIGNIA	Negative	None	On main c way - not in restricted lane	None	Nearside	Turning right	SE N
2	47	40 - 49 years	Car, No tow articulation	VAUXHALL, CORSA	Negative	None	On main c way - not in restricted lane	None	Offside	Going ahead other	W E

Incident Record Number: 19 - Saturday 19:15 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0065215	18/04/2015	19:15	Saturday	2	2	Daylight	Unknown	Slight	Dry

Road Name 1	Road Name 2
Wednesfield Road	SUN STREET



Incident Record Number: 19 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Wednesfield Road	392155.178899931, 299058.094766077	A 4124	Unknown	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Other	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	25	20 - 29 years
2	2	Passenger	Slight	22	20 - 29 years

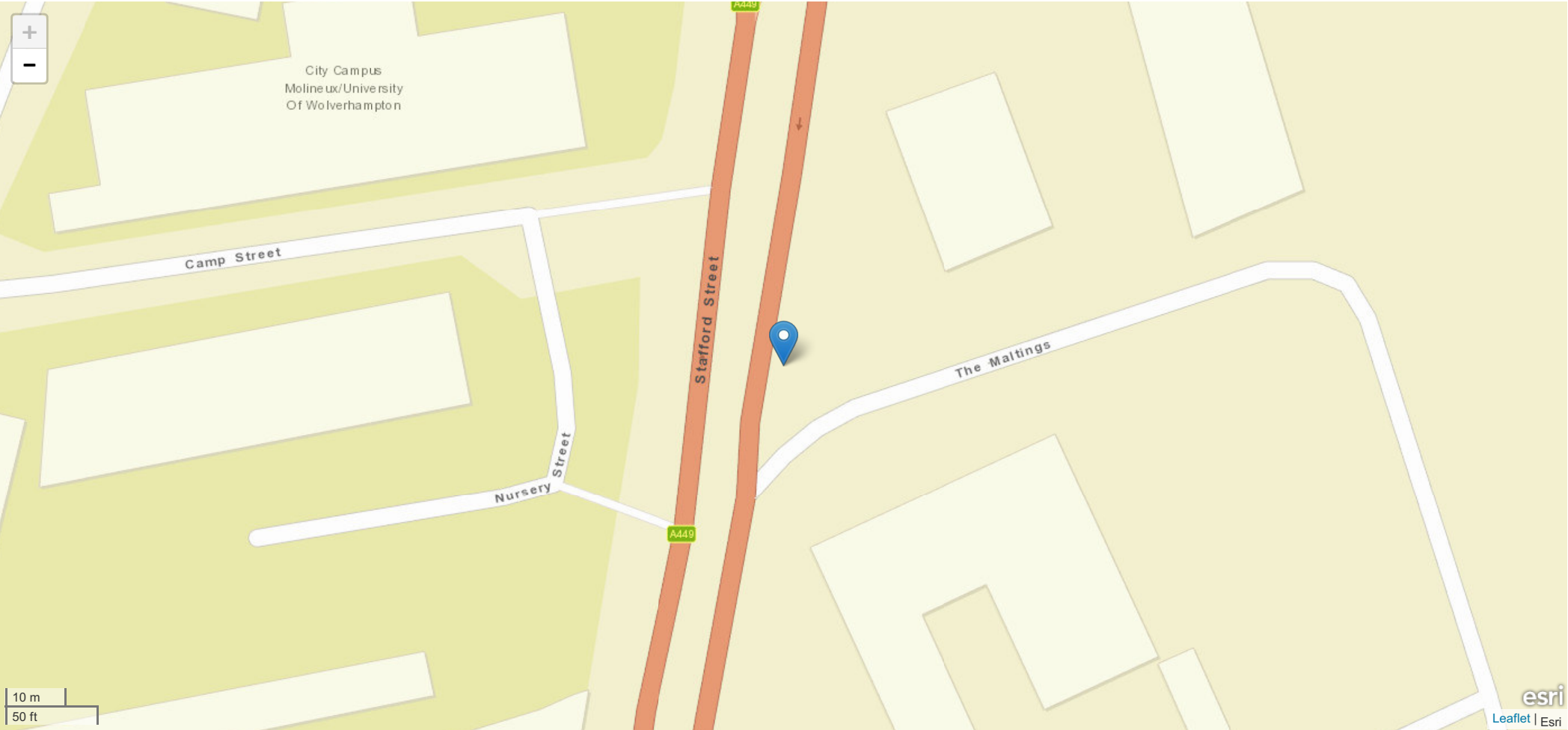
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, ZAFIRA	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Going ahead other	W E
2	25	20 - 29 years	Car, No tow articulation	VOLKSWAGEN, GOLF	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	W E

Incident Record Number: 20 - Sunday 12:50 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0103915	19/04/2015	12:50	Sunday	4	4	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Stafford Street	THE MALTINGS



Incident Record Number: 20 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	4

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Stafford Street	391544.483714294, 299265.965263766	A 0449	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Following too close	Sudden braking	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Passenger	Slight	11	8 - 11 years
2	2	Passenger	Slight	8	8 - 11 years
3	3	Passenger	Slight	31	30 - 39 years
4	2	Passenger	Slight	30	30 - 39 years

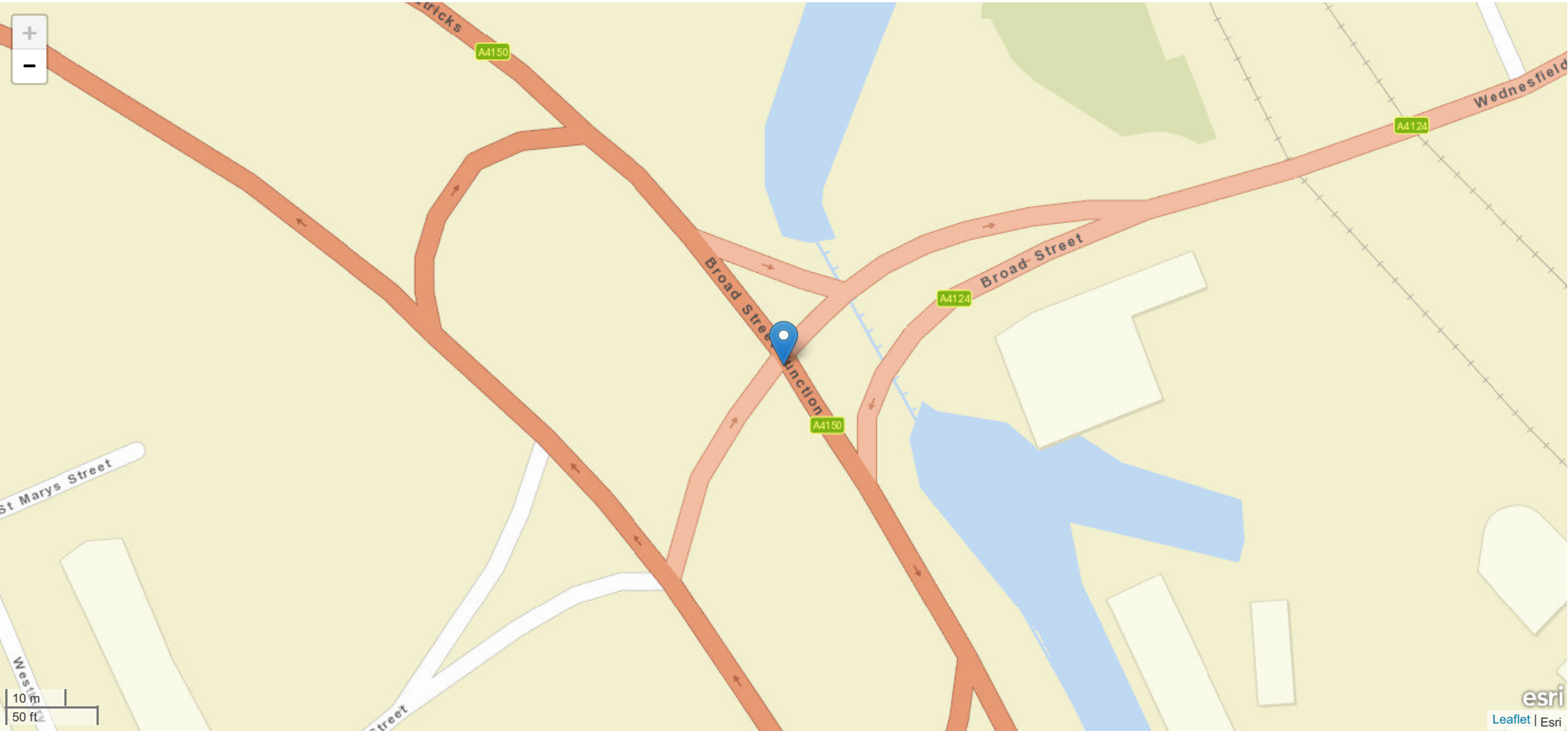
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	48	40 - 49 years	Car, No tow articulation	FORD, FOCUS	Negative	None	On main c way - not in restricted lane	None	Front	Slowing or stopping	N S
2	54	50 - 59 years	Car, No tow articulation	RENAULT, MEGANE	Negative	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	N S
3	No Data Provided	Data missing or out of range	Car, No tow articulation	NISSAN, PRIMERA	Not requested	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	N S
4	No Data Provided	Data missing or out of range	Car, No tow articulation	SKODA, OCTAVIA	Not requested	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	N S

Incident Record Number: 21 - Saturday 20:30 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0072415	23/05/2015	20:30	Saturday	1	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Ring Road St Patricks	WEDNESFIELD ROAD AND RING ROAD ST DAVIDS



Incident Record Number: 21 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Ring Road St Patricks	391780.449117947, 298958.693219474	A 4150	A 4124	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Failed to look properly	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	23	20 - 29 years

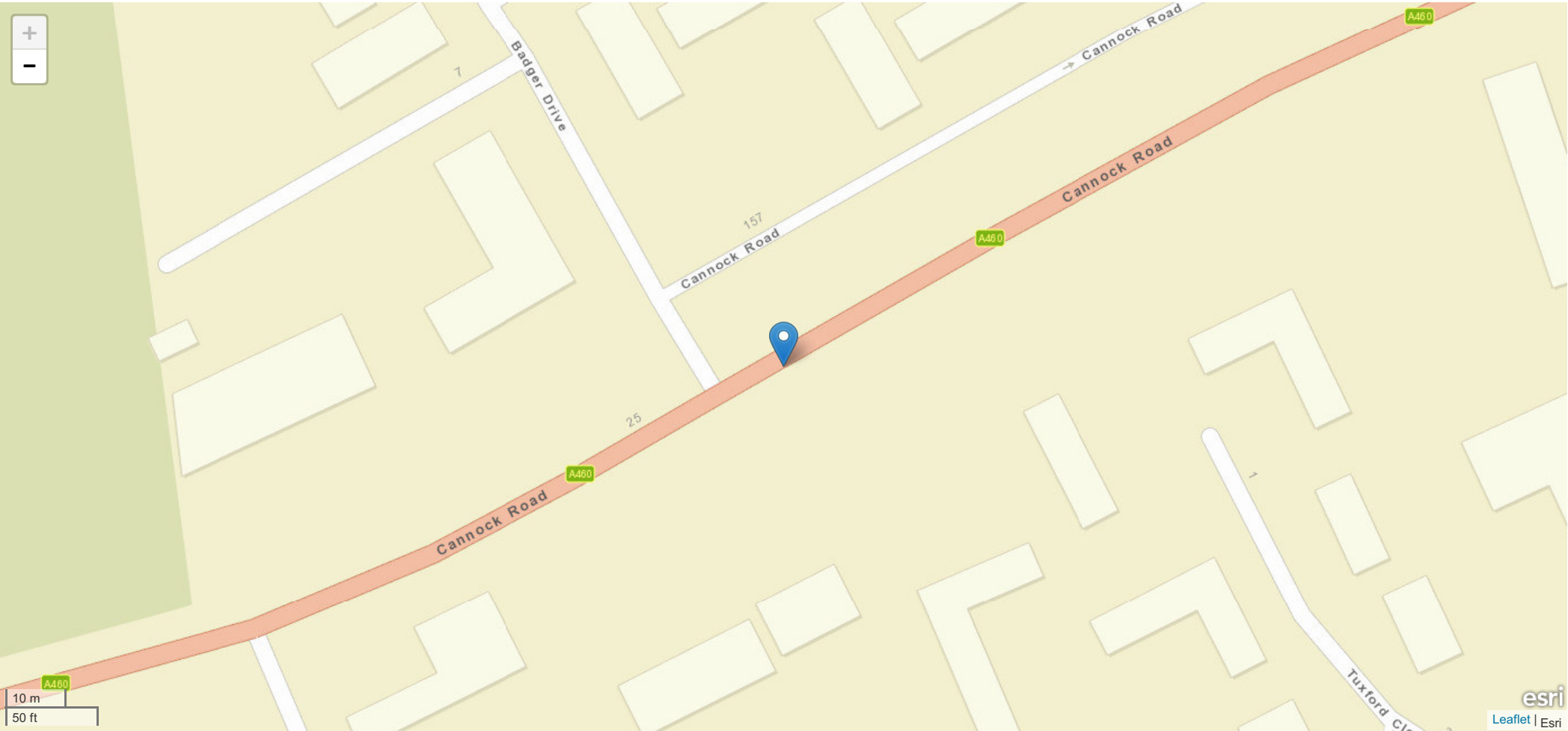
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	40	40 - 49 years	Car, No tow articulation	VAUXHALL, ASTRA	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	NW SE

Incident Record Number: 22 - Monday 22:56 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0071515	25/05/2015	22:56	Monday	2	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Cannock Road	BADGER DRIVE



Incident Record Number: 22 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Cannock Road	391941.945129734, 299653.474340447	A 0460	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Sudden braking	Following too close	Exceeding speed limit

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	32	30 - 39 years

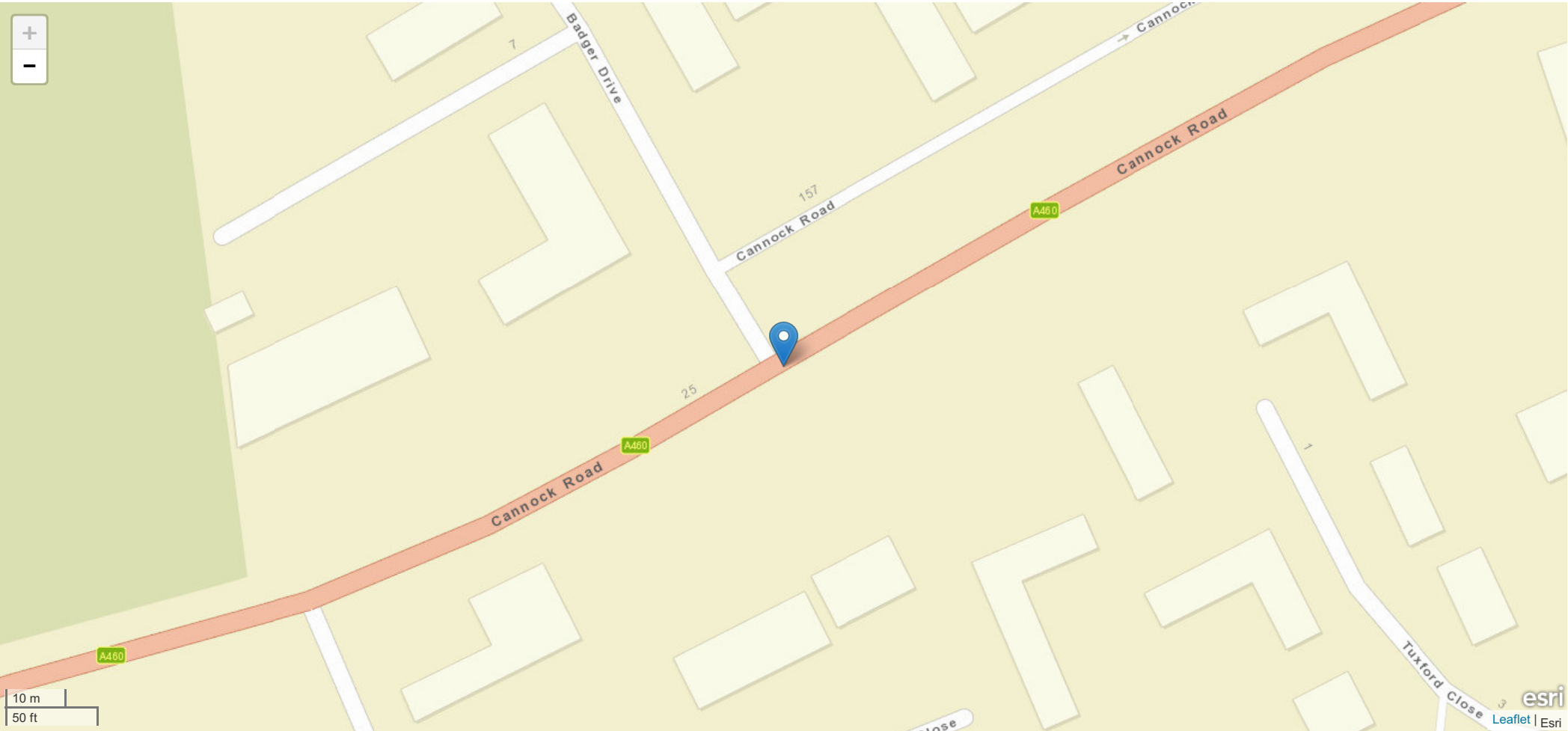
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	32	30 - 39 years	Car, No tow articulation	VAUXHALL, FRONTERA	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	NE SW
2	No Data Provided	Data missing or out of range	Taxi/Private hire car, No tow articulation	PEUGEOT, 307	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Back	Going ahead other	NE SW

Incident Record Number: 23 - Tuesday 14:55 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0092415	04/08/2015	14:55	Tuesday	3	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Cannock Road	BADGER DRIVE



Incident Record Number: 23 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Cannock Road	391933.015728562, 299649.005619605	A 0460	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	Stationary or parked vehicle(s)	Stationary or parked vehicle(s)

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	25	20 - 29 years

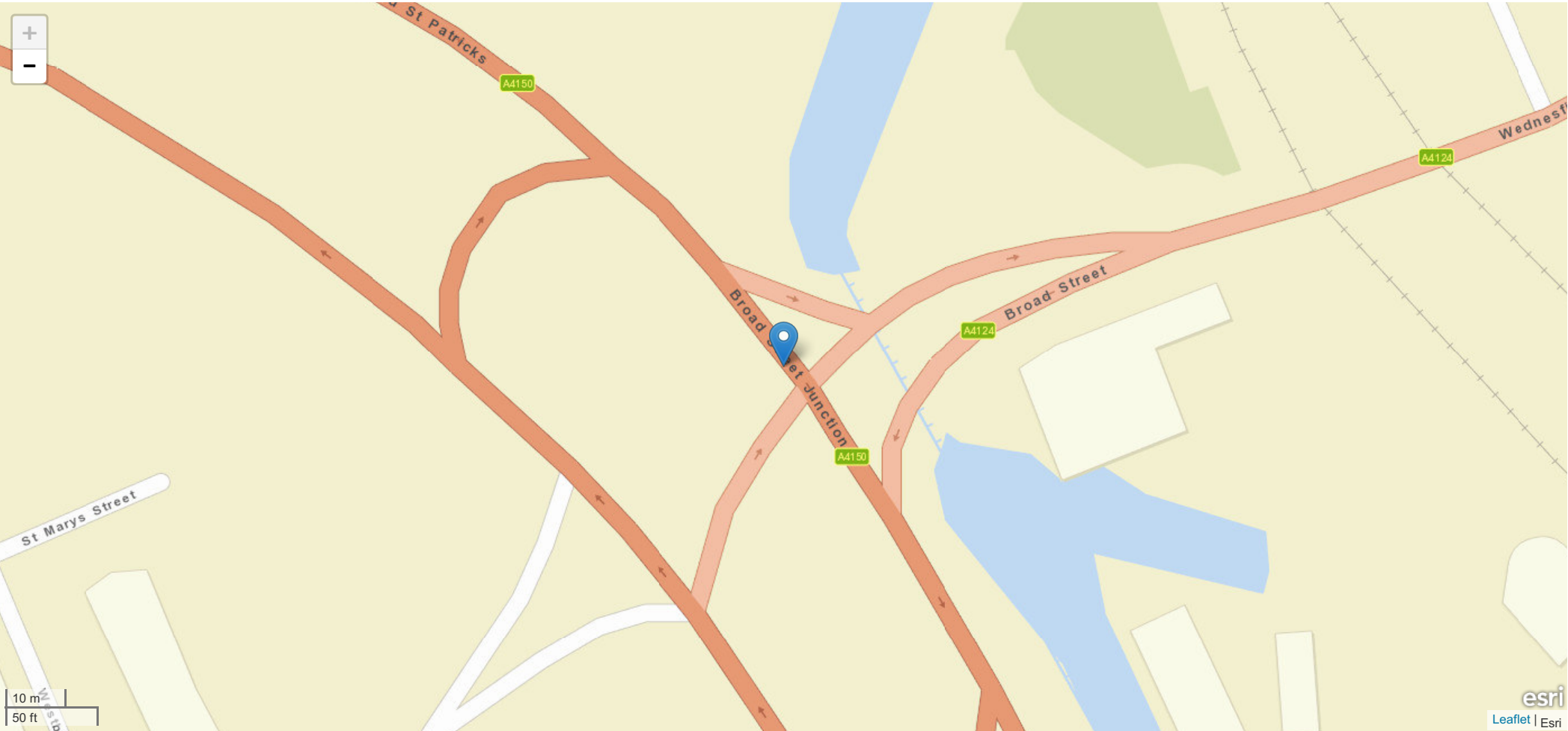
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	48	40 - 49 years	Car, No tow articulation	FORD, MONDEO	Not requested	None	On main c way - not in restricted lane	None	Nearside	Turning right	NE NW
2	25	20 - 29 years	Pedal cycle, No tow articulation	PEDAL CYCLE, No Data Provided	Not applicable	None	On main c way - not in restricted lane	None	Front	Overtaking nearside	SW NE
3	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, ZAFIRA	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Did not impact	Waiting to go held up	SW NE

Incident Record Number: 24 - Sunday 13:13 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G0115415	25/10/2015	13:13	Sunday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
Ring Road St Patricks	WEDNESFIELD ROAD AND RING ROAD ST DAVIDS



Incident Record Number: 24 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
Ring Road St Patricks	391776.458508374, 298963.731777202	A 4150	A 4124	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Other	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	37	30 - 39 years

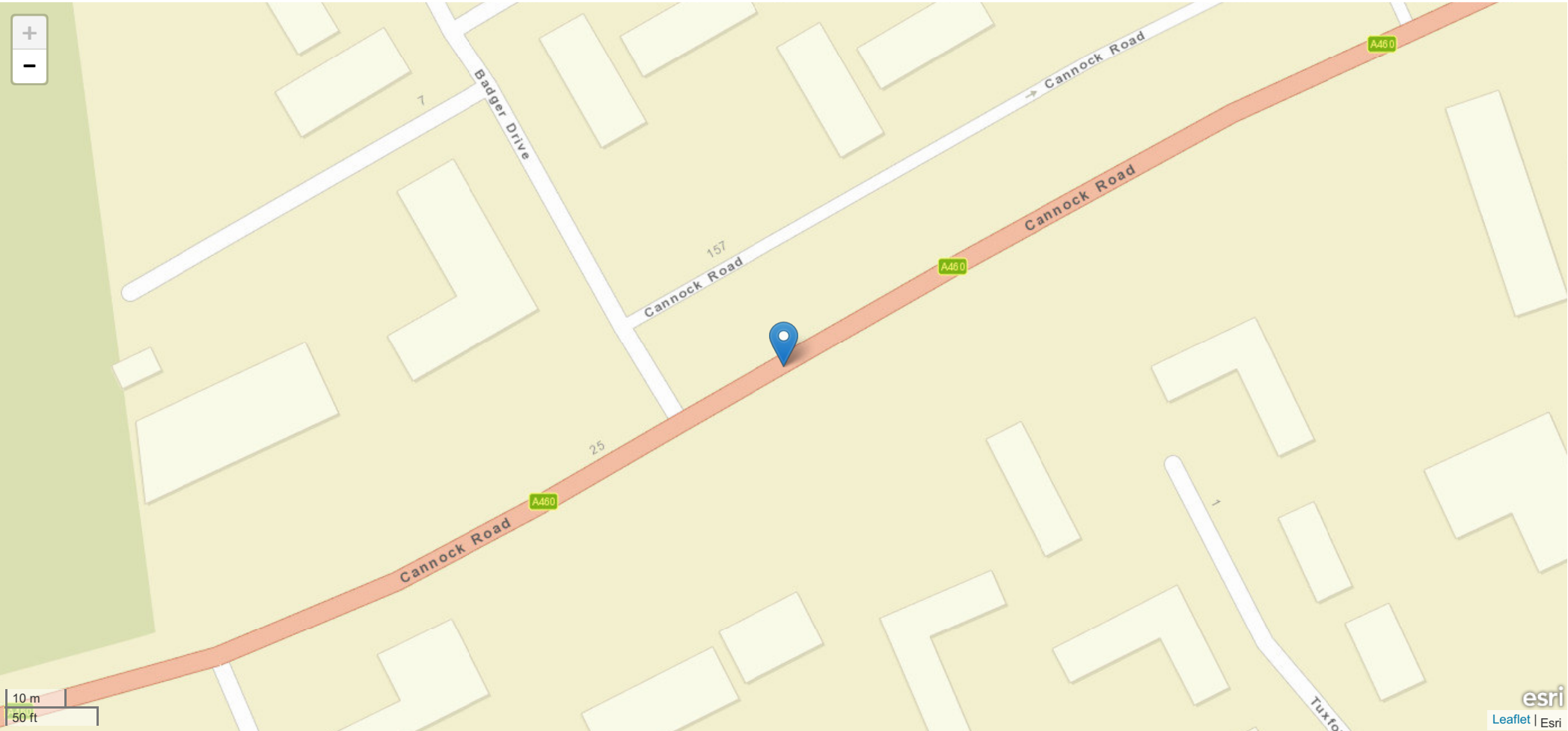
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	37	30 - 39 years	Car, No tow articulation	VAUXHALL, ASTRA	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Back	Slowing or stopping	NW SE
2	No Data Provided	Data missing or out of range	Car, No tow articulation	PEUGEOT, No Data Provided	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Slowing or stopping	NW SE

Incident Record Number: 25 - Tuesday 22:07 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G4202916	12/01/2016	22:07	Tuesday	2	3	Darkness - lights lit	Fine no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
CANNOCK RD	BADGER DRIVE



Incident Record Number: 25 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	3

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK RD	391948, 299658	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Slippery road (due to weather)	Failed to look properly (pedestrian)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	No Data Provided	Unknown
2	2	Driver or rider	Slight	No Data Provided	Unknown
3	1	Passenger	Slight	No Data Provided	Unknown

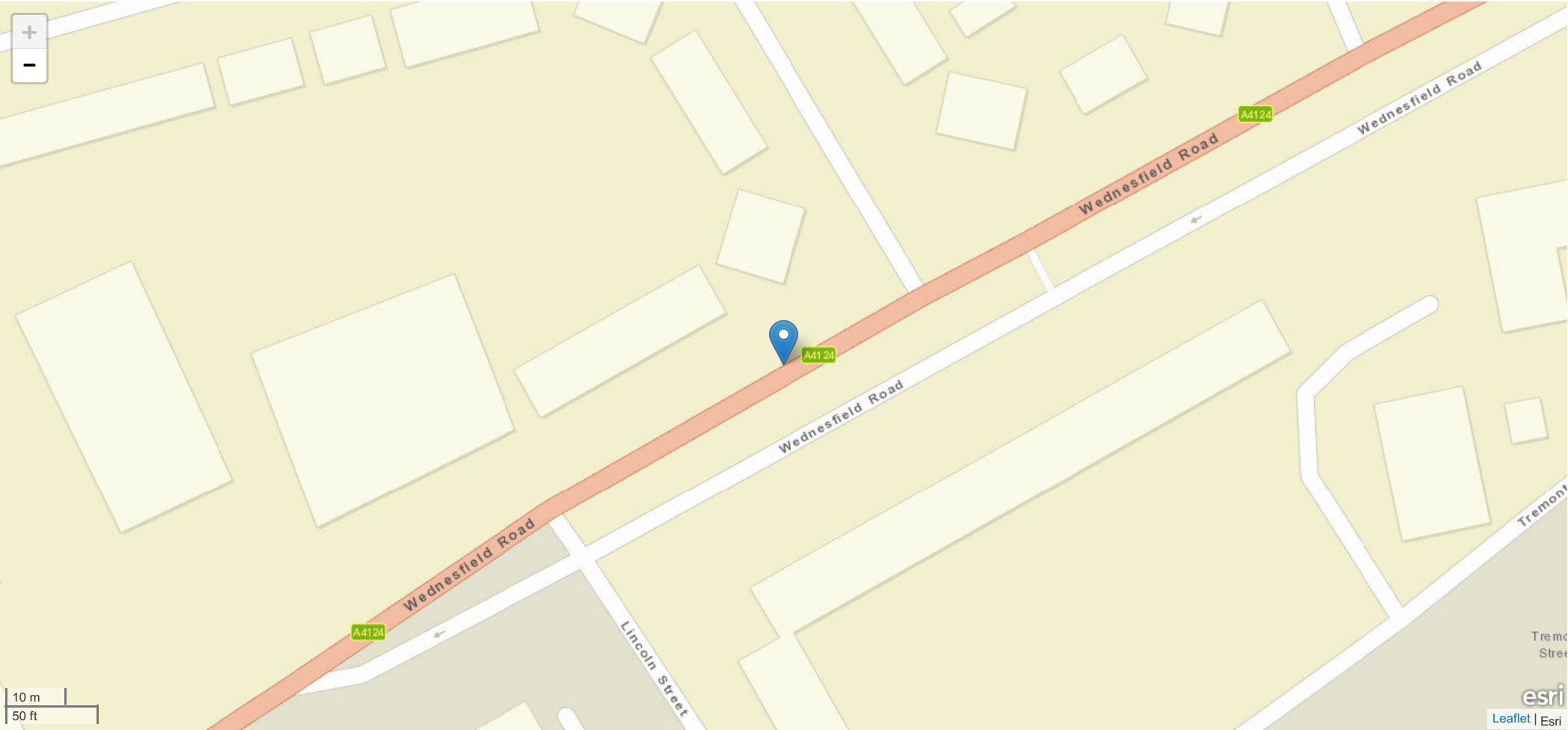
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	24	20 - 29 years	Car, No tow articulation	FORD, FOCUS GHIA TDCI	Not provided medical reasons	Skidded	On main c way - not in restricted lane	None	Front	Going ahead other	NE SW
2	No Data Provided	Data missing or out of range	Car, No tow articulation	TOYOTA, COROLLA VERSO T3 VVT	Not provided medical reasons	None	On main c way - not in restricted lane	None	Front	Going ahead other	SW NE

Incident Record Number: 26 - Monday 17:05 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G4379416	18/01/2016	17:05	Monday	1	1	Darkness - lights lit	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
WEDNESFIELD RD A4124	BURTON ROAD



Incident Record Number: 26 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD RD A4124	392360, 299171	A 4124	Unknown	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Careless or Reckless or In a hurry	Disobeyed automatic traffic signal	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	24	20 - 29 years

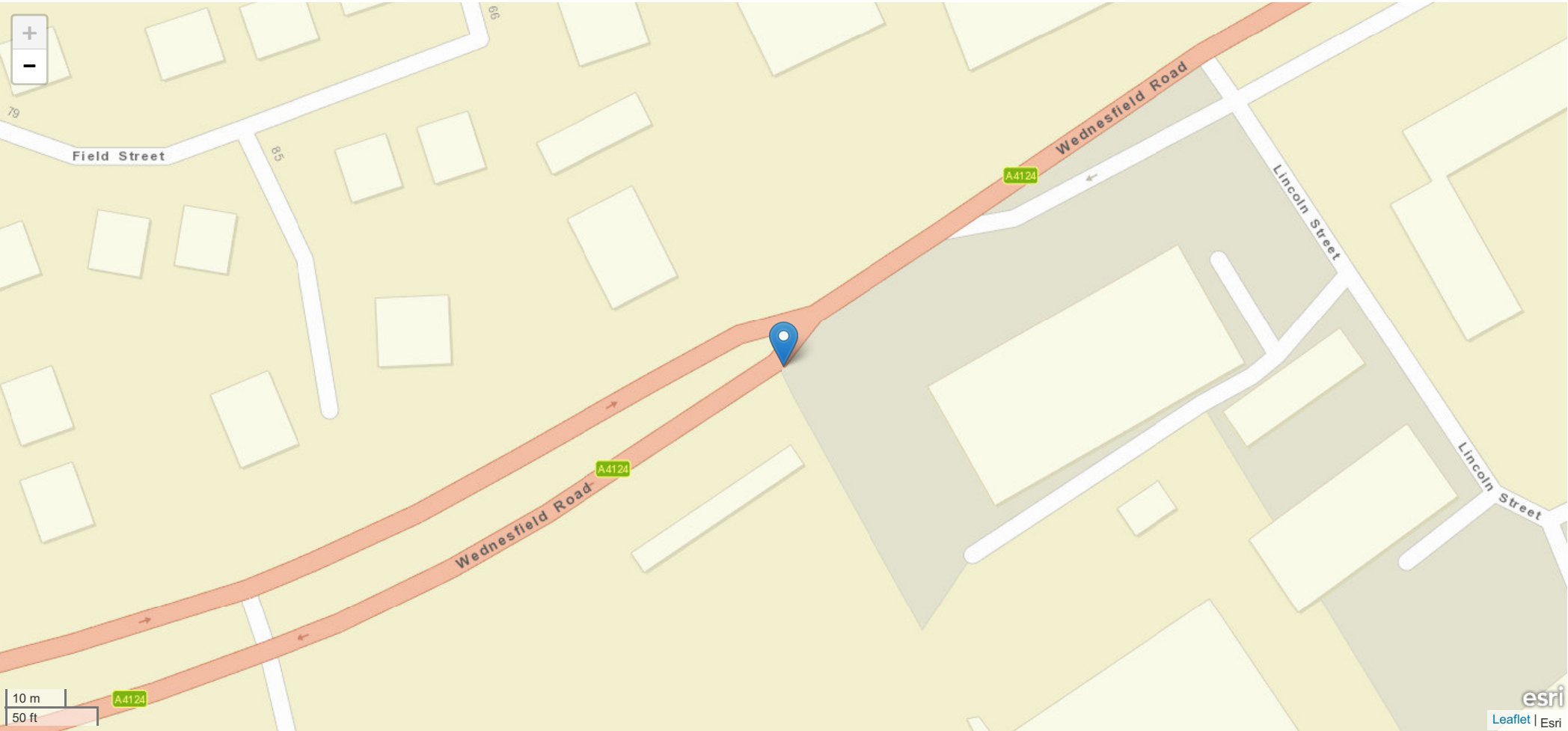
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	45	40 - 49 years	Car, No tow articulation	FORD, FIESTA LX	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	SW NE

Incident Record Number: 27 - Saturday 22:36 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G4472716	23/01/2016	22:36	Saturday	3	4	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
WEDNESFIELD RD A4124	100 M WEST OF JCT WITH SUN STREET



Incident Record Number: 27 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	4

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD RD A4124	392254, 299097	A 4124	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Disobeyed automatic traffic signal	Exceeding speed limit	Failed to look properly (pedestrian)

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	44	40 - 49 years
2	2	Driver or rider	Slight	39	30 - 39 years
3	1	Passenger	Slight	2	0 - 4 years
4	2	Passenger	Slight	46	40 - 49 years

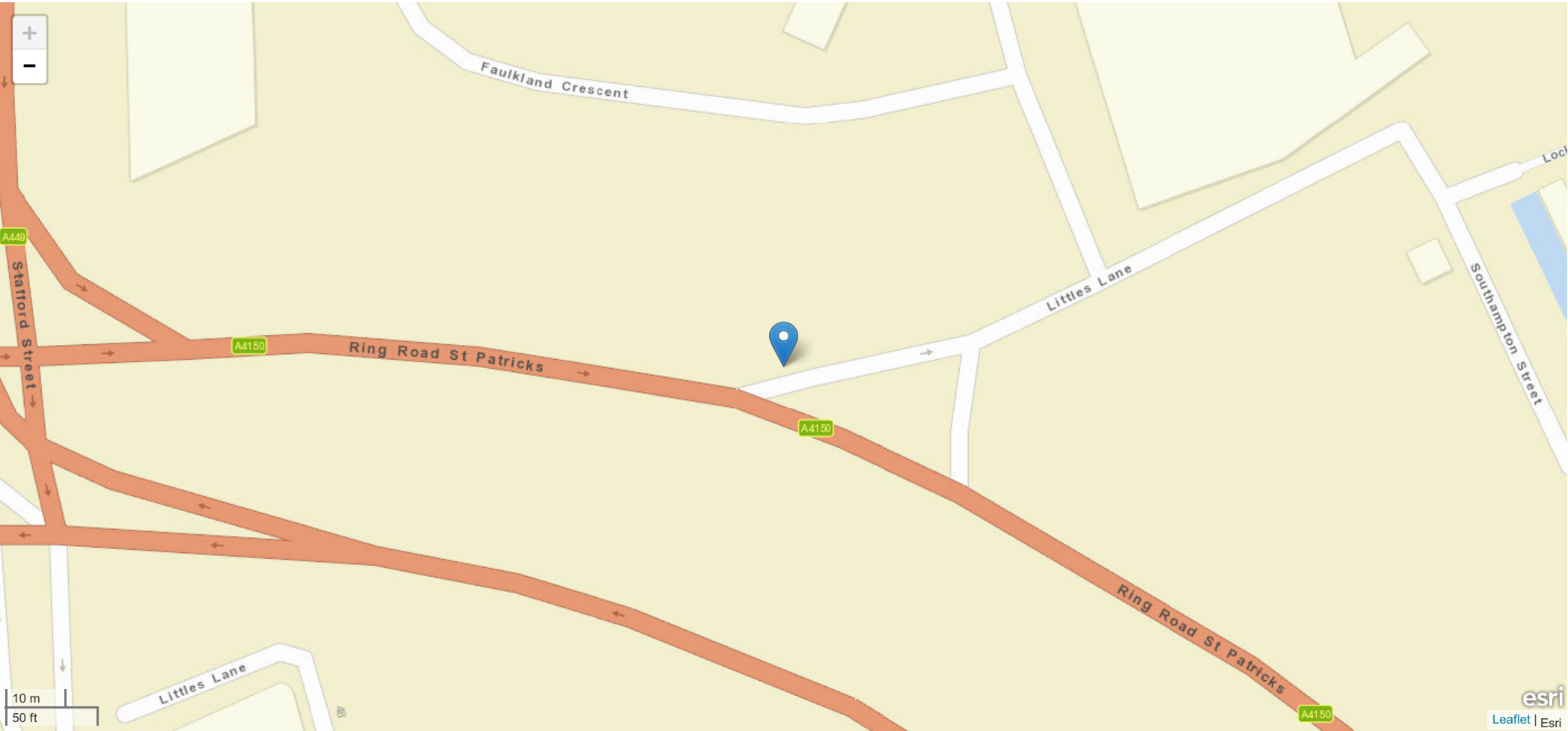
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	44	40 - 49 years	Car, No tow articulation	VAUXHALL, ASTRA ENERGY	Not provided medical reasons	None	On main c way - not in restricted lane	None	Front	Going ahead other	W E
2	39	30 - 39 years	Taxi/Private hire car, No tow articulation	PEUGEOT, EUROTAXI L	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	E W
3	78	70 - 79 years	Car, No tow articulation	VAUXHALL, ASTRA ELITE AUTO	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	E W

Incident Record Number: 28 - Monday 14:15 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G13791016	01/02/2016	14:15	Monday	2	1	Daylight	Fine no high winds	Slight	Data missing or out of range

Road Name 1	Road Name 2
LITTLES LANE	6 M RING RD A4150



Incident Record Number: 28 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
LITTLES LANE	391647, 299066	Unknown	A 4150	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Poor turn or manoeuvre	Failed to look properly (pedestrian)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	No Data Provided	Unknown

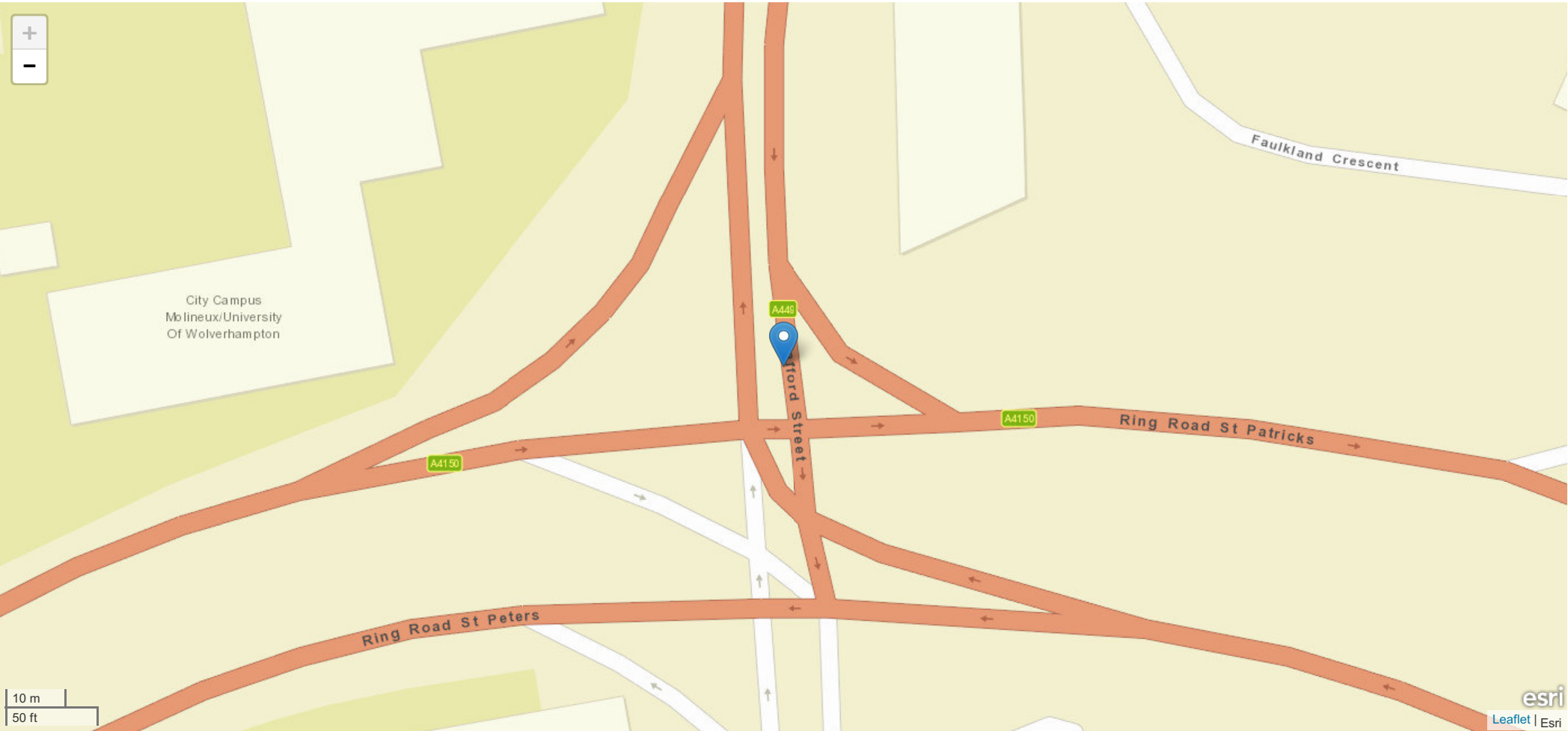
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	On main c way - not in restricted lane	None	Front	Going ahead other	N S
2	35	30 - 39 years	Goods vehicle - unknown weight, No tow articulation	DAF, TRUCK 6700	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Nearside	Turning left	NW NE

Incident Record Number: 29 - Thursday 08:30 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G5074816	18/02/2016	08:30	Thursday	3	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
STAFFORD ST A449	A4150



Incident Record Number: 29 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391522, 299078	A 449	A 4150	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	24	20 - 29 years

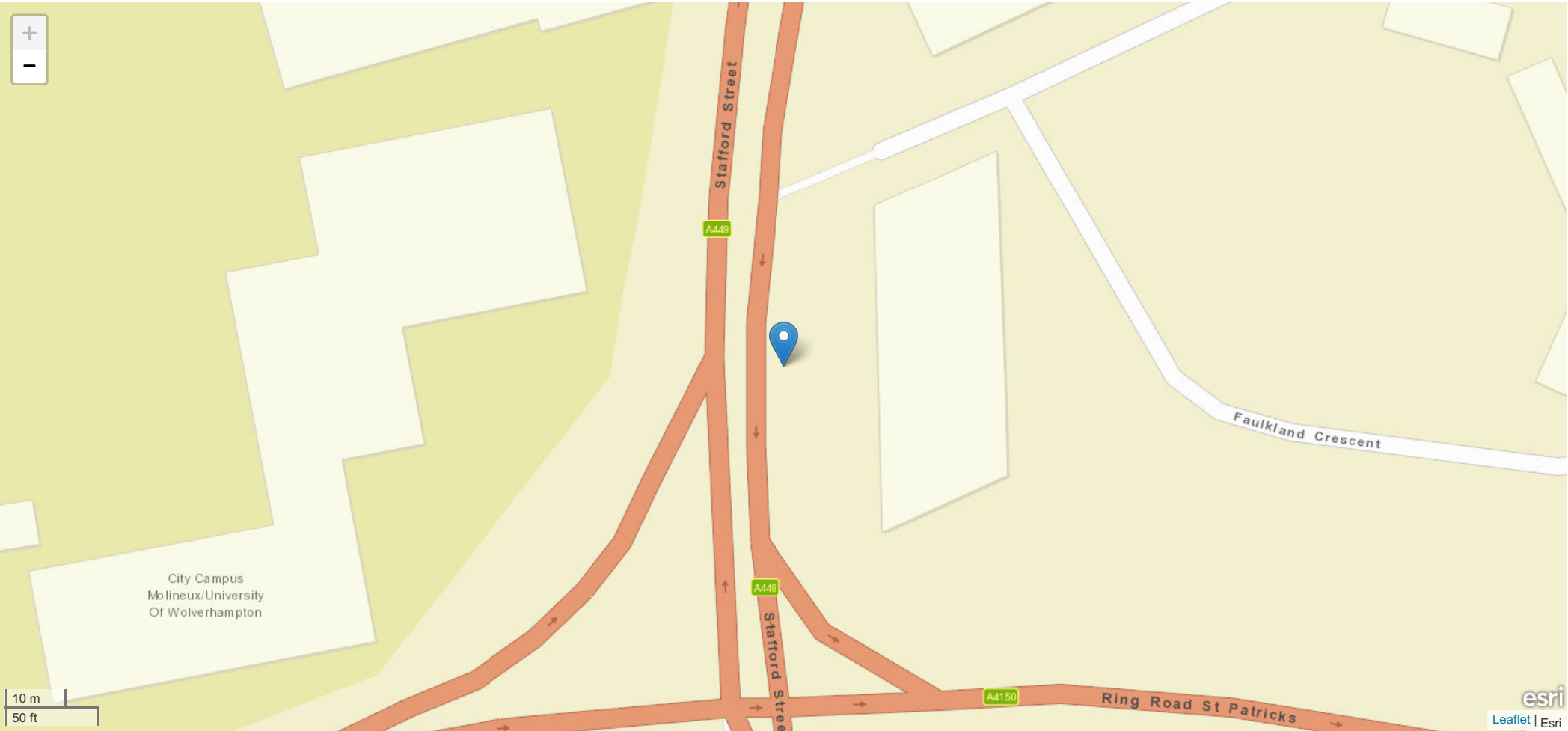
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, CORSA	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	N S
2	24	20 - 29 years	Car, No tow articulation	MERCEDES, A140 CLASSIC	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	N S
3	No Data Provided	Data missing or out of range	Car, No tow articulation	No Data Provided, No Data Provided	Not requested	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	N S

Incident Record Number: 30 - Friday 19:10 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G5176116	04/03/2016	19:10	Friday	2	1	Darkness - lights lit	Fine no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
STAFFORD ST A449	RING RD ST PETERS A4150



Incident Record Number: 30 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391525, 299123	A 449	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Impaired by alcohol	Illegal turn or direction of travel	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	20	20 - 29 years

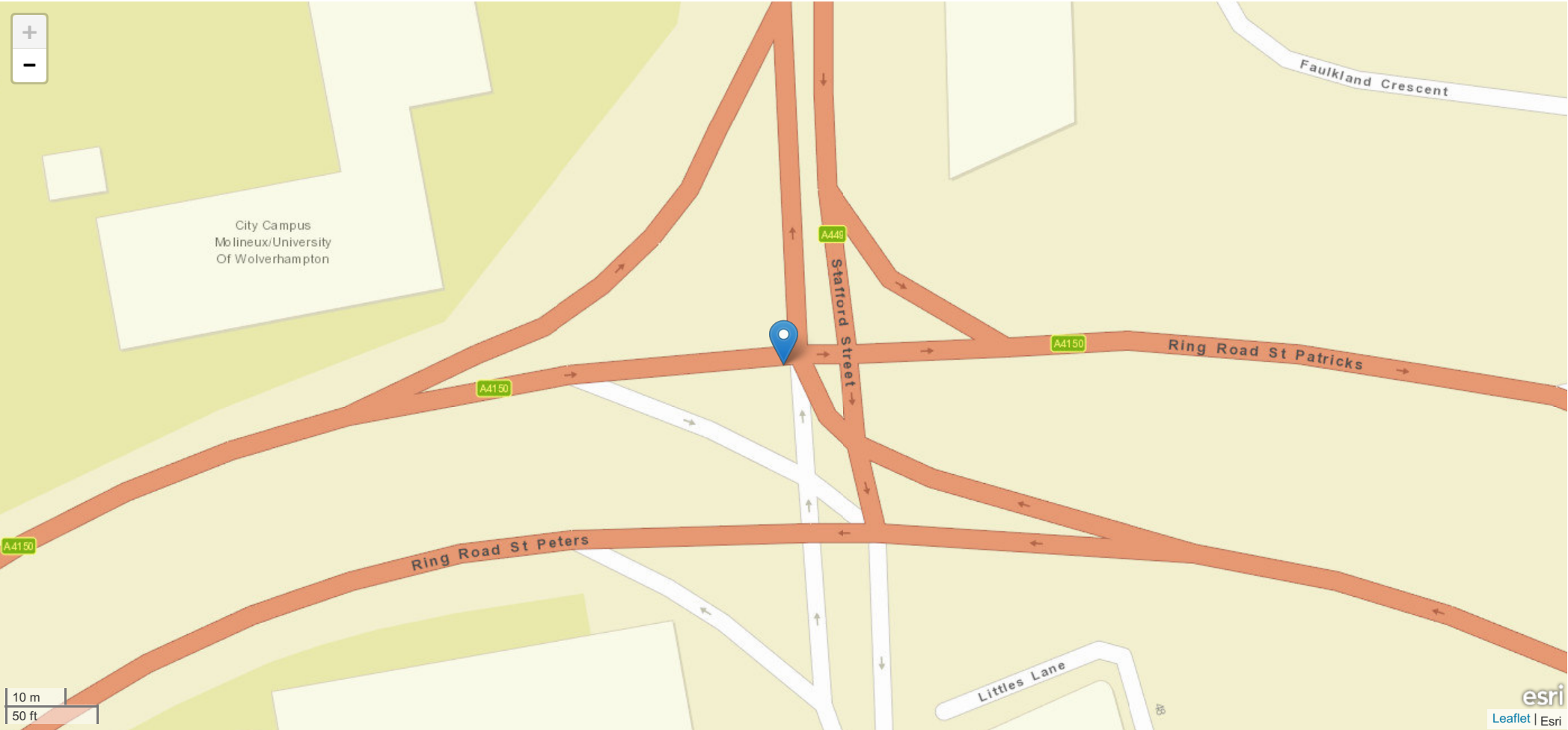
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	20	20 - 29 years	Car, No tow articulation	RENAULT, CLIO DYNAM BILLABONG	Negative	None	On main c way - not in restricted lane	None	Nearside	Waiting to go held up	N S
2	62	60 - 69 years	Car, No tow articulation	AUDI, A8L SE TDI QUATTRO A	Positive	None	Bus lane	None	Nearside	Going ahead other	S N

Incident Record Number: 31 - Wednesday 08:35 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G5492916	16/03/2016	08:35	Wednesday	3	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
RING RD ST. PATRICKS	STAFFORD STREET



Incident Record Number: 31 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING RD ST. PATRICKS	391514, 299066	Unknown	Unknown	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Following too close	Following too close	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	40	40 - 49 years

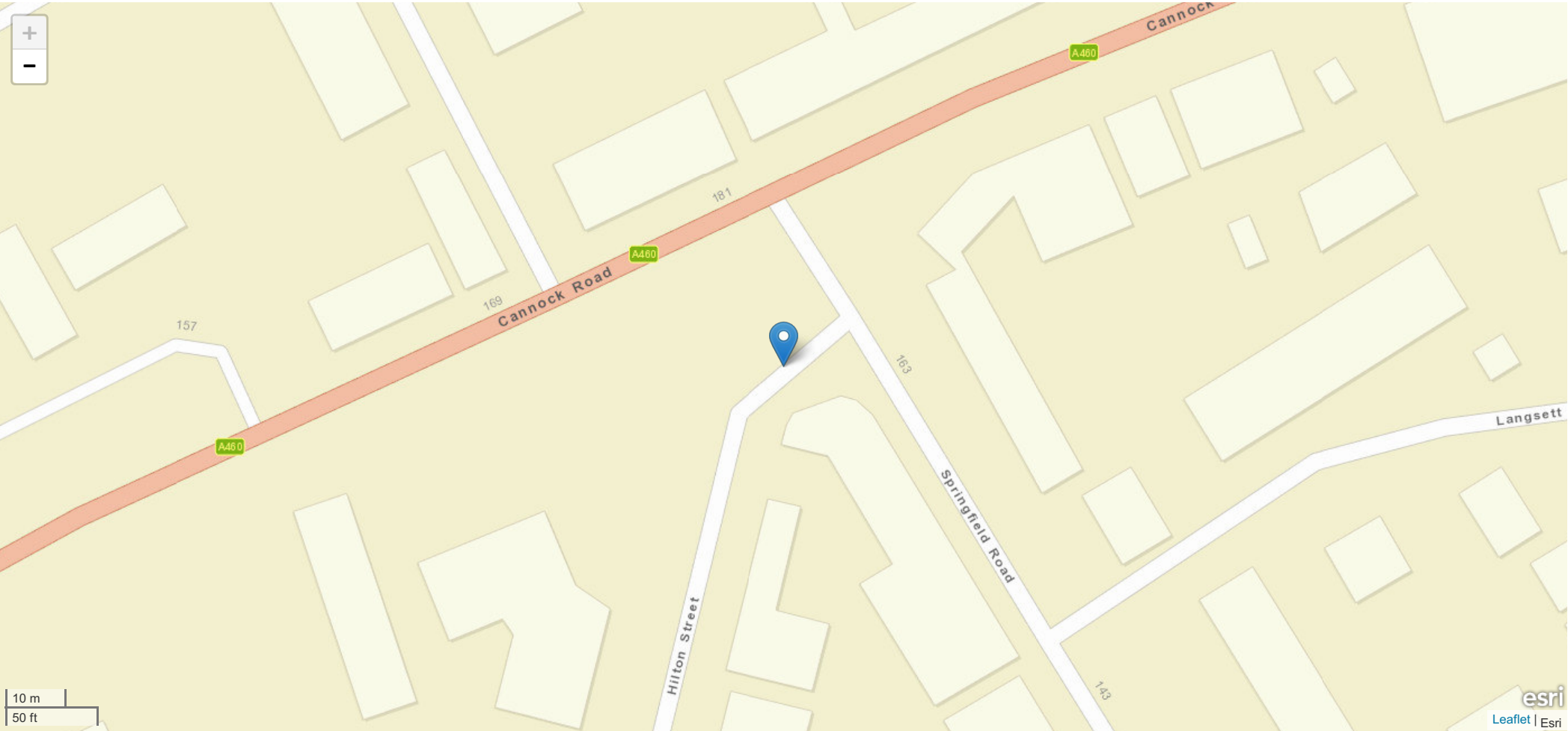
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	36	30 - 39 years	Car, No tow articulation	RENAULT, MEGANE DYNAMIQUE DCI	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	W E
2	40	40 - 49 years	Car, No tow articulation	VAUXHALL, VECTRA EXCLUSIV CDTI	Negative	None	On main c way - not in restricted lane	None	Back	Slowing or stopping	W E
3	57	50 - 59 years	Car, No tow articulation	TOYOTA, HILUX 4WD	Negative	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	W E

Incident Record Number: 32 - Monday 08:16 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G5538916	21/03/2016	08:16	Monday	1	1	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
HILTON ST	SPRINGFIELD ROAD



Incident Record Number: 32 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
HILTON ST	392135, 299723	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Dazzling sun	Failed to look properly (pedestrian)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	85	80+ years

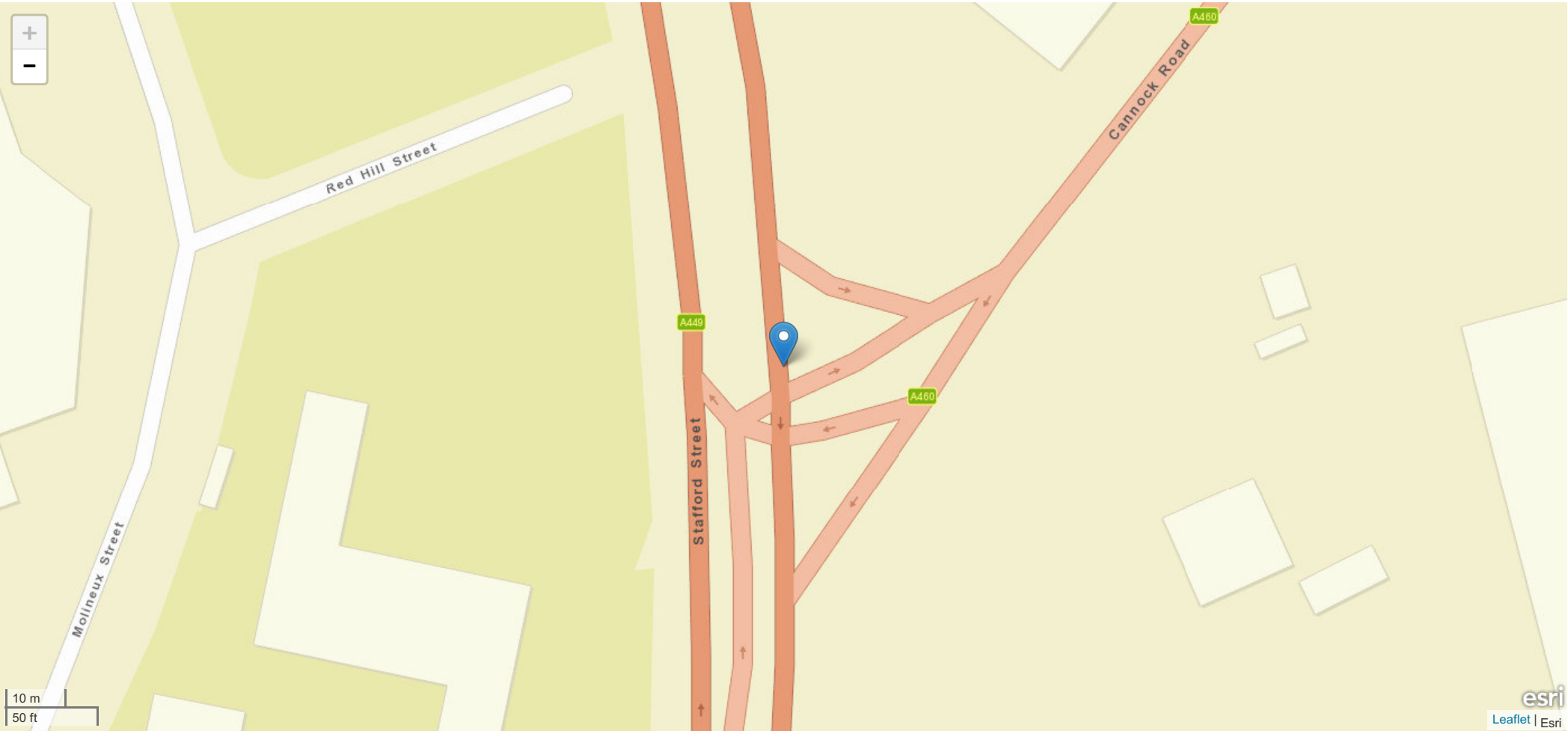
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	35	30 - 39 years	Car, No tow articulation	CITROEN, XSARA PICASSO SX 8V	Not requested	None	On main c way - not in restricted lane	None	Front	Slowing or stopping	SW NE

Incident Record Number: 33 - Friday 15:20 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G6049816	08/04/2016	15:20	Friday	1	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
STAFFORD ST	CANNOCK ROAD



Incident Record Number: 33 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST	391552, 299404	Unknown	Unknown	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Stationary or parked vehicle(s)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	No Data Provided	Unknown

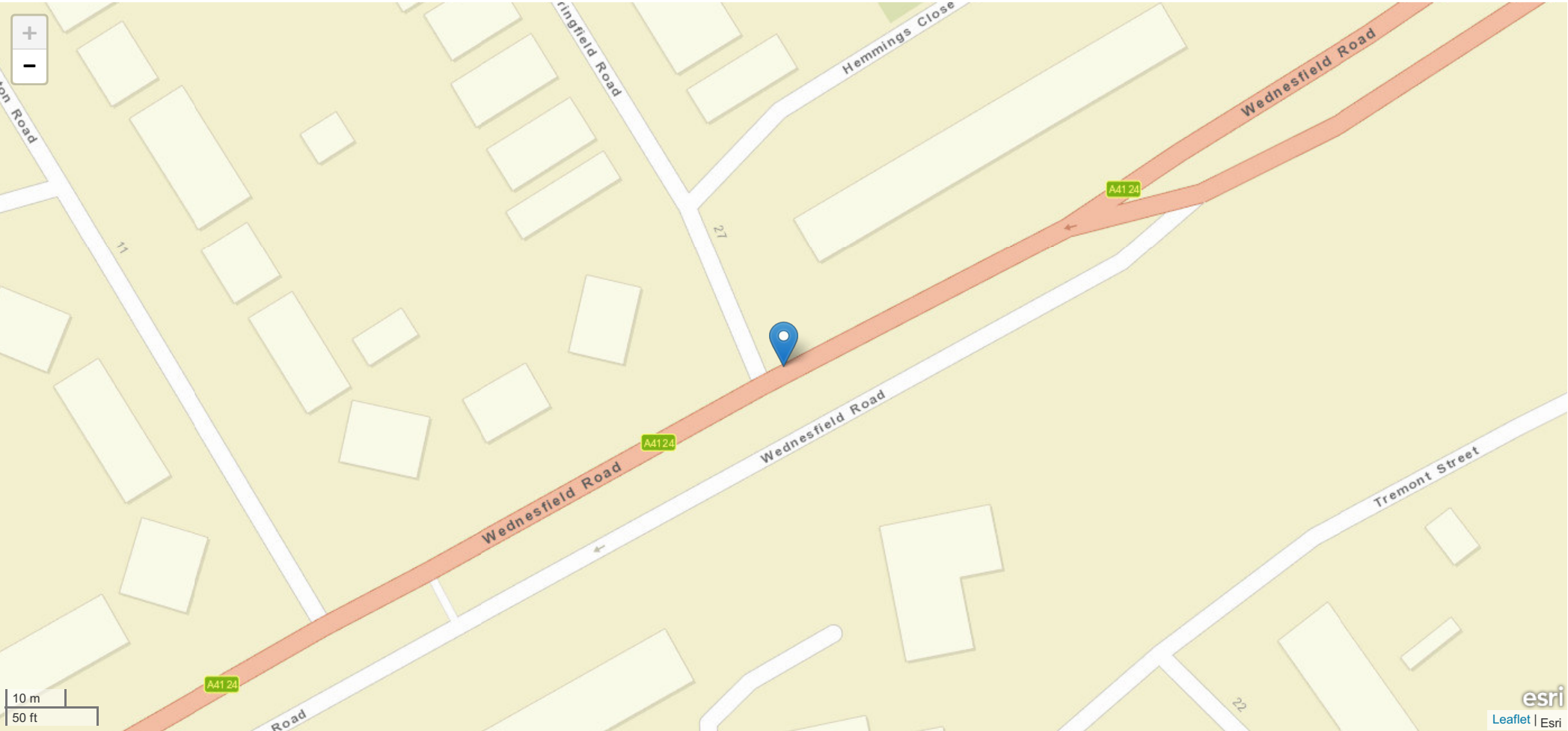
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	39	30 - 39 years	Car, No tow articulation	BMW, 3 SERIES	Not requested	None	On main c way - not in restricted lane	None	Nearside	Slowing or stopping	N S

Incident Record Number: 34 - Wednesday 18:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G6339016	20/04/2016	18:00	Wednesday	2	1	Daylight	Other	Slight	Dry

Road Name 1	Road Name 2
WEDNESFIELD RD	SPRINGFIELD ROAD



Incident Record Number: 34 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD RD	392457, 299224	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Sudden braking	Distraction in vehicle	Dazzling sun

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	35	30 - 39 years

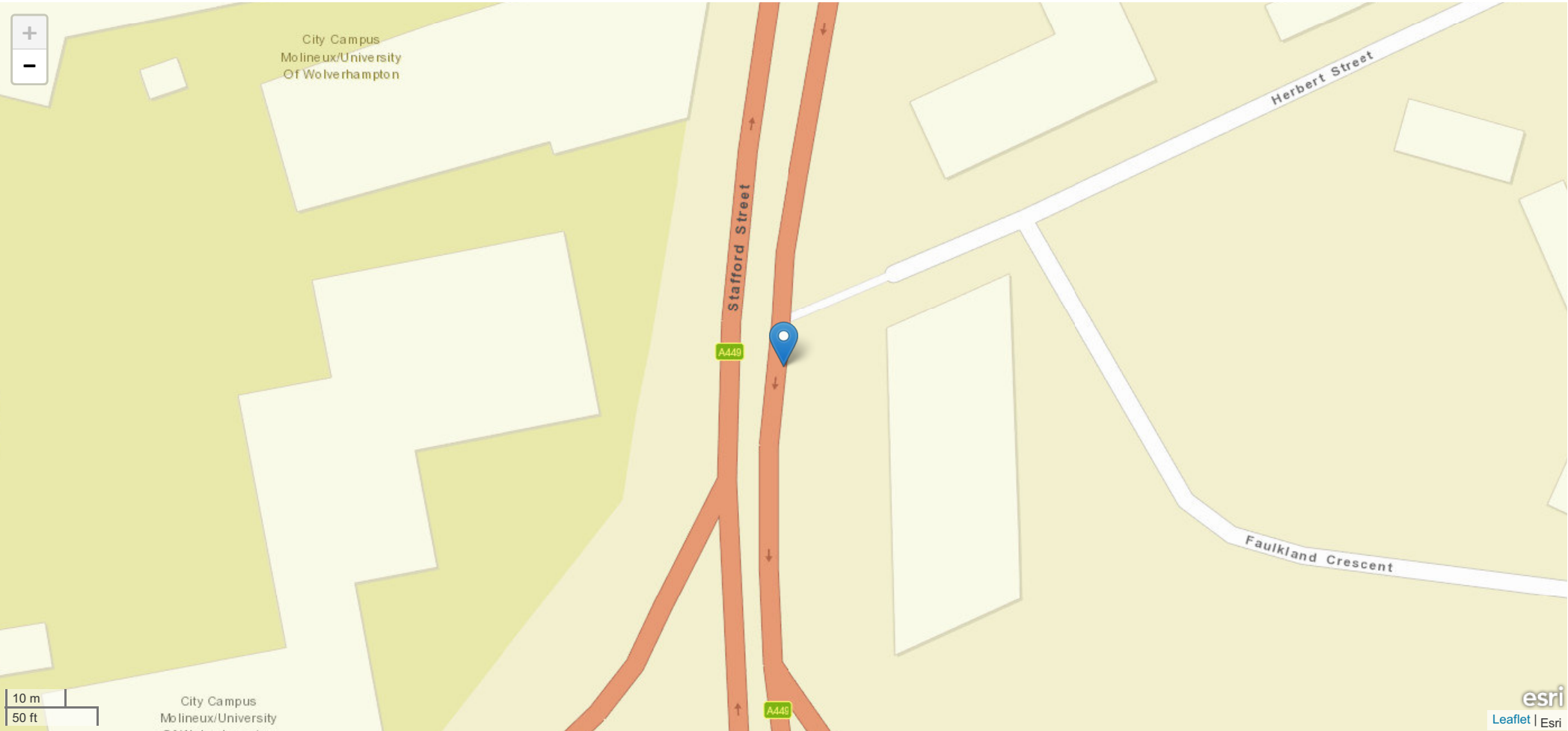
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	SUZUKI, SWIFT SZ3	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Going ahead other	S N
2	35	30 - 39 years	Car, No tow articulation	VOLKSWAGEN, GOLF GT TDI	Not requested	None	On main c way - not in restricted lane	None	Back	Going ahead other	S N

Incident Record Number: 35 - Monday 16:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G11315216	26/09/2016	16:00	Monday	1	1	Daylight	Unknown	Slight	Data missing or out of range

Road Name 1	Road Name 2
STAFFORD ST A449	No Data Provided



Incident Record Number: 35 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391523, 299143	A 449	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	29	20 - 29 years

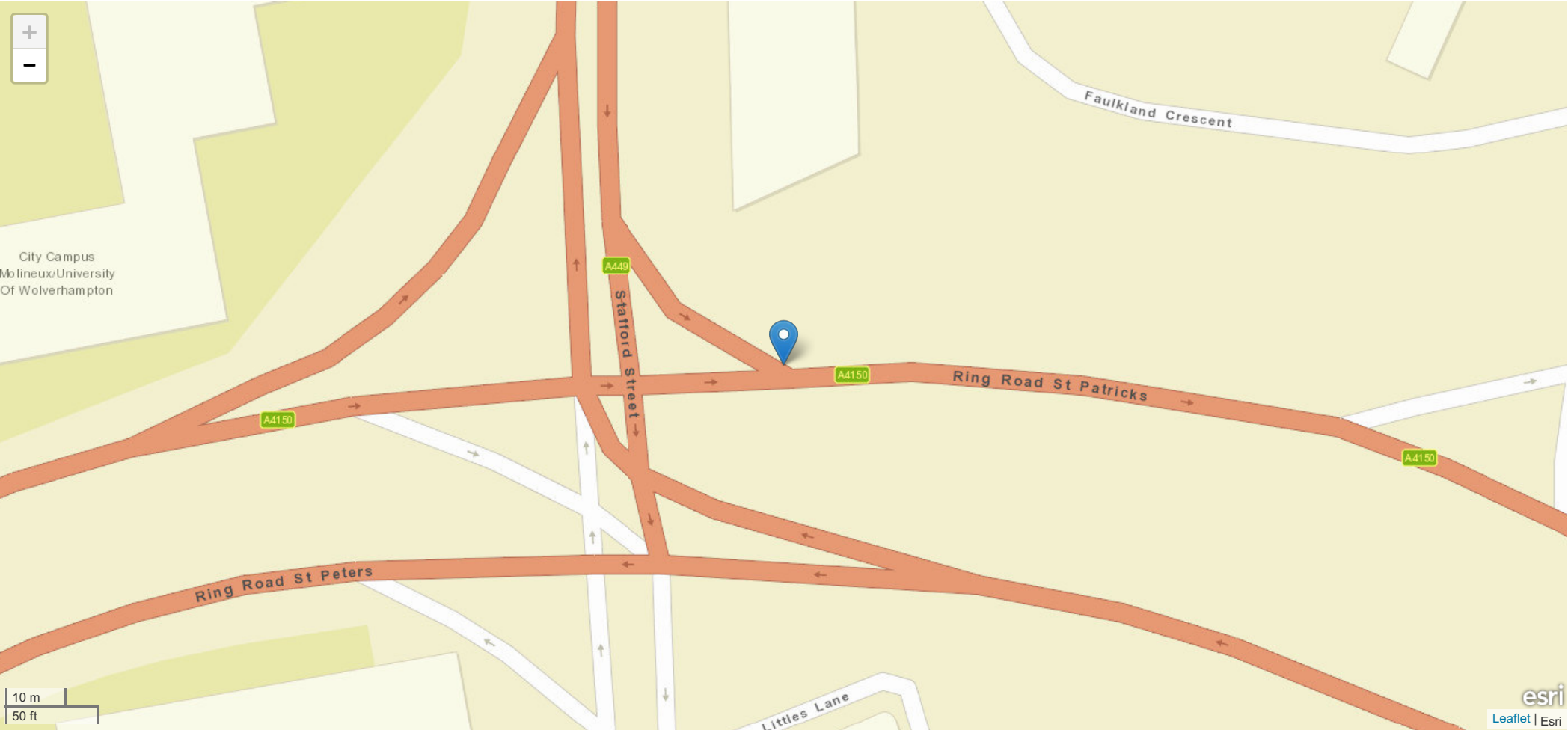
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	No Data Provided, No Data Provided	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Did not impact	Going ahead other	N S

Incident Record Number: 36 - Thursday 16:30 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G13203516	27/10/2016	16:30	Thursday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
RING RD CITY CENTRE A4150	STAFFORD ST A449



Incident Record Number: 36 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING RD CITY CENTRE A4150	391549, 299071	A 4150	A 449	Slip road	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	10	8 - 11 years

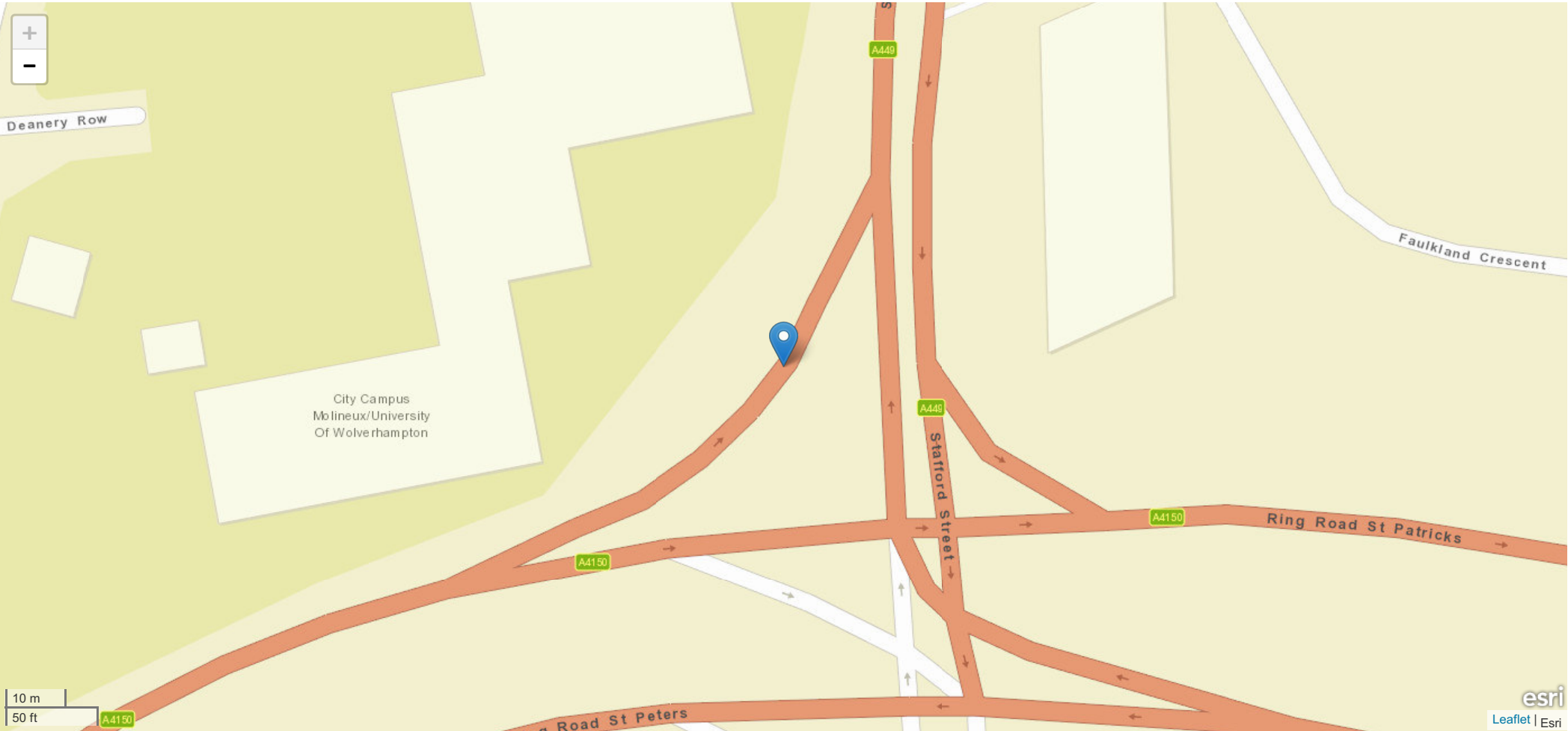
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	42	40 - 49 years	Car, No tow articulation	FORD, FIESTA	Driver not contacted at time of accident	Skidded	On main c way - not in restricted lane	None	Did not impact	Going ahead other	99
2	No Data Provided	Data missing or out of range	Car, No tow articulation	FIAT, PUNTO 55 S	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Did not impact	Going ahead other	99

Incident Record Number: 37 - Tuesday 13:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G12680616	08/11/2016	13:00	Tuesday	1	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
RING RD ST PETERS A4150	STAFFORD ST A449



Incident Record Number: 37 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING RD ST PETERS A4150	391498, 299094	A 4150	A 449	Slip road	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly	Failed to judge vehicles path or speed	Wrong use of pedestrian crossing facility

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	18	16 - 19 years

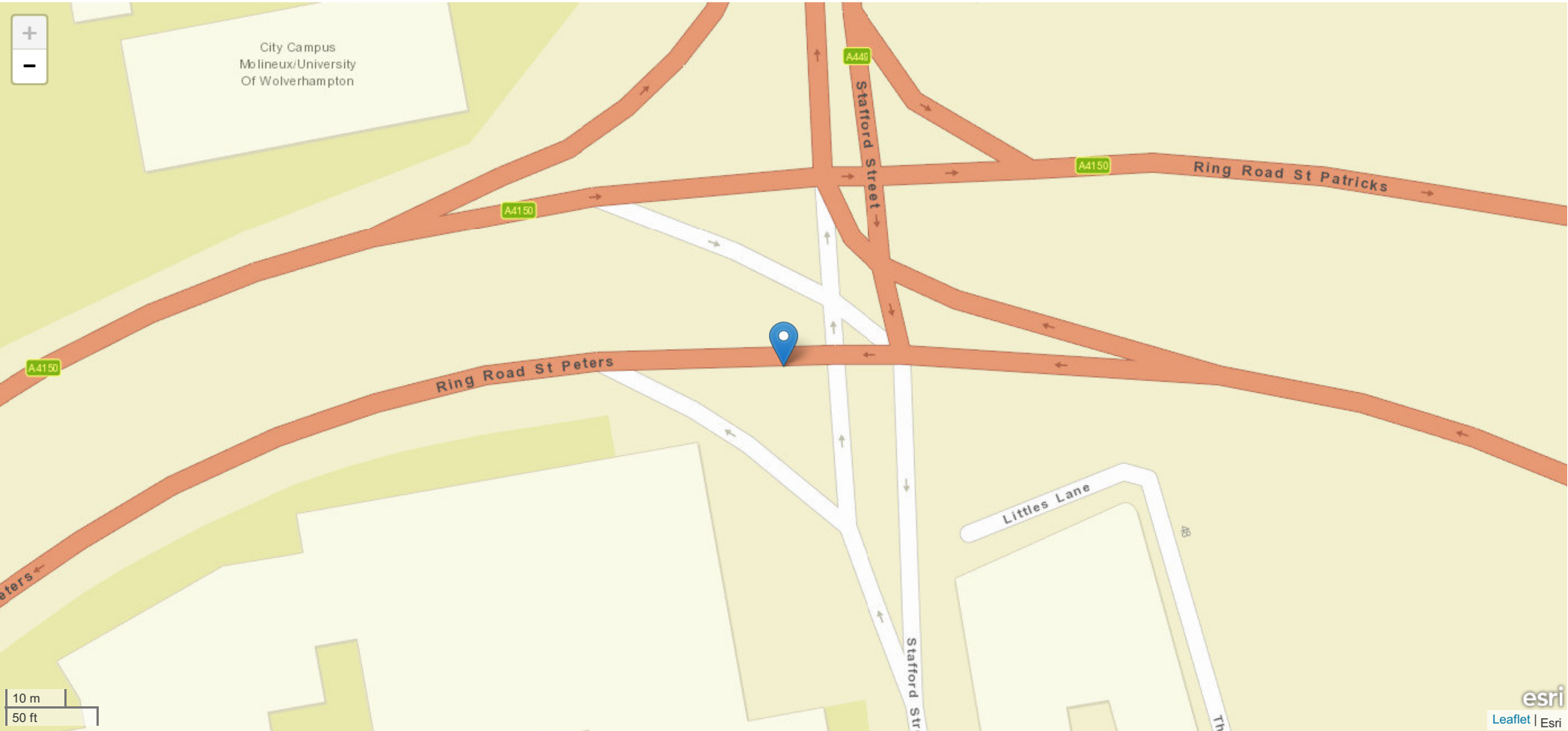
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	54	50 - 59 years	Car, No tow articulation	FORD, FIESTA	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	SW N

Incident Record Number: 38 - Thursday 18:14 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G13250816	10/11/2016	18:14	Thursday	2	1	Darkness - lights lit	Fine no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
RING RD SAINT PETERS A4150	STAFFORD ST



Incident Record Number: 38 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING RD SAINT PETERS A4150	391510, 299037	A 4150	Unknown	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	20	20 - 29 years

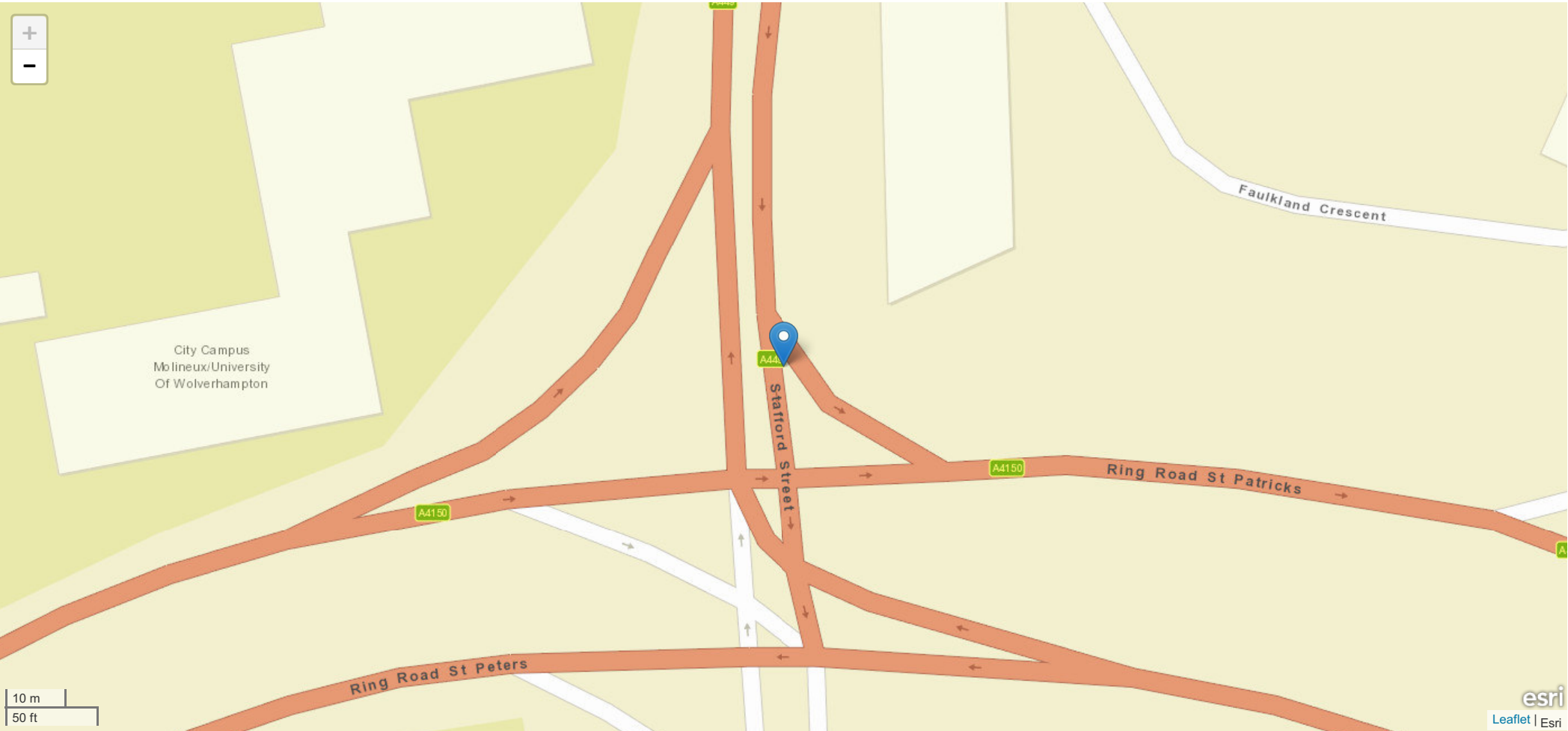
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	49	40 - 49 years	Car, No tow articulation	MAN/VW, No Data Provided	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	E W
2	20	20 - 29 years	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	On main c way - not in restricted lane	None	Front	Going ahead other	S N

Incident Record Number: 39 - Friday 20:30 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G13711616	25/11/2016	20:30	Friday	2	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
STAFFORD ST RING RD A449	RING RD ST PATRICKS A4150



Incident Record Number: 39 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST RING RD A449	391524, 299086	A 449	A 4150	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Aggressive driving	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	38	30 - 39 years

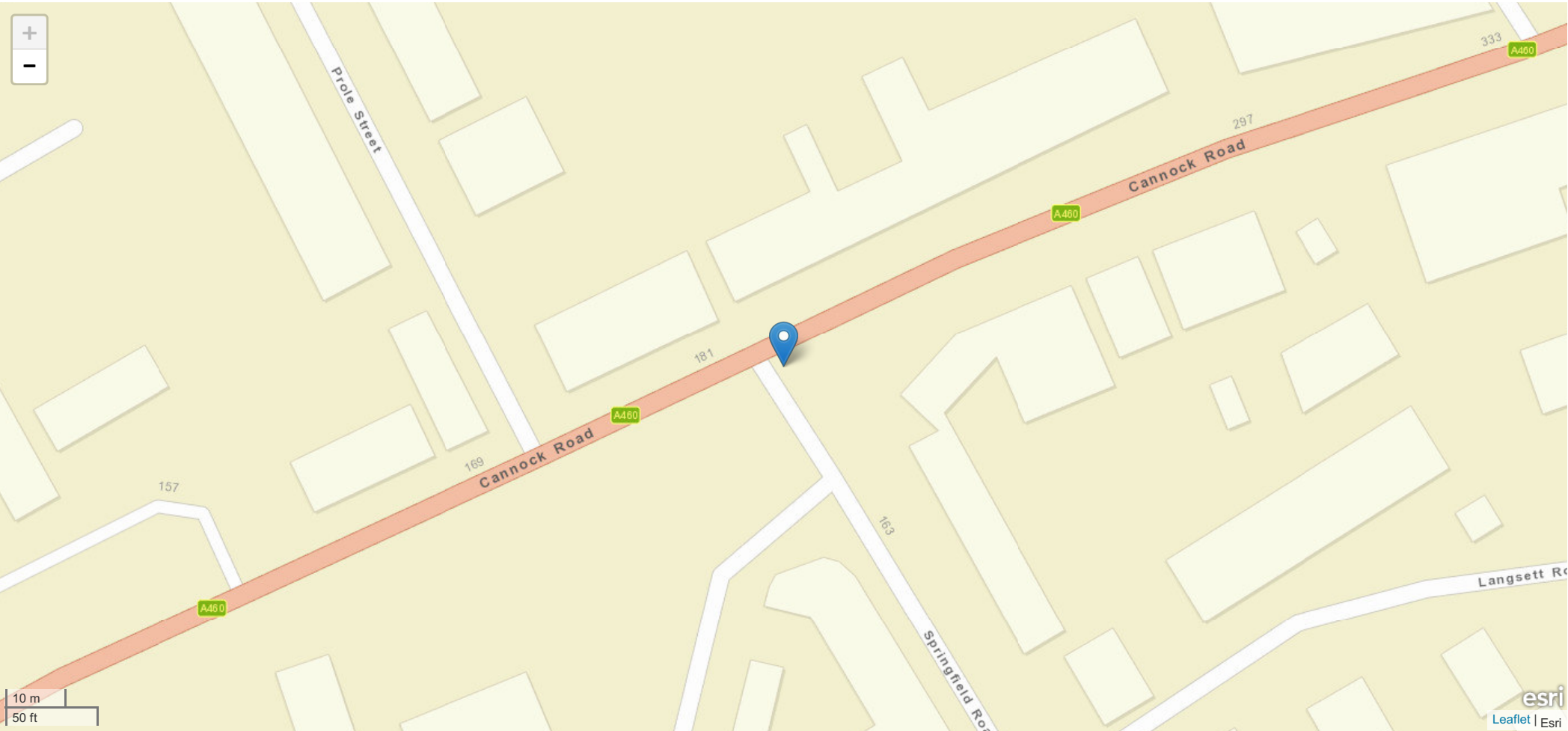
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	SEAT, ALTEA REFERENCE	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	N S
2	38	30 - 39 years	Car, No tow articulation	VAUXHALL, ASTRA	Not requested	None	On main c way - not in restricted lane	None	Did not impact	Going ahead other	N S

Incident Record Number: 40 - Thursday 08:52 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G14171216	08/12/2016	08:52	Thursday	2	1	Daylight	Unknown	Slight	Data missing or out of range

Road Name 1	Road Name 2
CANNOCK RD A460	SPRINGFIELD RD



Incident Record Number: 40 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK RD A460	392138, 299749	A 460	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	67	60 - 69 years

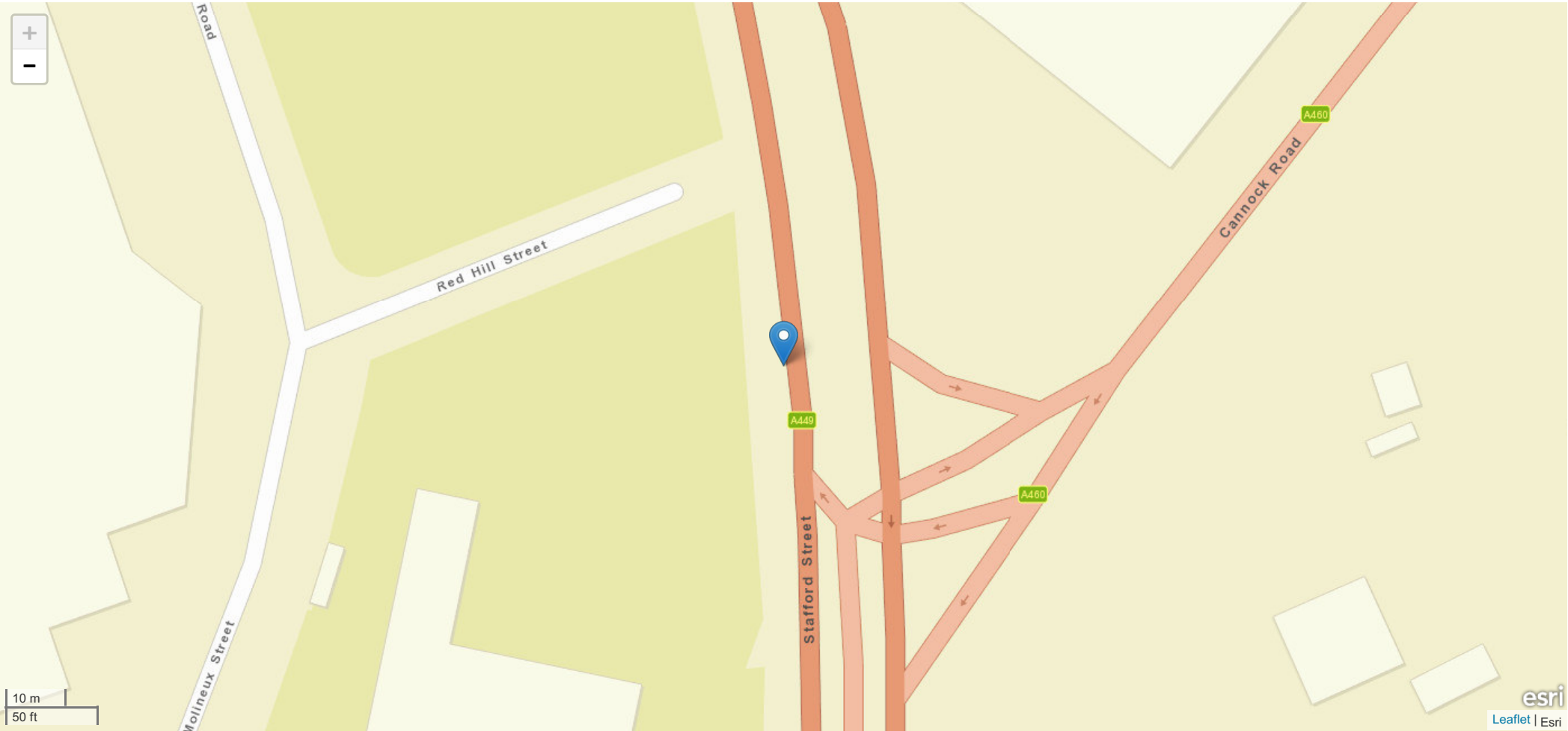
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	39	30 - 39 years	Goods vehicle - unknown weight, No tow articulation	MAN, No Data Provided	Negative	None	On main c way - not in restricted lane	None	Front	Turning right	SE NE
2	67	60 - 69 years	Goods vehicle - unknown weight, No tow articulation	VOLKSWAGEN, TRANSPORTER	Negative	None	On main c way - not in restricted lane	None	Nearside	Going ahead other	NE SW

Incident Record Number: 41 - Friday 08:35 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G14424816	16/12/2016	08:35	Friday	2	1	Daylight	Fine no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
STAFFORD ST A449	CANNOCK RD A460



Incident Record Number: 41 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391534, 299420	A 449	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Slippery road (due to weather)	Sudden braking	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	No Data Provided	Unknown

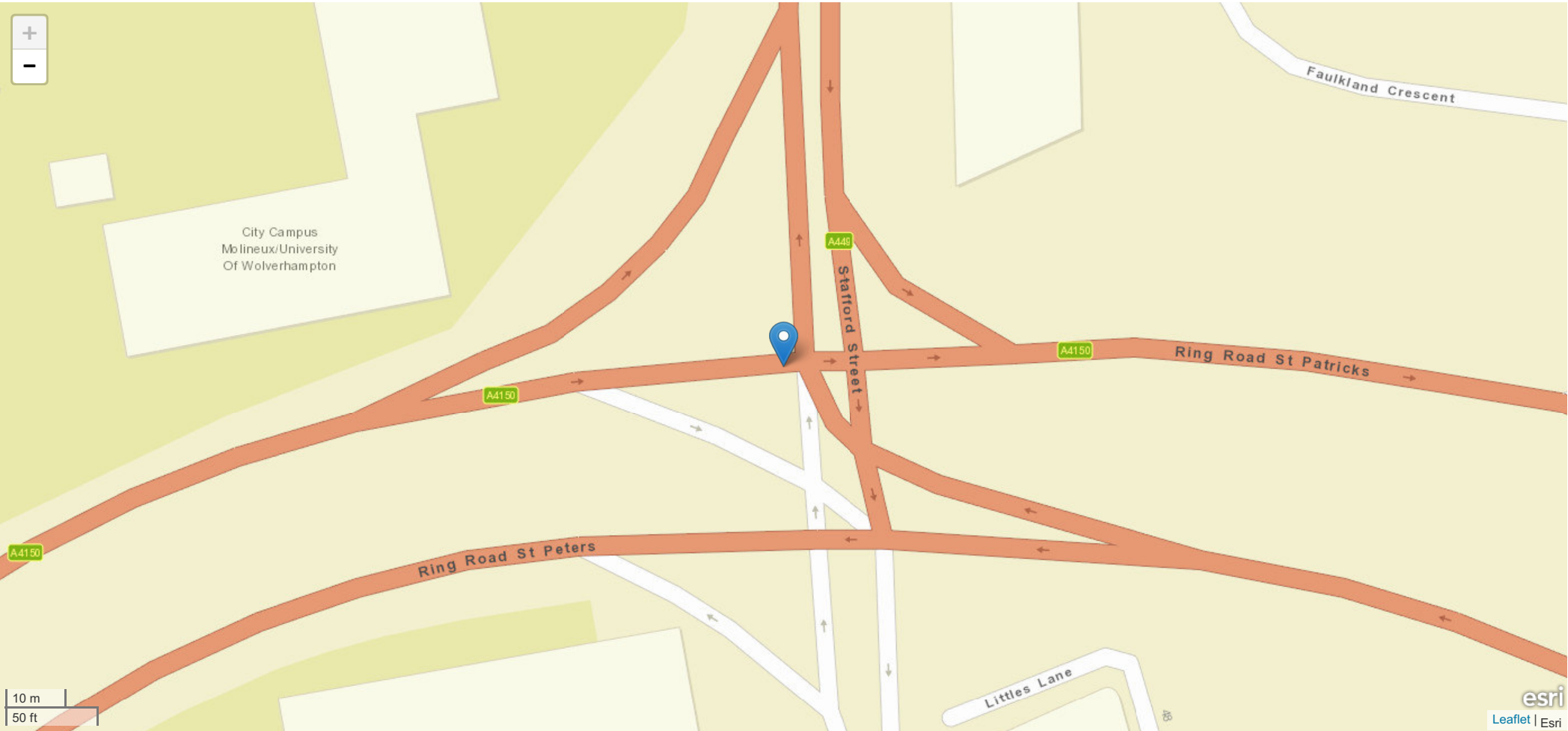
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	20	20 - 29 years	Car, No tow articulation	VOLKSWAGEN, GOLF	Not requested	Skidded	On main c way - not in restricted lane	None	Front	Going ahead other	S N
2	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, INSIGNIA ELITE NAV	Not requested	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	S N

Incident Record Number: 42 - Tuesday 13:52 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G14671016	27/12/2016	13:52	Tuesday	2	2	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
STAFFORD ST A449	RING RD SAINT PETERS A4150



Incident Record Number: 42 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391513, 299067	A 449	A 4150	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Careless or Reckless or In a hurry	Failed to look properly (pedestrian)	Disobeyed automatic traffic signal

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	39	30 - 39 years
2	2	Passenger	Slight	32	30 - 39 years

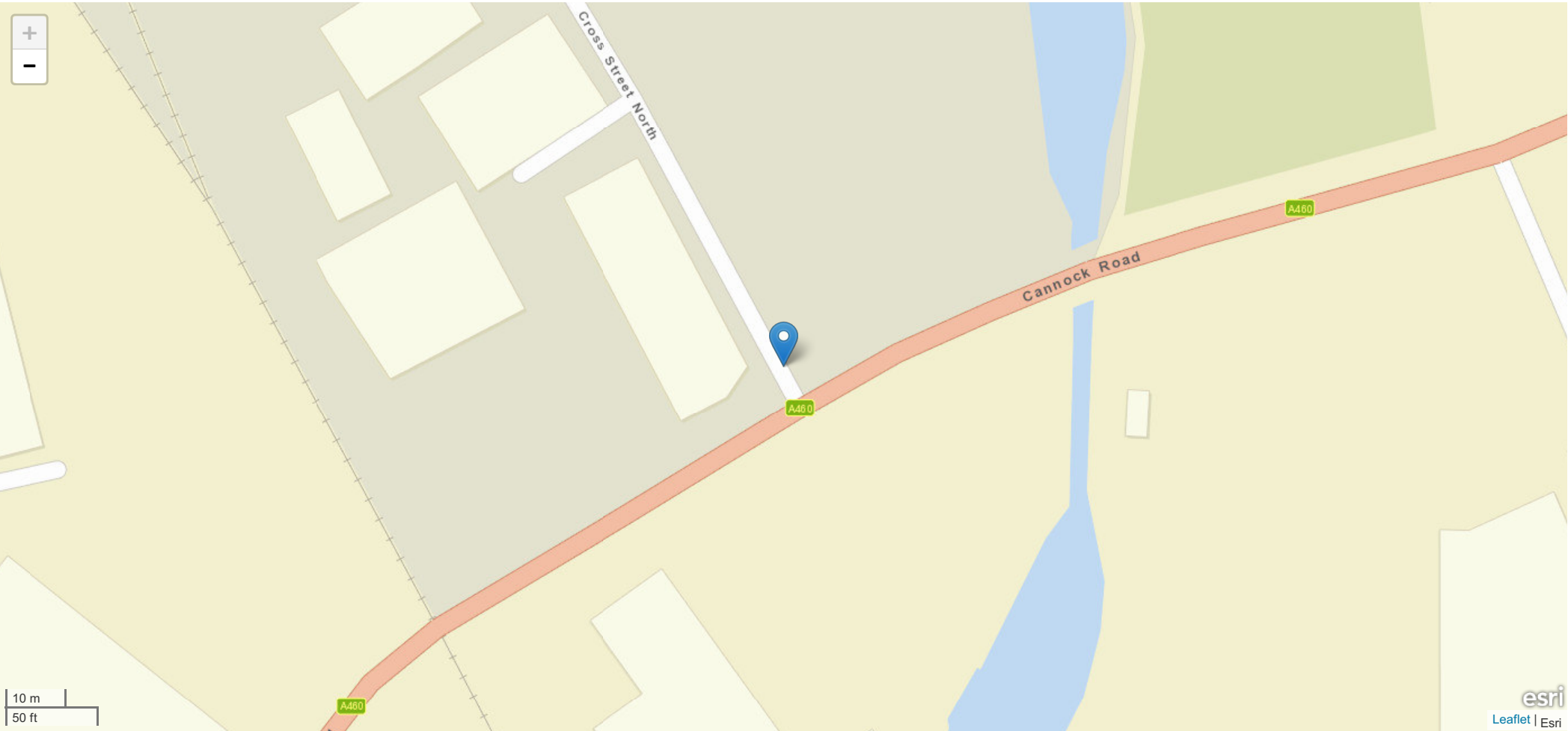
Vehicle Details

Vehicle Number	Age	Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	24	20 - 29 years	Car, No tow articulation	VOLKSWAGEN, SCIROCCO R LINE BMT	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	W E
2	39	30 - 39 years	Car, No tow articulation	FORD, FOCUS STUDIO TDCI	Not provided medical reasons	None	On main c way - not in restricted lane	Bollard or refuge	Back	Going ahead other	S N

Incident Record Number: 43 - Thursday 08:20 Fatal

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G14838816	29/12/2016	08:20	Thursday	2	2	Darkness - lights lit	Fine no high winds	Fatal	Frost or ice

Road Name 1	Road Name 2
A460	No Data Provided



Incident Record Number: 43 continued

Fatal Casualties	Serious Casualties	Slight Casualties
1	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
A460	391740, 299577	A 460	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	43	40 - 49 years
2	2	Driver or rider	Fatal	59	50 - 59 years

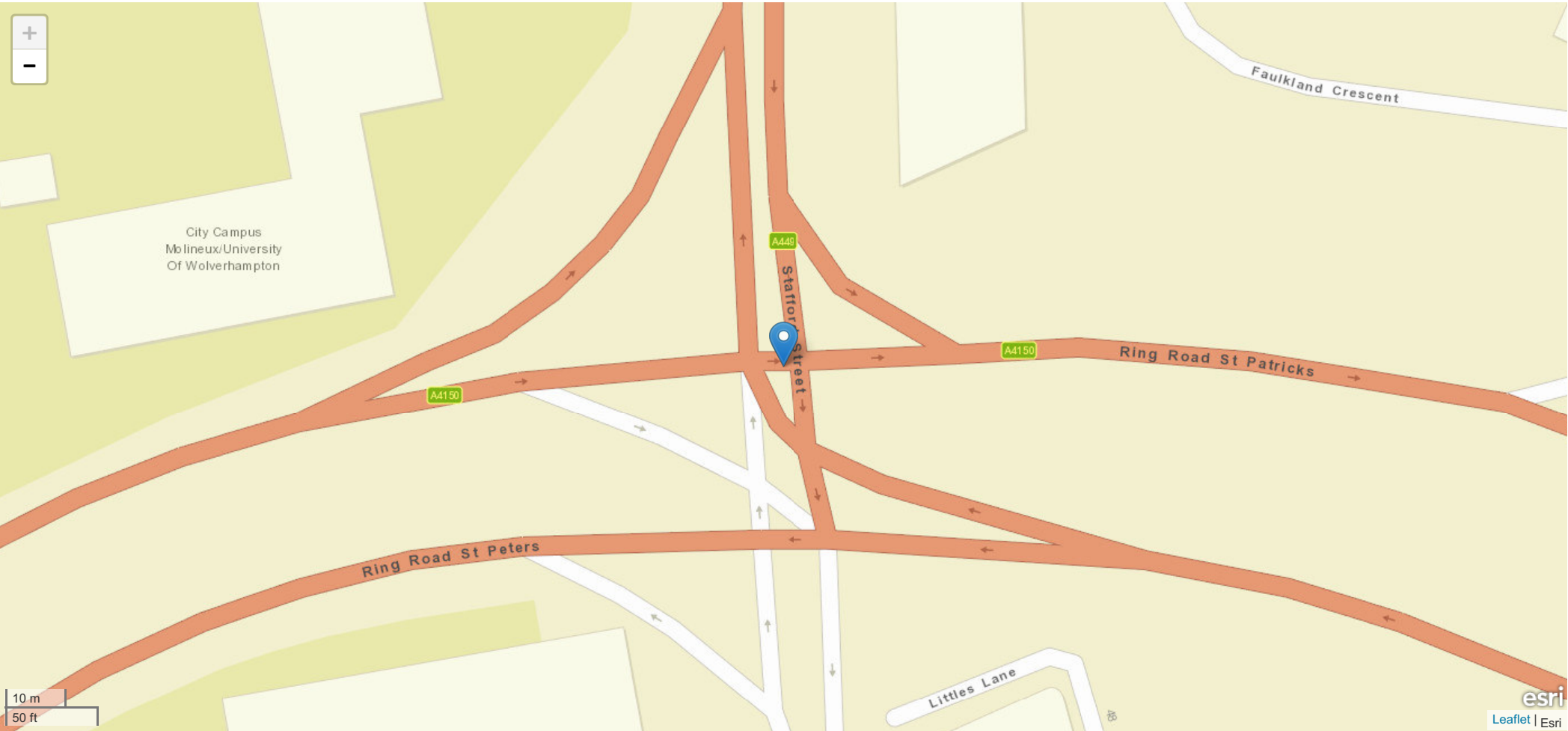
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	43	40 - 49 years	Car, No tow articulation	HYUNDAI, No Data Provided	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	SW NE
2	59	50 - 59 years	Car, No tow articulation	MERCEDES, SPRINTER 414 LWB	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	NE SW

Incident Record Number: 44 - Thursday 16:24 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G17202817	02/02/2017	16:24	Thursday	2	1	Daylight	Unknown	Slight	Dry

Road Name 1	Road Name 2
STAFFORD ST A449	RING ROAD, ST PATRICKS A4150



Incident Record Number: 44 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391522, 299067	A 449	A 4150	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Other	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	No Data Provided	Unknown

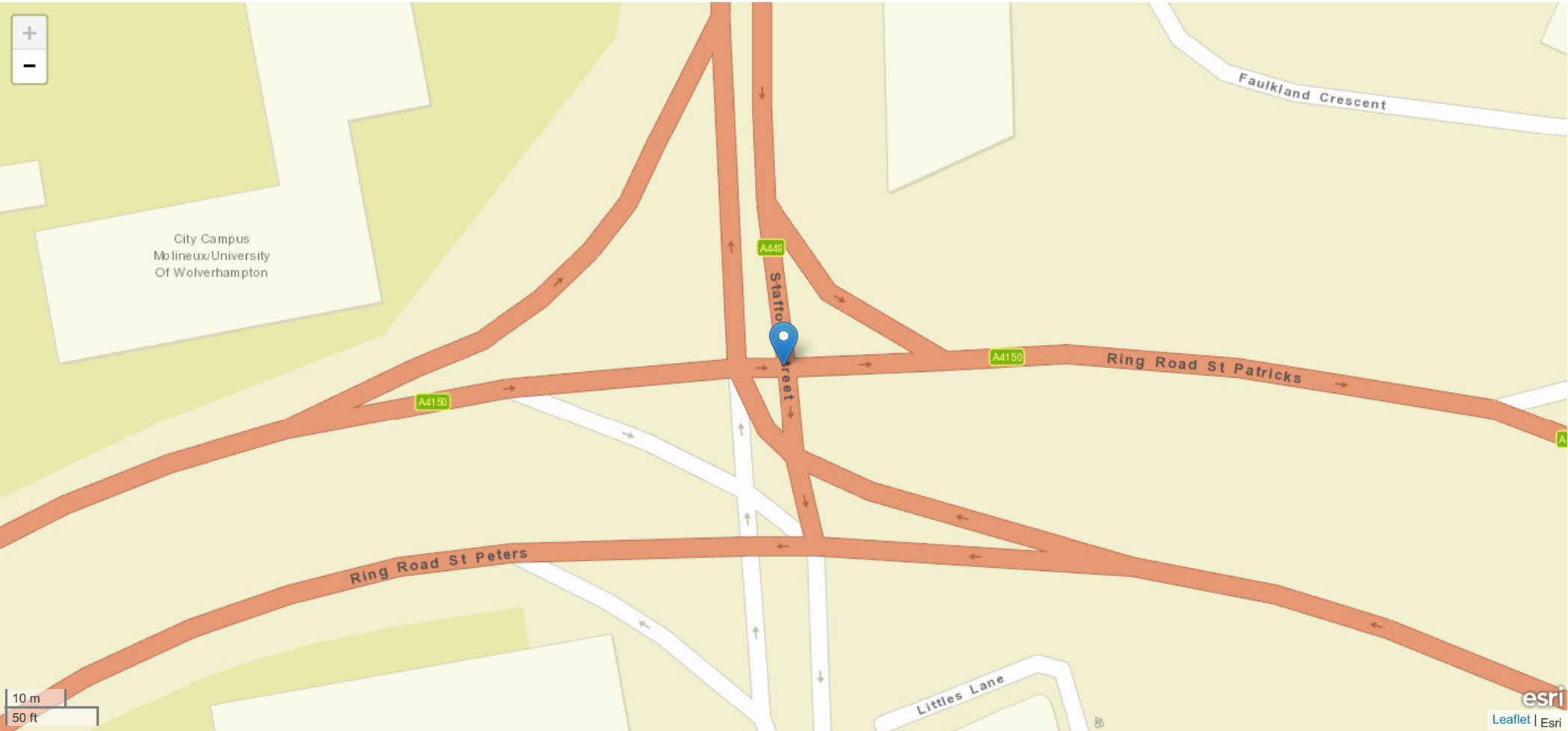
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	26	20 - 29 years	Car, No tow articulation	VAUXHALL, ASTRA CLUB 8V	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	W E
2	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, INSIGNIA SRI CDTI AU	Not provided medical reasons	None	On main c way - not in restricted lane	None	Offside	Going ahead other	N S

Incident Record Number: 45 - Thursday 16:24 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G15705217	02/02/2017	16:24	Thursday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
STAFFORD ST A449	RING RD ST PATRICKS A4150



Incident Record Number: 45 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391524, 299068	A 449	A 4150	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Stationary or parked vehicle(s)	Emergency vehicle on call	Stationary or parked vehicle(s)

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	No Data Provided	Unknown

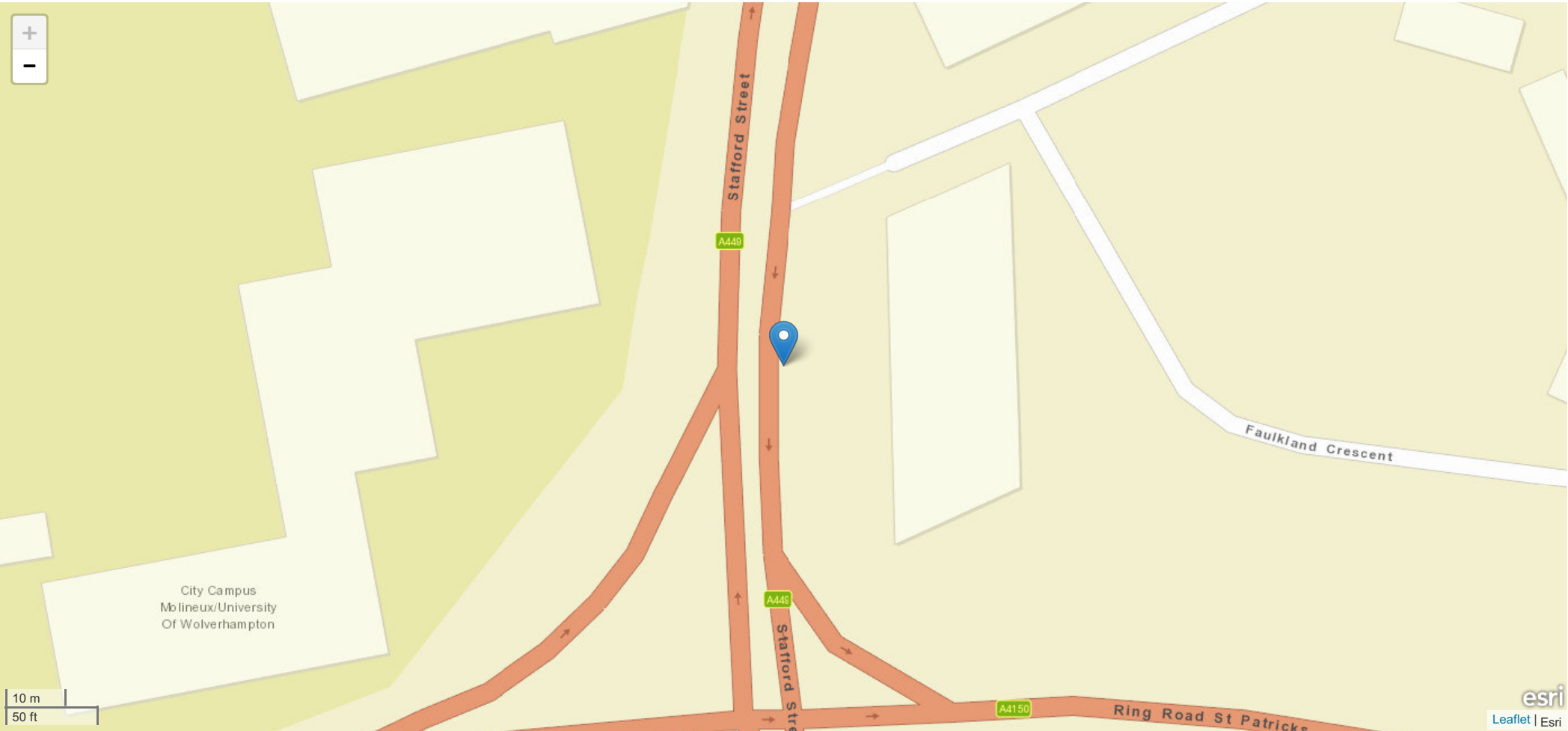
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	26	20 - 29 years	Car, No tow articulation	VAUXHALL, ASTRA	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	W E
2	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, No Data Provided	Not provided medical reasons	None	On main c way - not in restricted lane	None	Offside	Slowing or stopping	N S

Incident Record Number: 46 - Tuesday 18:50 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G19812517	14/02/2017	18:50	Tuesday	1	1	Darkness - lights lit	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
STAFFORD ST A449	No Data Provided



Incident Record Number: 46 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391523, 299125	A 449	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	Poor turn or manoeuvre	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	20	20 - 29 years

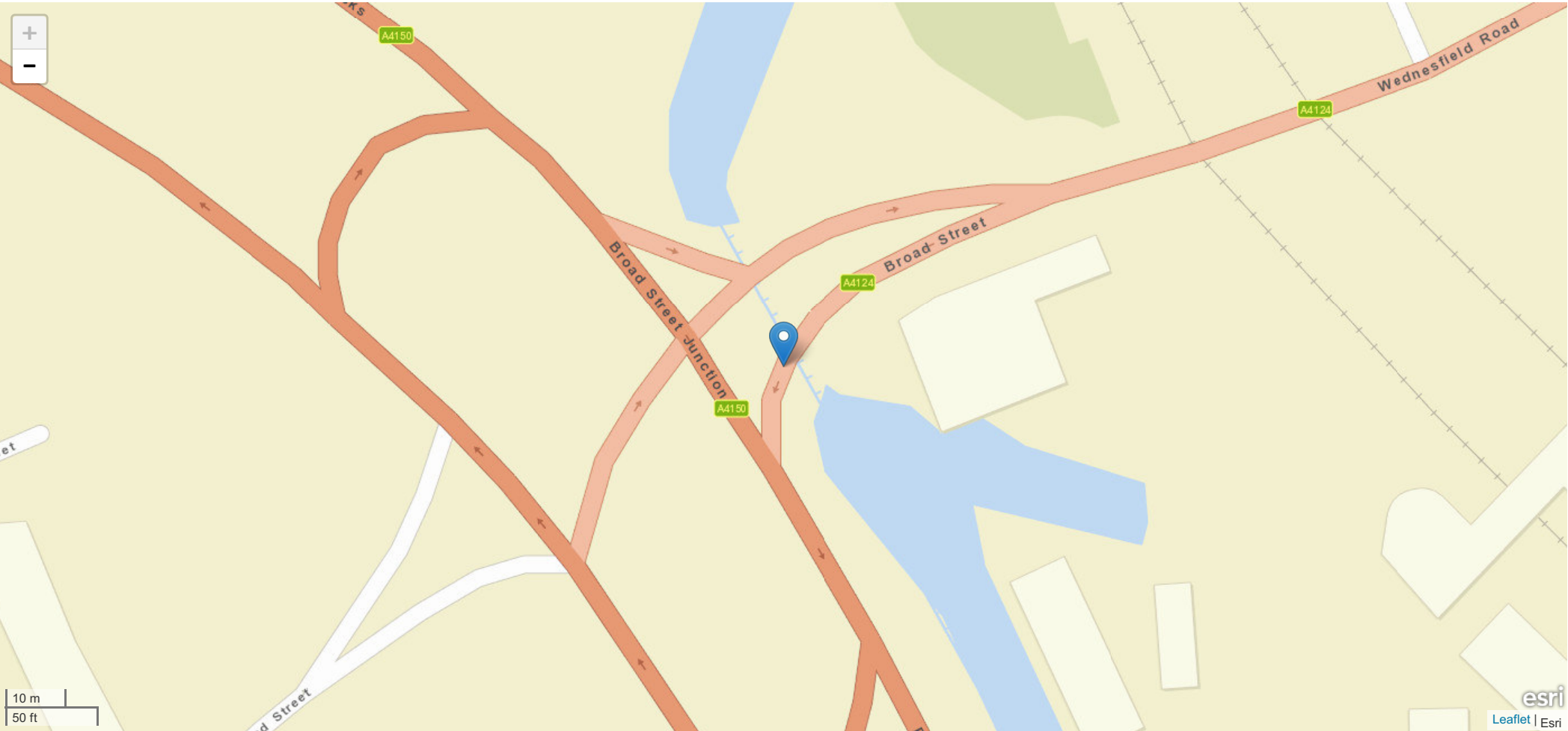
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, ASTRA	Not requested	None	On main c way - not in restricted lane	None	Front	U turn	99

Incident Record Number: 47 - Friday 21:30 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G16077517	24/02/2017	21:30	Friday	1	1	Darkness - lights lit	Raining no high winds	Serious	Wet or damp

Road Name 1	Road Name 2
WEDNESFIELD RD A4124	10 M NORTH OF JCT WITH RING RD ST DAVIDS A4150



Incident Record Number: 47 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD RD A4124	391796, 298956	A 4124	A 4150	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Crossed road masked by stationary or parked vehicle	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	21	20 - 29 years

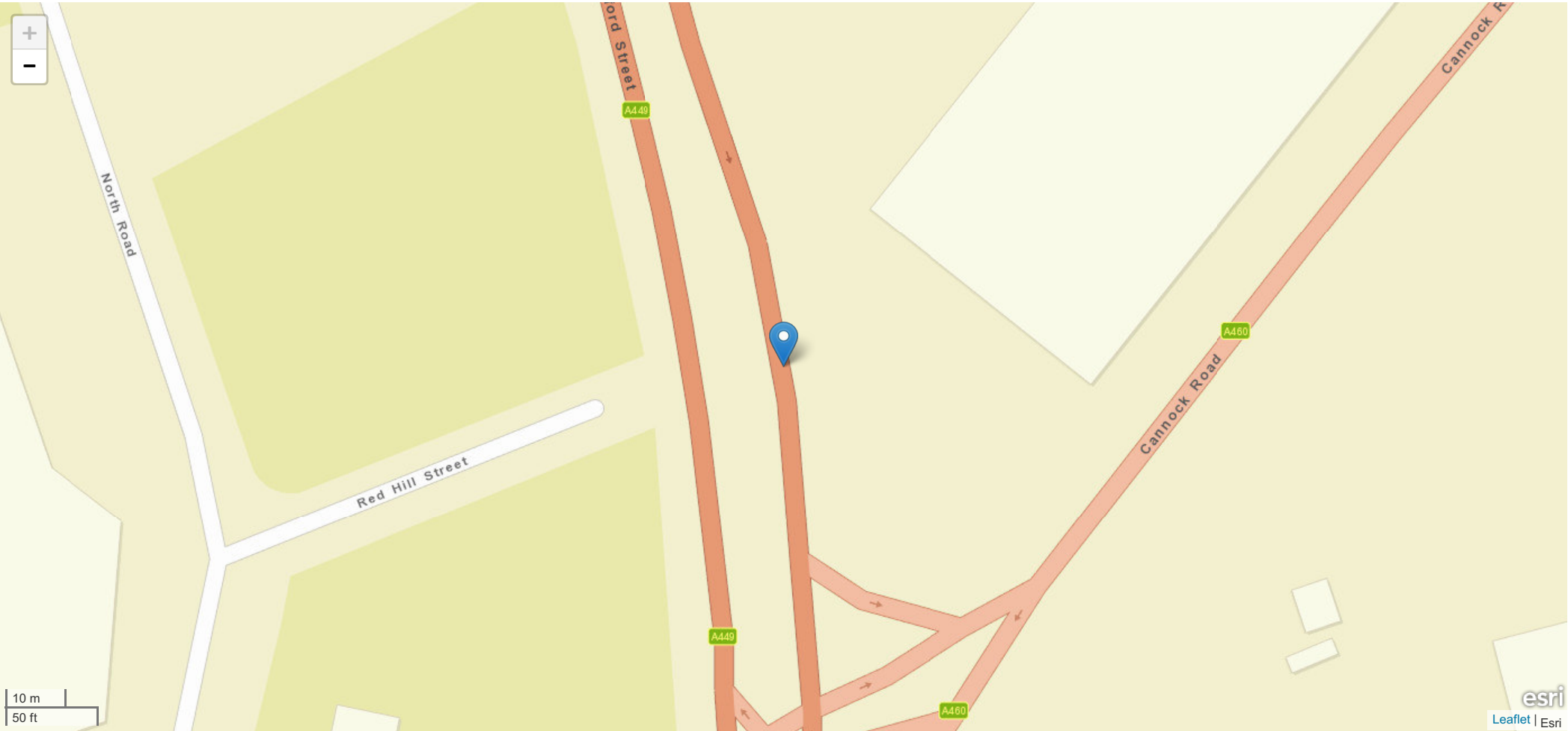
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	SKODA, No Data Provided	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Going ahead left hand bend	NE SE

Incident Record Number: 48 - Thursday 09:43 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G17775917	06/04/2017	09:43	Thursday	3	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
STAFFORD ST A449	No Data Provided



Incident Record Number: 48 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391547, 299455	A 449	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Other	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	45	40 - 49 years

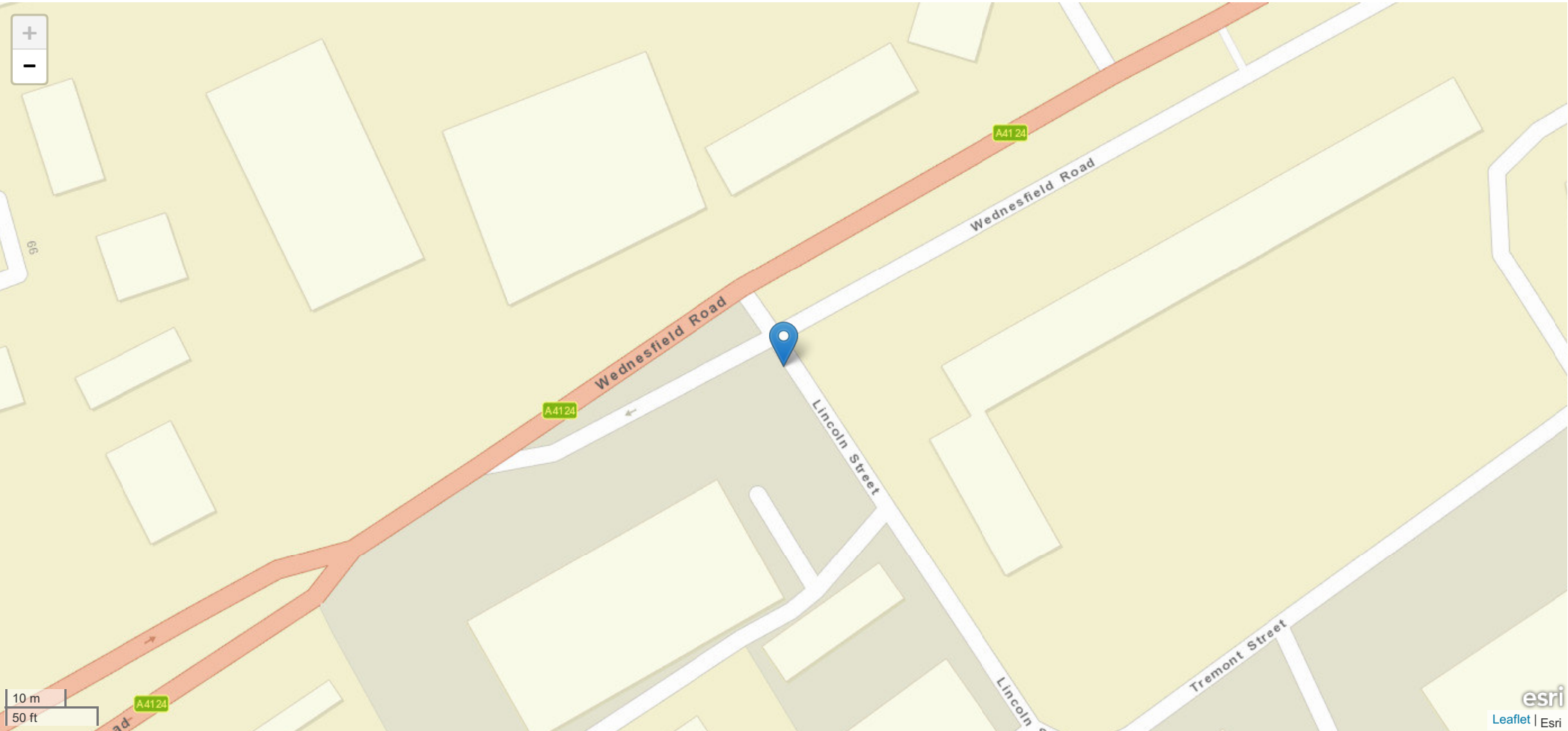
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	39	30 - 39 years	Car, No tow articulation	LAND ROVER, RANGE ROVER EVOQUE S	Negative	None	On main c way - not in restricted lane	None	Front	Slowing or stopping	N S
2	45	40 - 49 years	Car, No tow articulation	VOLKSWAGEN, No Data Provided	Negative	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	N S
3	26	20 - 29 years	Car, No tow articulation	FORD, FOCUS CL	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	N S

Incident Record Number: 49 - Friday 16:00 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G18328317	21/04/2017	16:00	Friday	1	1	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
LINCOLN ST NEAR JN WITH WEDNESFIELD RD A4124	No Data Provided



Incident Record Number: 49 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
LINCOLN ST NEAR JN WITH WEDNESFIELD RD A4124	392329, 299135	Unknown	A 4124	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	61	60 - 69 years

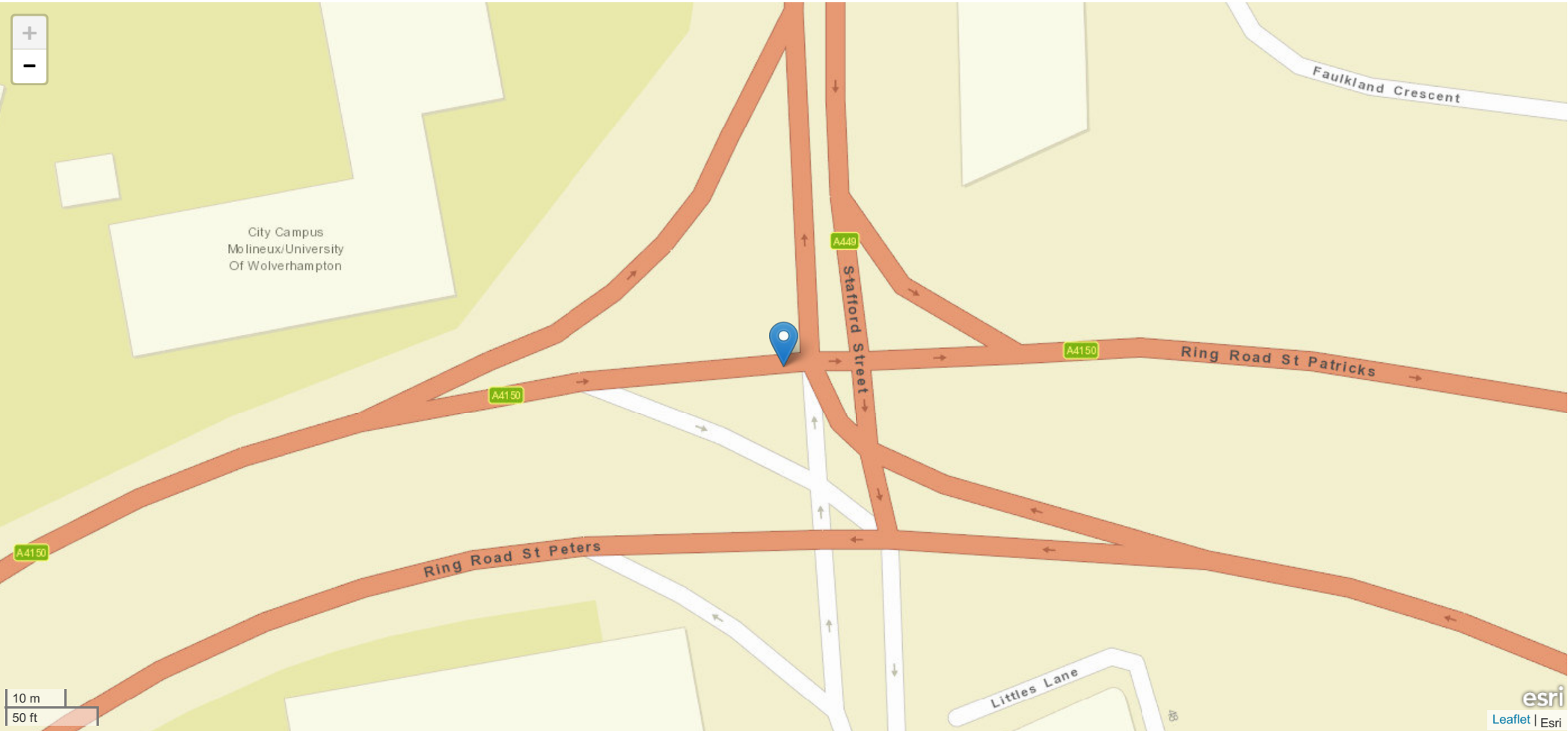
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	MERCEDES, C CLASS	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Back	Reversing	NW SE

Incident Record Number: 50 - Sunday 10:50 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G20019417	04/06/2017	10:50	Sunday	2	4	Daylight	Fine no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
WOLVERHAMPTON RING ROAD A4150 AT JN WITH STAFFORD STREET A449	AT JN WITH STAFFORD ST A449



Incident Record Number: 50 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	4

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WOLVERHAMPTON RING ROAD A4150 AT JN WITH STAFFORD STREET A449	391512, 299067	A 4150	A 449	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Emergency vehicle on call	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	44	40 - 49 years
2	2	Driver or rider	Slight	44	40 - 49 years
3	1	Passenger	Slight	4	0 - 4 years
4	1	Passenger	Slight	8	8 - 11 years

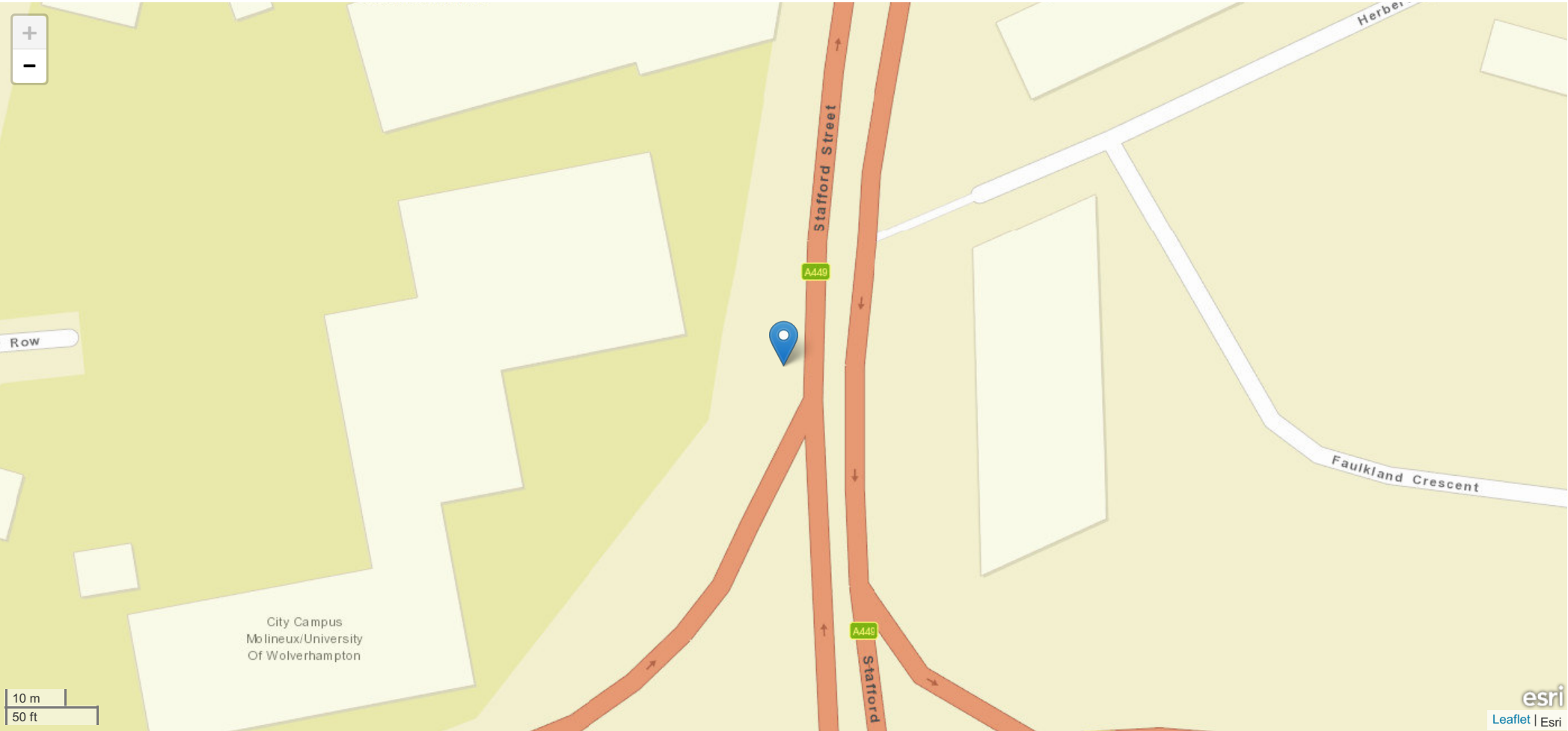
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	44	40 - 49 years	Car, No tow articulation	FORD, FOCUS	Negative	None	On main c way - not in restricted lane	None	Offside	Going ahead other	E W
2	44	40 - 49 years	Other vehicle, No tow articulation	No Data Provided, No Data Provided	Negative	None	On main c way - not in restricted lane	None	Front	Turning right	N E

Incident Record Number: 51 - Wednesday 22:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G20382817	07/06/2017	22:00	Wednesday	2	1	Darkness - lights lit	Raining no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
STAFFORD ST A449	No Data Provided



Incident Record Number: 51 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391509, 299130	A 449	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Failed to judge other persons path or speed	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	26	20 - 29 years

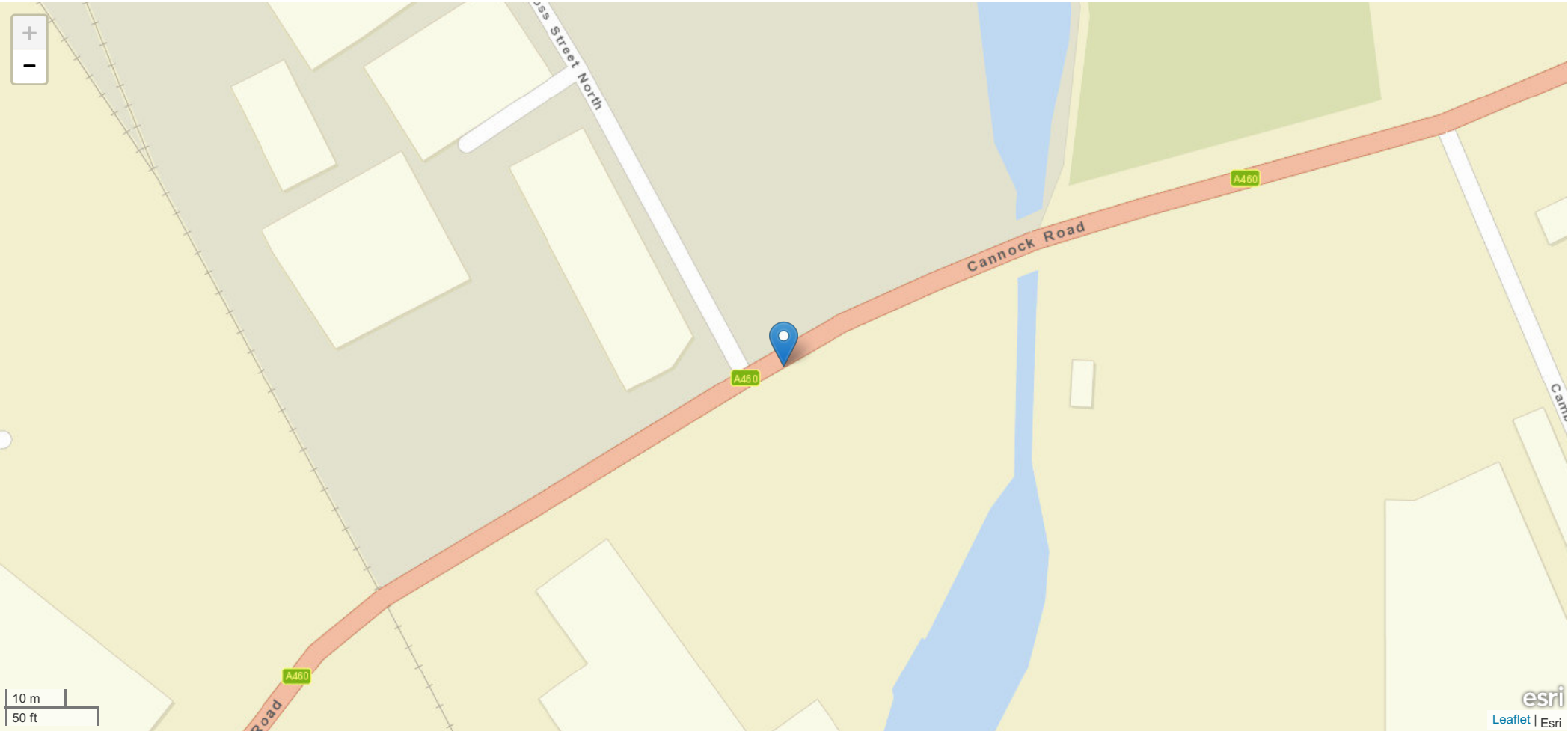
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	26	20 - 29 years	Car, No tow articulation	HONDA, CIVIC	Not requested	Skidded	On main c way - not in restricted lane	None	Offside	Going ahead other	S N
2	No Data Provided	Data missing or out of range	Car, No tow articulation	VAUXHALL, ASTRA	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Nearside	Changing lane to right	S N

Incident Record Number: 52 - Thursday 08:30 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G20525117	22/06/2017	08:30	Thursday	2	1	Daylight	Other	Serious	Dry

Road Name 1	Road Name 2
CANNOCK RD A460	NEAR JN WITH CROSS ST NORTH



Incident Record Number: 52 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK RD A460	391749, 299572	A 460	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Sudden braking	Careless or Reckless or In a hurry (Driver)	Aggressive driving

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Serious	22	20 - 29 years

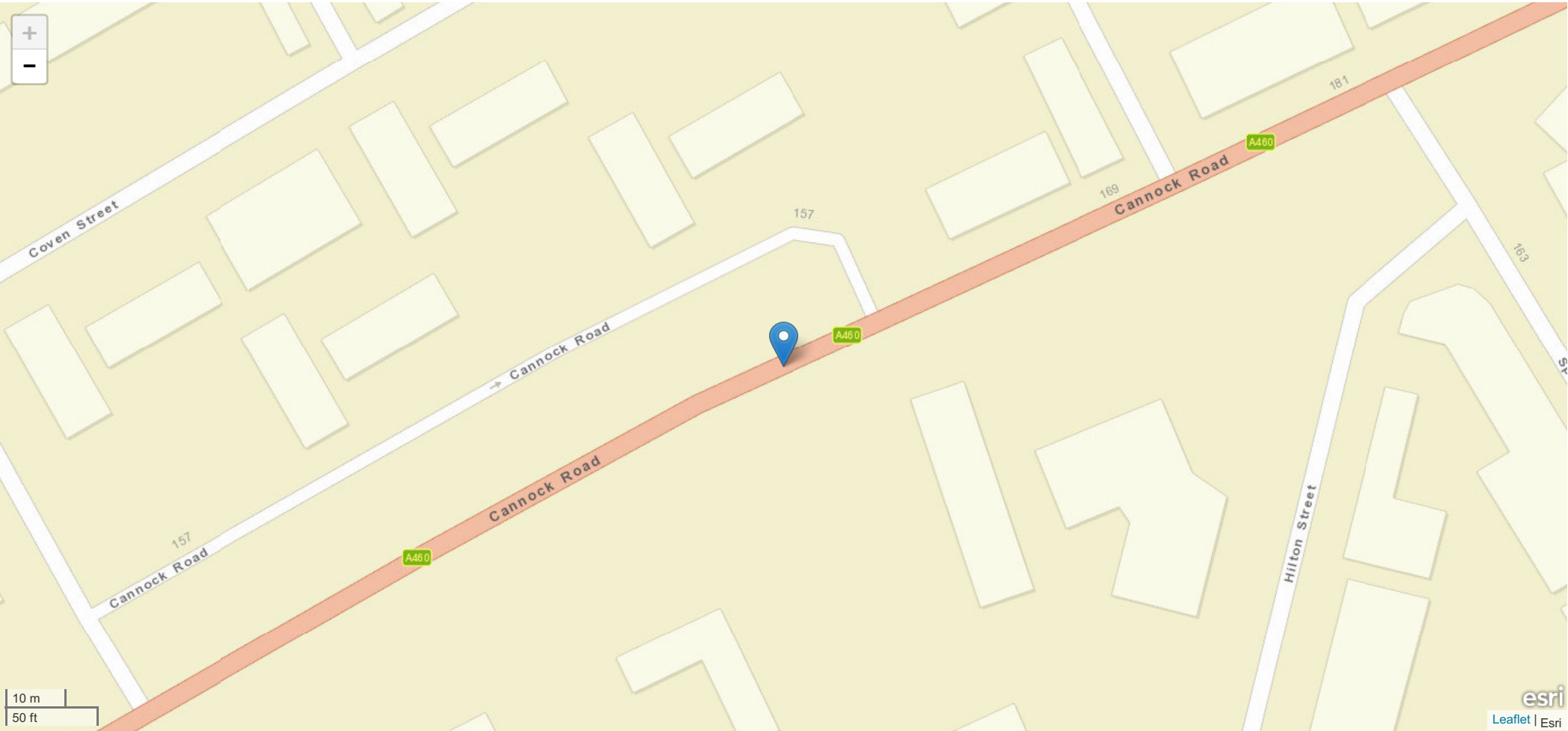
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	22	20 - 29 years	Car, No tow articulation	MINI, ONE	Not requested	None	On main c way - not in restricted lane	None	Front	Slowing or stopping	NE SW
2	53	50 - 59 years	Car, No tow articulation	HONDA, CIVIC	Not requested	None	On main c way - not in restricted lane	None	Front	Waiting to turn right	NE NW

Incident Record Number: 53 - Thursday 13:54 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G20666517	29/06/2017	13:54	Thursday	3	1	Daylight	Raining no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
CANNOCK RD A460	NEAR JN WITH CAMBRIDGE STREET



Incident Record Number: 53 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK RD A460	392035, 299705	A 460	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Slippery road (due to weather)	Sudden braking	Failed to judge other persons path or speed

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	35	30 - 39 years

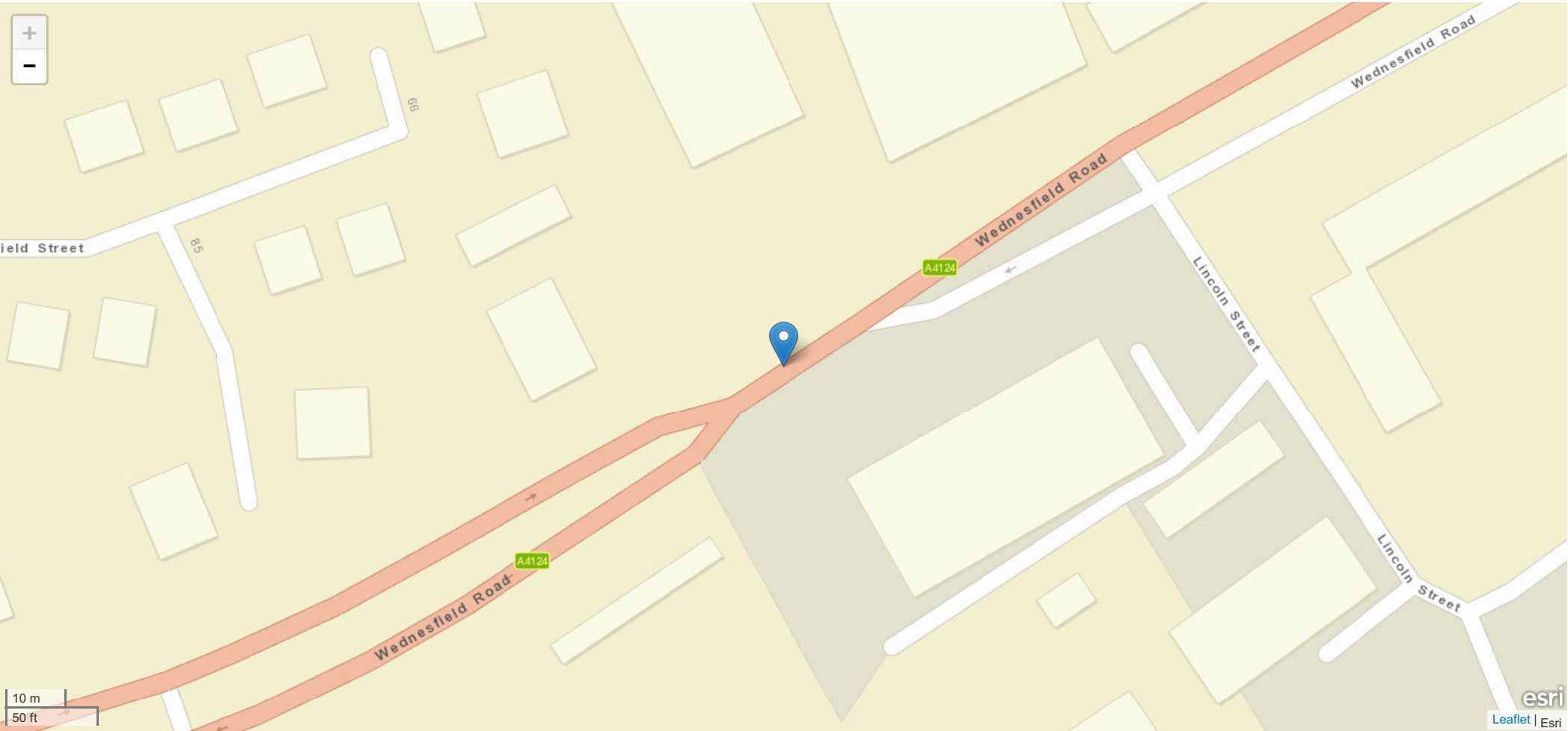
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	23	20 - 29 years	Car, No tow articulation	AUDI, A4	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	NE SW
2	35	30 - 39 years	Car, No tow articulation	VOLKSWAGEN, POLO	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	NE SW
3	40	40 - 49 years	Car, No tow articulation	TOYOTA, YARIS	Not requested	None	On main c way - not in restricted lane	None	Did not impact	Going ahead other	NE SW

Incident Record Number: 54 - Wednesday 14:40 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G21593417	23/08/2017	14:40	Wednesday	3	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
WEDNESFIELD RD A4124	NEAR JN WITH SUN STREET



Incident Record Number: 54 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD RD A4124	392267, 299112	A 4124	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Failed to judge other persons path or speed	Failed to judge other persons path or speed	Sudden braking

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	3	Driver or rider	Slight	45	40 - 49 years

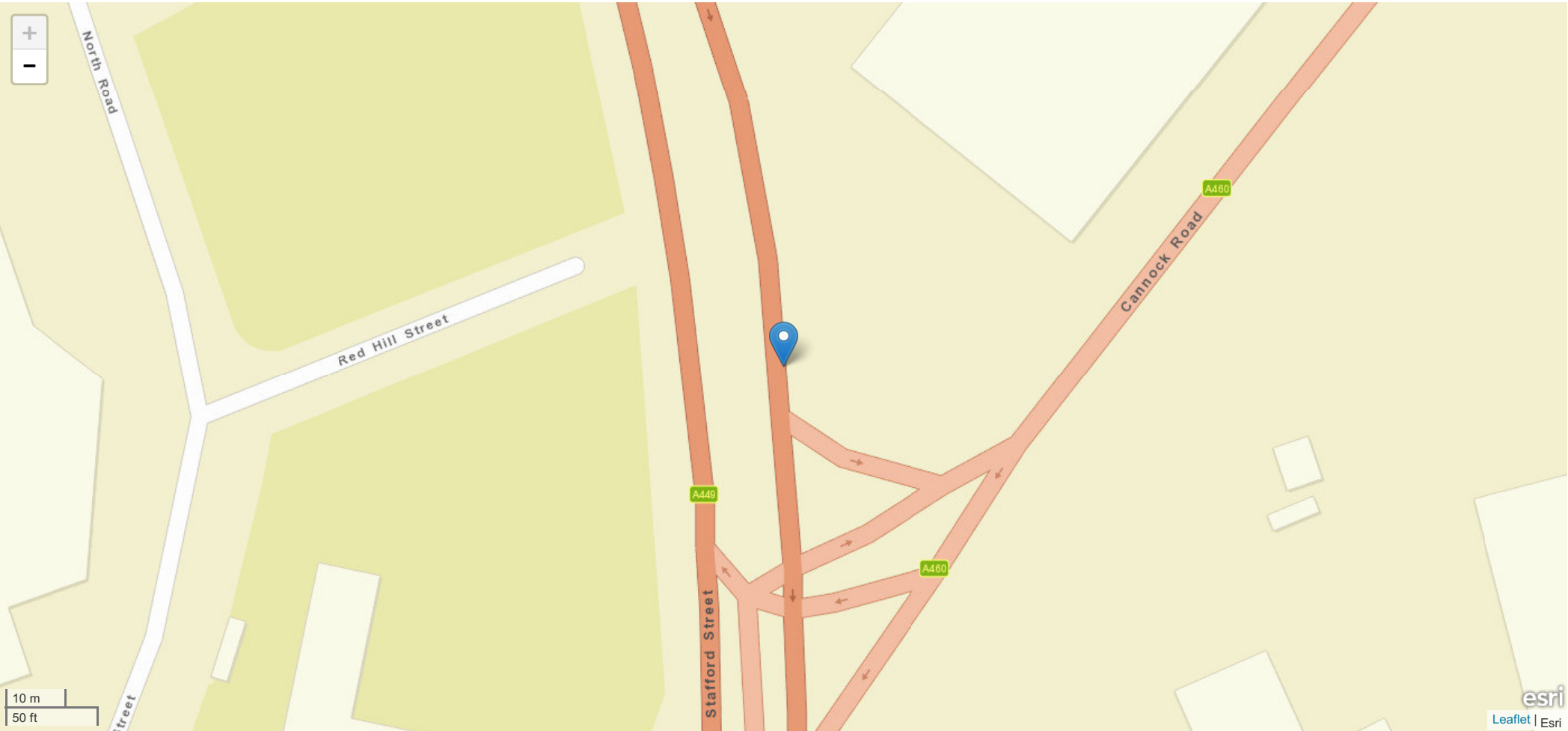
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	46	40 - 49 years	Car, No tow articulation	RENAULT, LAGUNA DY-IQUE TECH	Negative	None	On main c way - not in restricted lane	None	Front	Slowing or stopping	SW NE
2	38	30 - 39 years	Goods over 3.5t. and under 7.5t, No tow articulation	PEUGEOT, EXPERT DIESEL	Not requested	None	On main c way - not in restricted lane	None	Back	Slowing or stopping	SW NE
3	45	40 - 49 years	Car, No tow articulation	VAUXHALL, CORSA	Negative	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	SW NE

Incident Record Number: 55 - Thursday 06:30 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G23281517	05/10/2017	06:30	Thursday	2	1	Darkness - lights lit	Unknown	Serious	Dry

Road Name 1	Road Name 2
STAFFORD ST A449	NEAR JN WITH CANNOCK RD A460



Incident Record Number: 55 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD ST A449	391550, 299432	A 449	A 460	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Junction restart	Failed to look properly (pedestrian)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Serious	22	20 - 29 years

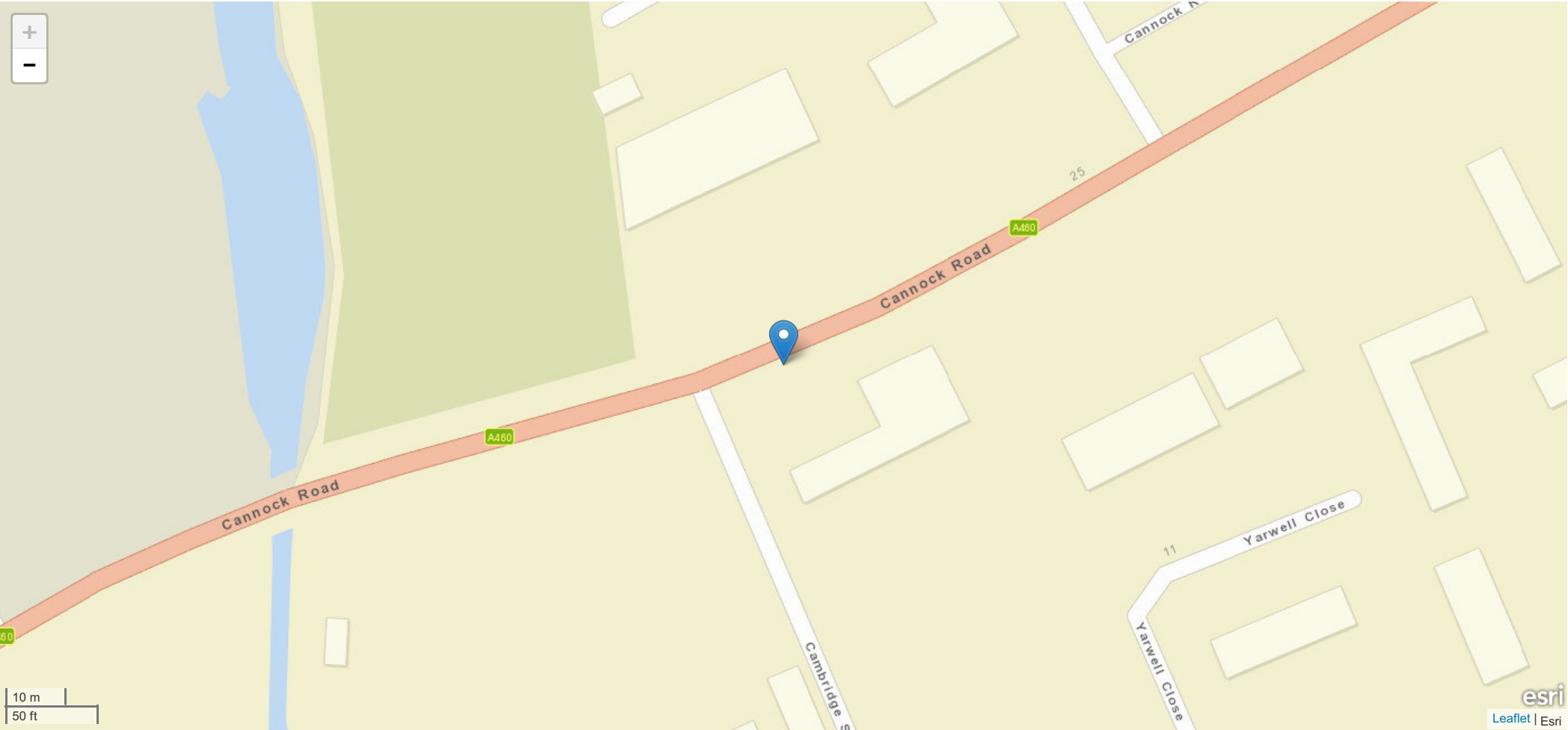
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	43	40 - 49 years	Car, No tow articulation	VAUXHALL, MERIVA SE CDTI	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Offside	Changing lane to right	N S
2	22	20 - 29 years	Motorcycle 125cc and under, No tow articulation	KEEWAY, SUPERLIGHT 125	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Overtaking static vehicle offside	N S

Incident Record Number: 56 - Tuesday 19:59 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G23790617	17/10/2017	19:59	Tuesday	1	2	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
CANNOCK RD A460	AT JN WITH ESSAR PETROL STATION



Incident Record Number: 56 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK RD A460	391870, 299614	A 460	Unknown	Private drive or entrance	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	Failed to judge vehicles path or speed	Failed to judge other persons path or speed

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	24	20 - 29 years
2	1	Pedestrian	Slight	2	0 - 4 years

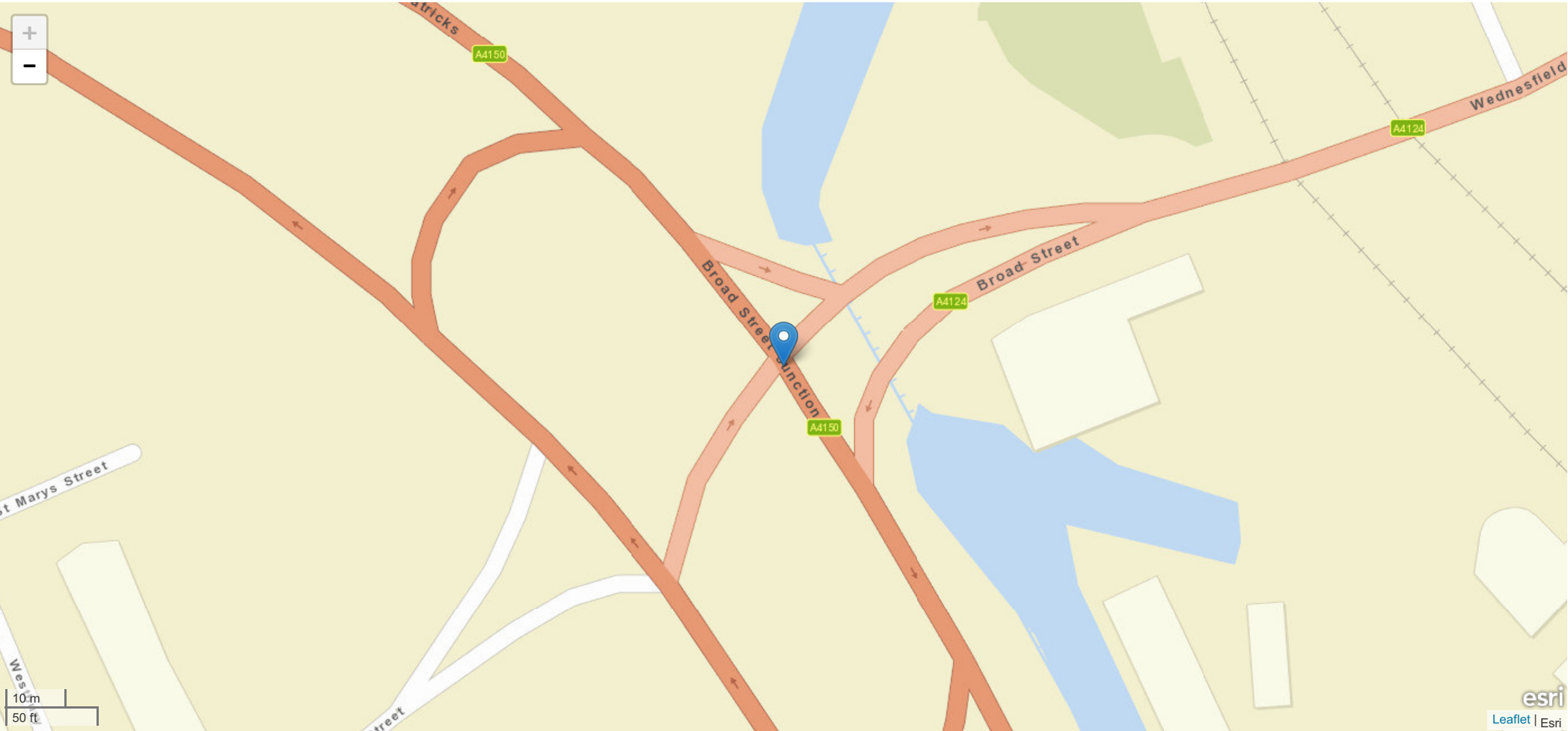
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	60	60 - 69 years	Car, No tow articulation	VAUXHALL, CORSA	Negative	None	Footway pavement	None	Front	Turning left	SE SW

Incident Record Number: 57 - Tuesday 19:57 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G25573117	28/11/2017	19:57	Tuesday	2	2	Darkness - lights lit	Raining no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
RING RD ST PATRICKS A4150	AT JN WITH WEDNESFIELD RD A4124



Incident Record Number: 57 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING RD ST PATRICKS A4150	391781, 298959	A 4150	A 4124	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Defective traffic signals	Defective traffic signals	Travelling too fast for conditions

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	36	30 - 39 years
2	2	Driver or rider	Slight	39	30 - 39 years

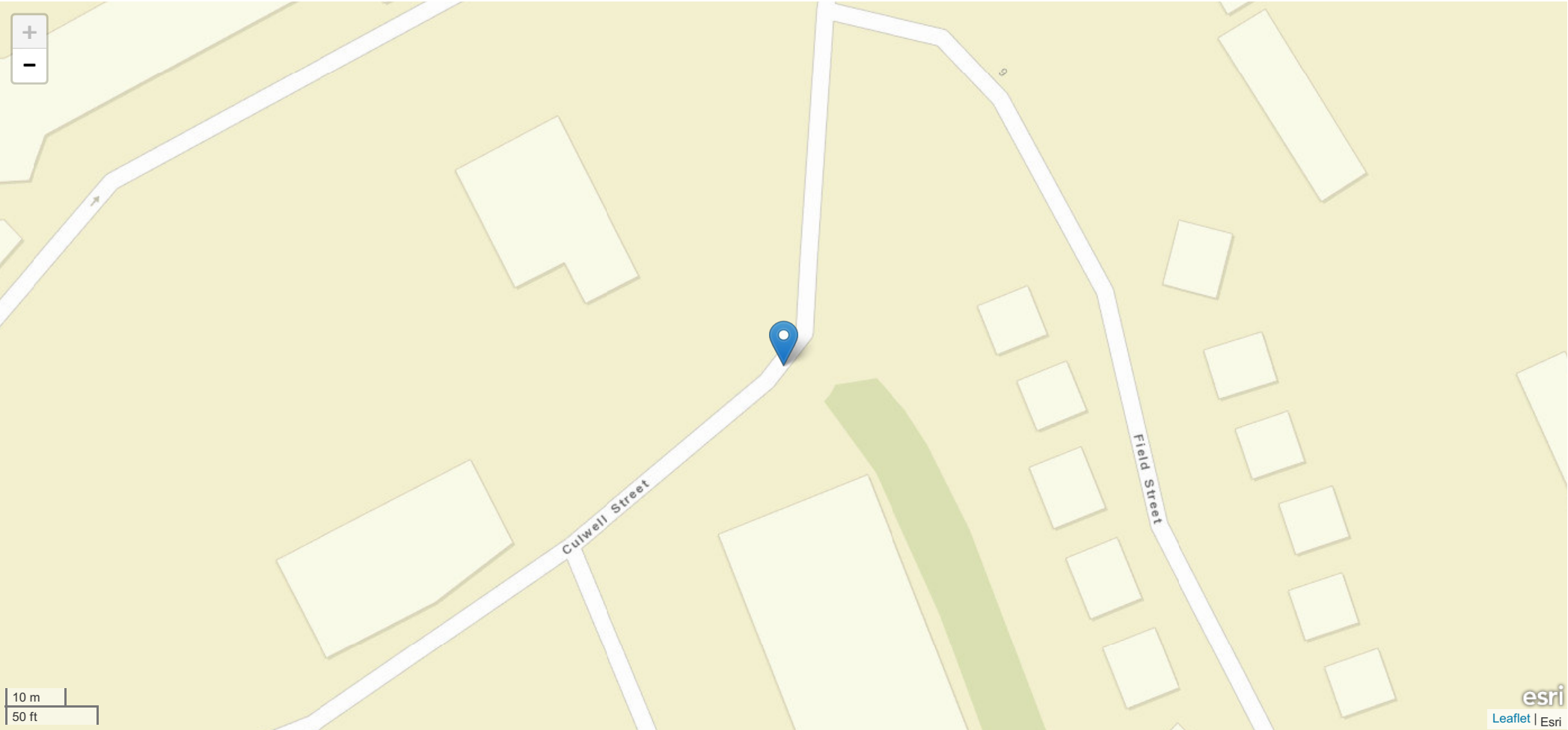
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	36	30 - 39 years	Car, No tow articulation	TOYOTA, VERSO TREND D-4D	Negative	None	On main c way - not in restricted lane	Kerb	Front	Going ahead right hand bend	SE NE
2	39	30 - 39 years	Car, No tow articulation	TOYOTA, YARIS S	Negative	None	On main c way - not in restricted lane	Bollard or refuge	Offside	Going ahead other	NW SE

Incident Record Number: 58 - Friday 11:21 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G26708418	12/01/2018	11:21	Friday	2	2	Daylight	Fine no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
CULLWELL ST NEAR JN WITH FIELD STREET	No Data Provided



Incident Record Number: 58 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CULLWELL ST NEAR JN WITH FIELD STREET	392018, 299243	Unknown	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	38	30 - 39 years
2	2	Driver or rider	Slight	42	40 - 49 years

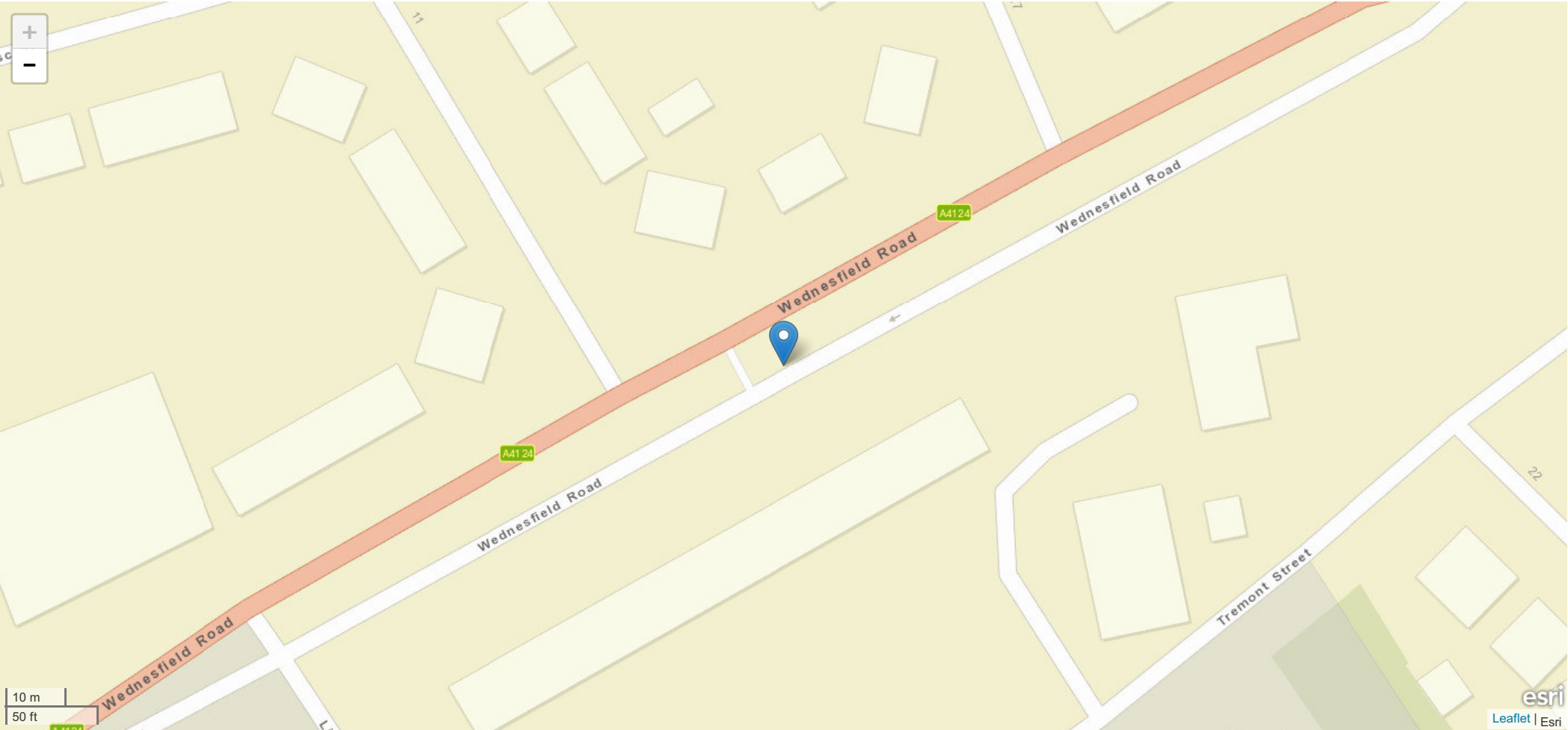
Vehicle Details

Vehicle Number	Age	Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	38	30 - 39 years	Car, No tow articulation	SAAB, 9-3 VECTOR 150 BHP A	Not requested	None	On main c way - not in restricted lane	None	Front	Overtaking static vehicle offside	N SW
2	42	40 - 49 years	Car, No tow articulation	MERCEDES, VITO 109 CDI COMPACT	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead left hand bend	SW N

Incident Record Number: 59 - Saturday 18:03 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G26985018	13/01/2018	18:03	Saturday	2	1	Darkness - lights lit	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
WEDNESFIELD ROAD	No Data Provided



Incident Record Number: 59 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD ROAD	392409, 299187	Unknown	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Other	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Serious	53	50 - 59 years

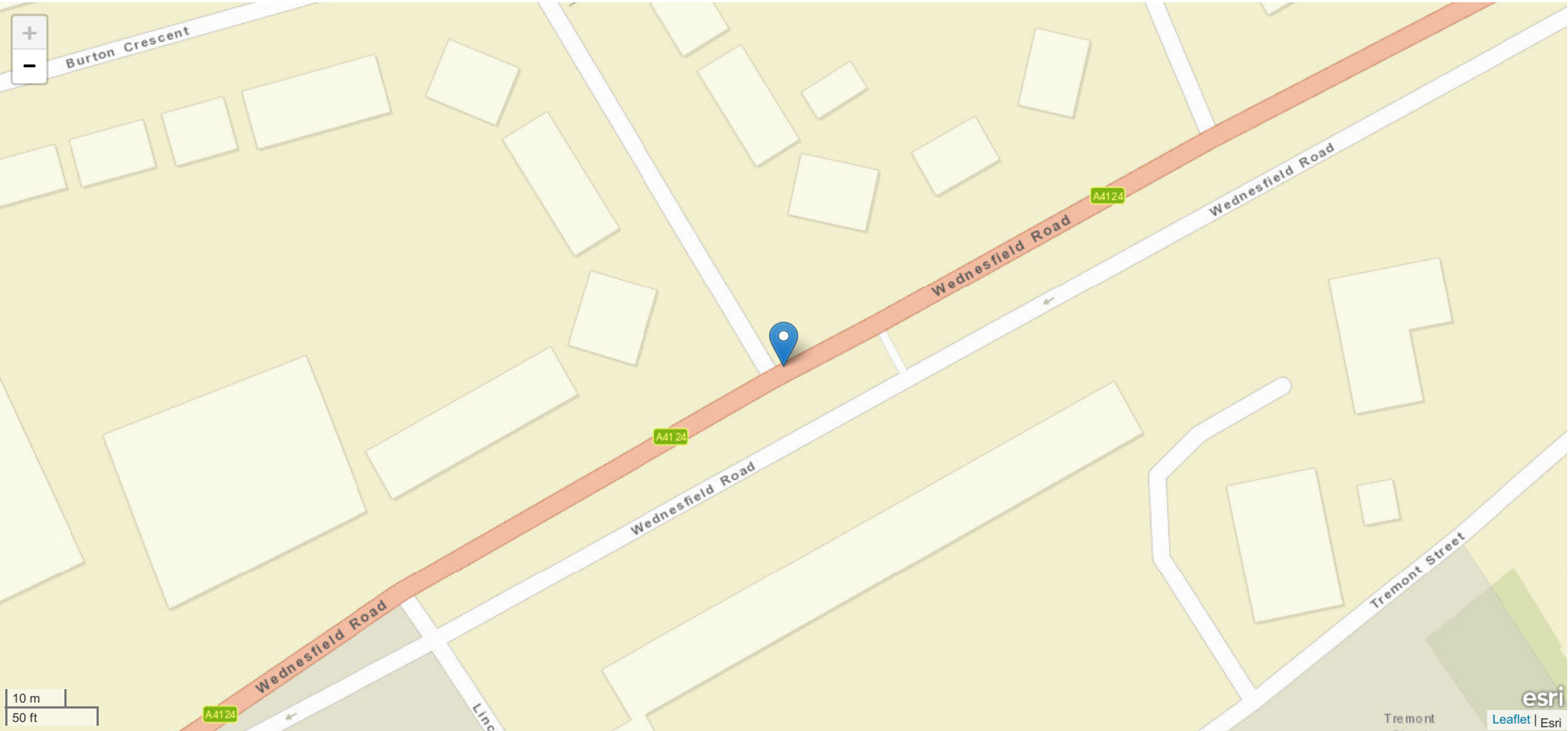
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	53	50 - 59 years	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	Busway including guided busway	None	Front	Going ahead other	SE NW
2	44	40 - 49 years	Bus or coach (17 or more pass seats), No tow articulation	TRANSBUS INT, No Data Provided	Negative	None	Busway including guided busway	None	Front	Going ahead other	NE SW

Incident Record Number: 60 - Friday 05:58 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G26682018	19/01/2018	05:58	Friday	2	1	Darkness - lights lit	Fine no high winds	Slight	Frost or ice

Road Name 1	Road Name 2
WEDNESFIELD RD A4124	AT JN WITH BURTON ROAD



Incident Record Number: 60 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD RD A4124	392384, 299184	A 4124	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	58	50 - 59 years

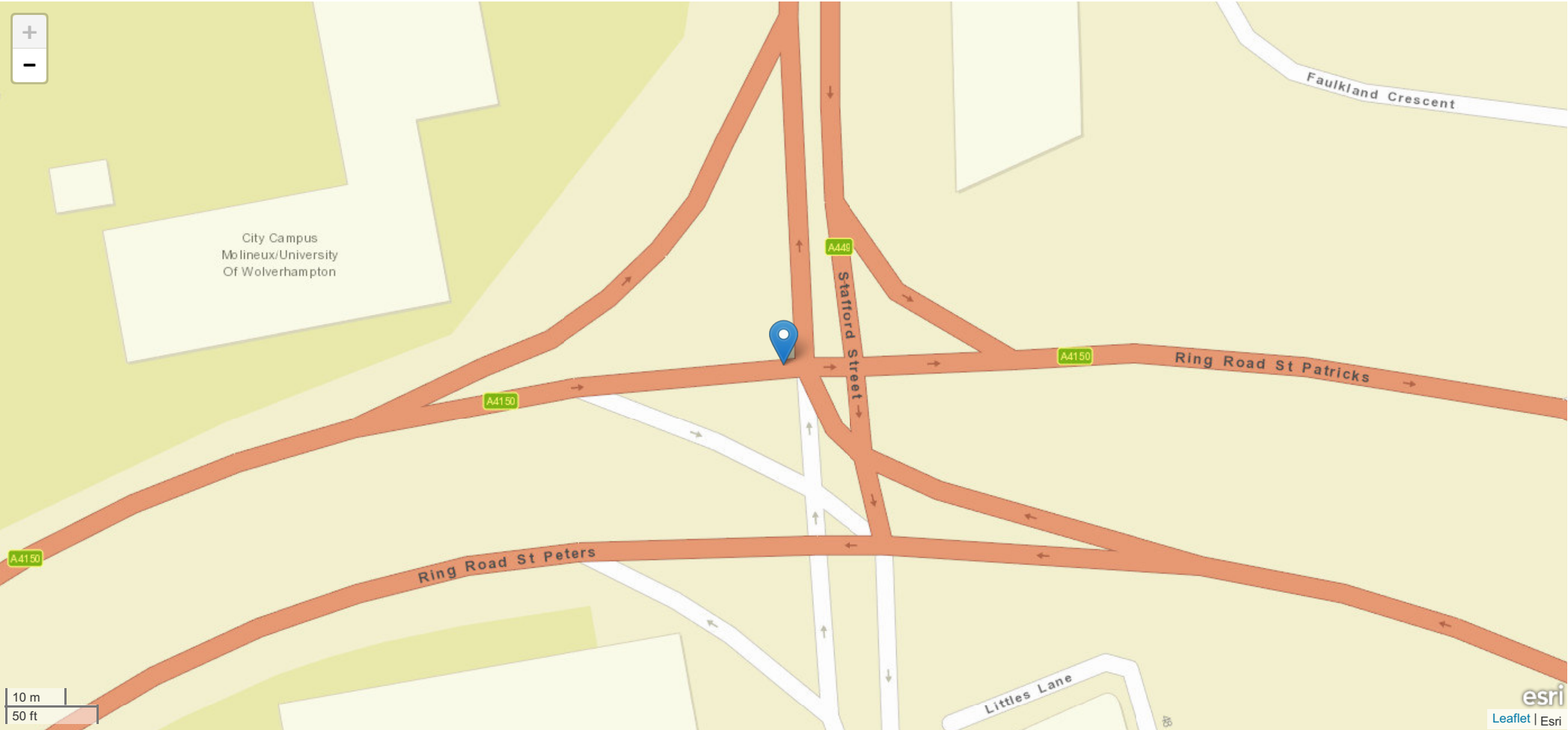
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	30	30 - 39 years	Car, No tow articulation	RENAULT, MEGANE	Negative	None	On main c way - not in restricted lane	None	Front	Turning left	NW NE
2	58	50 - 59 years	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	On main c way - not in restricted lane	None	Nearside	Going ahead other	SW NE

Incident Record Number: 61 - Thursday 19:36 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G28285318	01/02/2018	19:36	Thursday	3	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
RING ROAD ST PETERS A4150 AT JN WITH STAFFORD STREET A449	No Data Provided



Incident Record Number: 61 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING ROAD ST PETERS A4150 AT JN WITH STAFFORD STREET A449	391513, 299068	A 4150	A 449	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Disobeyed automatic traffic signal	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	3	Passenger	Slight	64	60 - 69 years

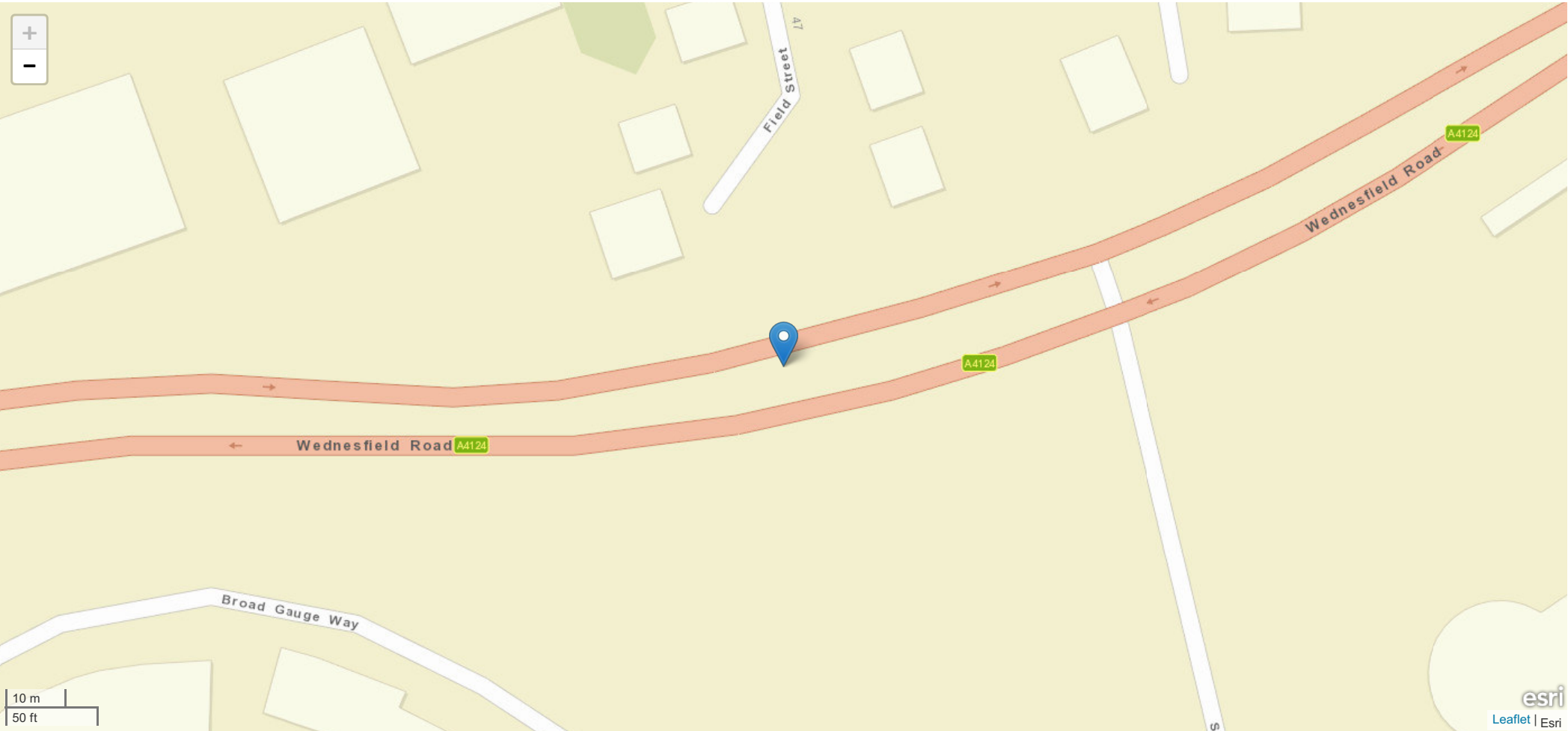
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	32	30 - 39 years	Car, No tow articulation	AUDI, No Data Provided	Negative	None	No Data Provided	None	Front	Going ahead other	E W
2	18	16 - 19 years	Car, No tow articulation	SKODA, FABIA VRS TDI PD 130	Negative	None	No Data Provided	None	Nearside	Going ahead other	N S
3	34	30 - 39 years	Car, No tow articulation	FORD, FOCUS TITANIUM TDCI	Negative	None	No Data Provided	Bollard or refuge	Nearside	Going ahead other	N S

Incident Record Number: 62 - Wednesday 15:29 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G27644818	28/02/2018	15:29	Wednesday	3	2	Daylight	Snowing high winds	Slight	Frost or ice

Road Name 1	Road Name 2
WEDNESFIELD ROAD A4124 NEAR JN WITH SUN STREET	No Data Provided



Incident Record Number: 62 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD ROAD A4124 NEAR JN WITH SUN STREET	392116, 299043	A 4124	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Failed to judge other persons path or speed	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	61	60 - 69 years
2	1	Passenger	Slight	6	5 - 7 years

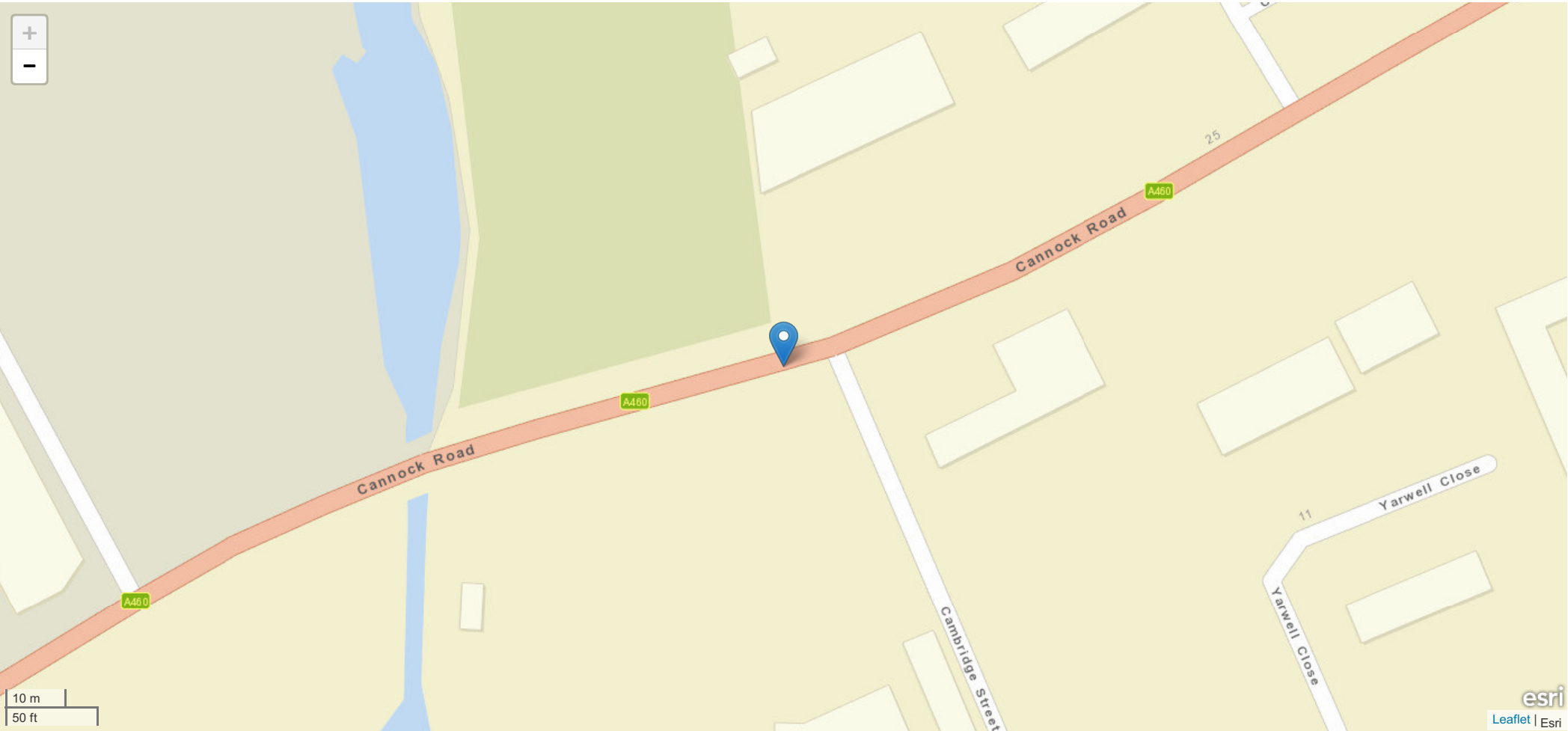
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	61	60 - 69 years	Car, No tow articulation	SKODA, RAPID SP-BK SE SPORT	Not requested	None	No Data Provided	None	Offside	Changing lane to right	NE SW
2	25	20 - 29 years	Car, No tow articulation	VOLKSWAGEN, GOLF BLUEMOTION S TD	Not requested	None	No Data Provided	None	Nearside	Going ahead other	NE SW
3	34	30 - 39 years	Car, No tow articulation	MERCEDES, E220 CDI AVANTGARDE	Not requested	None	No Data Provided	None	Back	Going ahead other	NE SW

Incident Record Number: 63 - Monday 17:25 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G28360618	19/03/2018	17:25	Monday	2	2	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
CANNOCK ROAD A460 NEAR JN WITH CAMBRIDGE STREET	No Data Provided



Incident Record Number: 63 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK ROAD A460 NEAR JN WITH CAMBRIDGE STREET	391848, 299608	A 460	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	34	30 - 39 years
2	2	Passenger	Slight	4	0 - 4 years

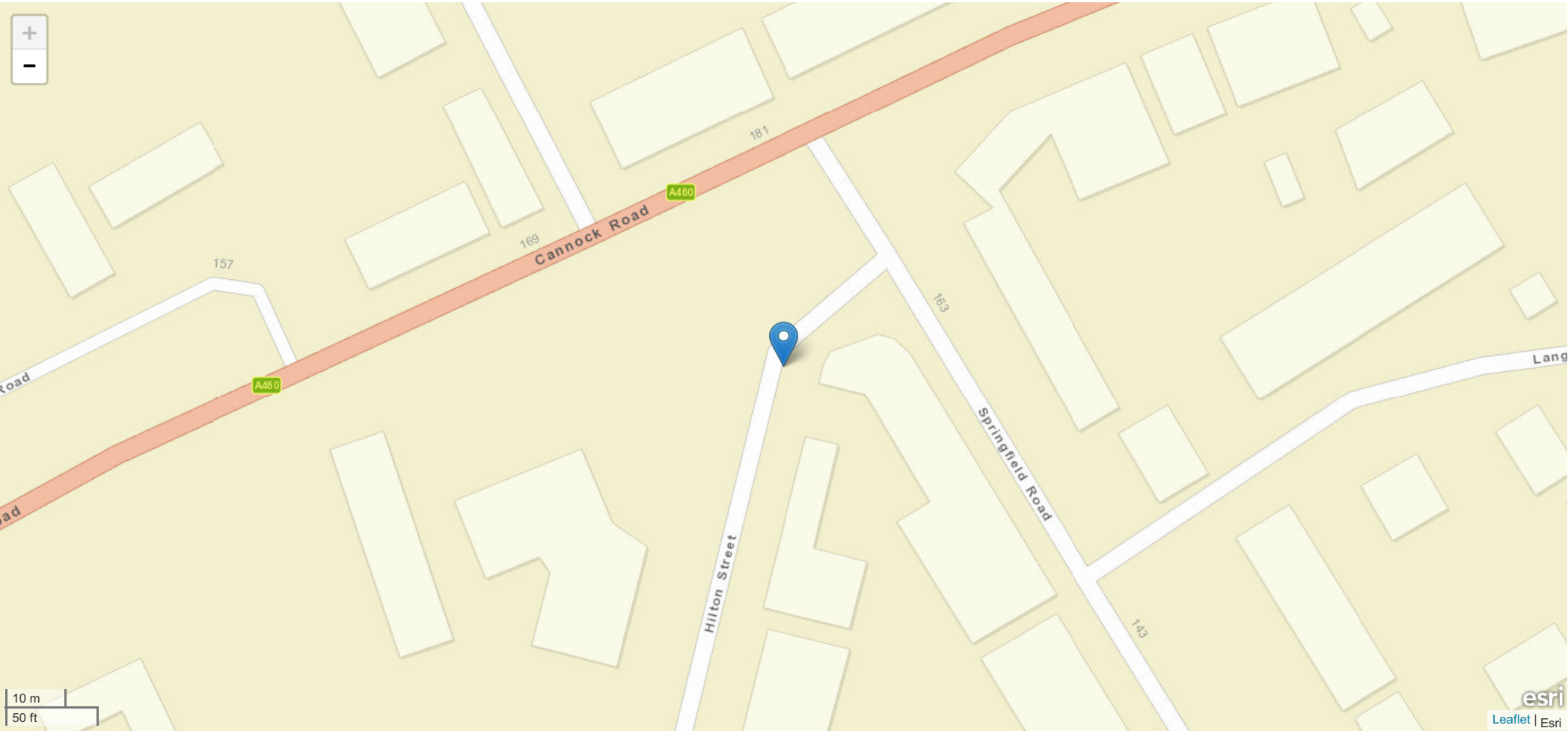
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	No Data Provided	Car, No tow articulation	VAUXHALL, No Data Provided	Driver not contacted at time of accident	None	No Data Provided	None	Front	Going ahead other	NE SW
2	34	30 - 39 years	Car, No tow articulation	SEAT, LEON S EMOCION TDI	Driver not contacted at time of accident	None	No Data Provided	None	Back	Waiting to go held up	NE SW

Incident Record Number: 64 - Tuesday 15:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G30487918	10/04/2018	15:00	Tuesday	1	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
HILTON STREET	No Data Provided



Incident Record Number: 64 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
HILTON STREET	392129, 299713	Unknown	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Dangerous action in carriageway (e.g. playing)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	24	20 - 29 years

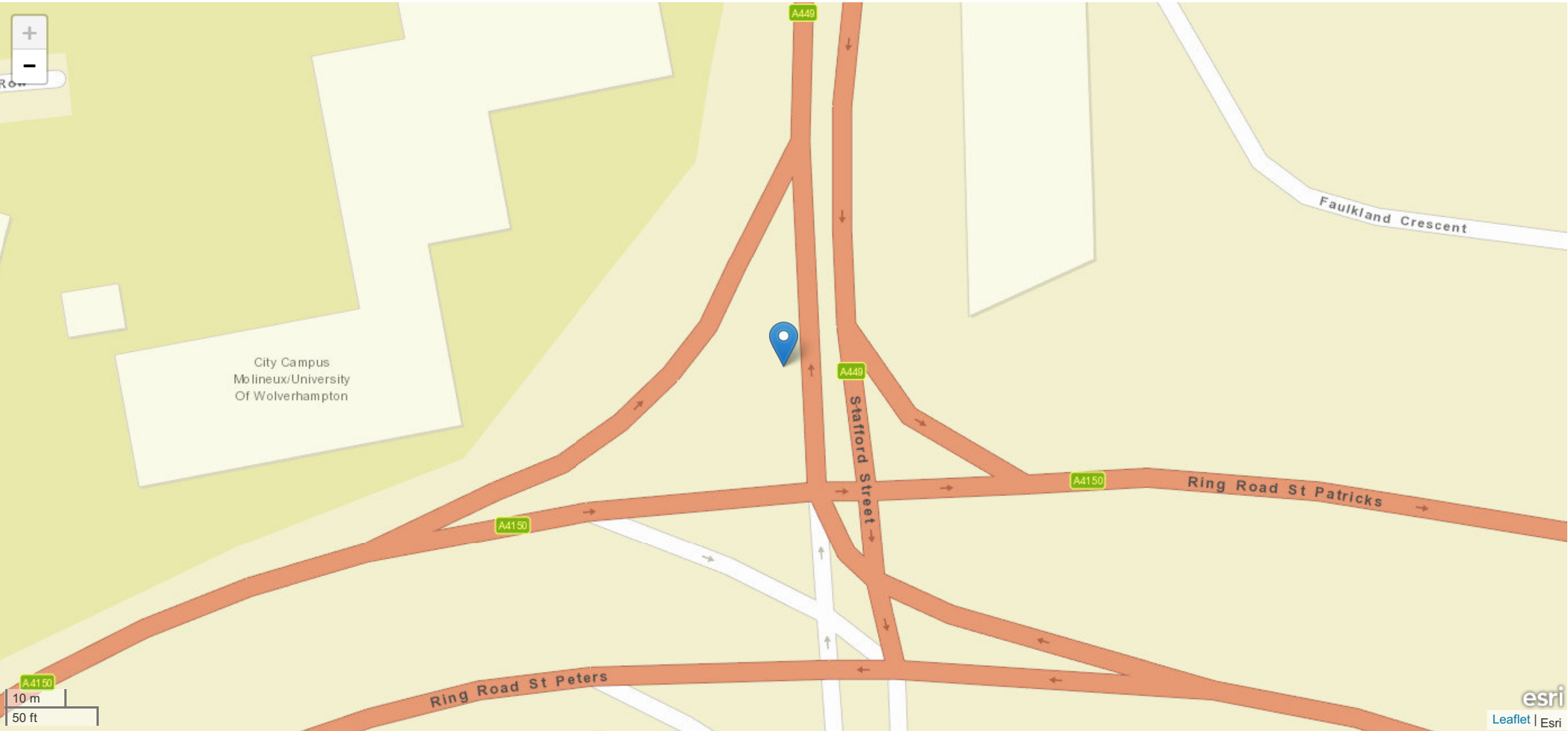
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	35	30 - 39 years	Car, No tow articulation	No Data Provided, No Data Provided	Driver not contacted at time of accident	None	No Data Provided	None	Front	Going ahead other	No Data Provided

Incident Record Number: 65 - Wednesday 08:10 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G29163518	18/04/2018	08:10	Wednesday	2	1	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
STAFFORD STREET A449 NEAR JN WITH RING ROAD ST PETERS A4150	No Data Provided



Incident Record Number: 65 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD STREET A449 NEAR JN WITH RING ROAD ST PETERS A4150	391511, 299088	A 449	A 4150	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Disobeyed pedestrian crossing facility	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Serious	58	50 - 59 years

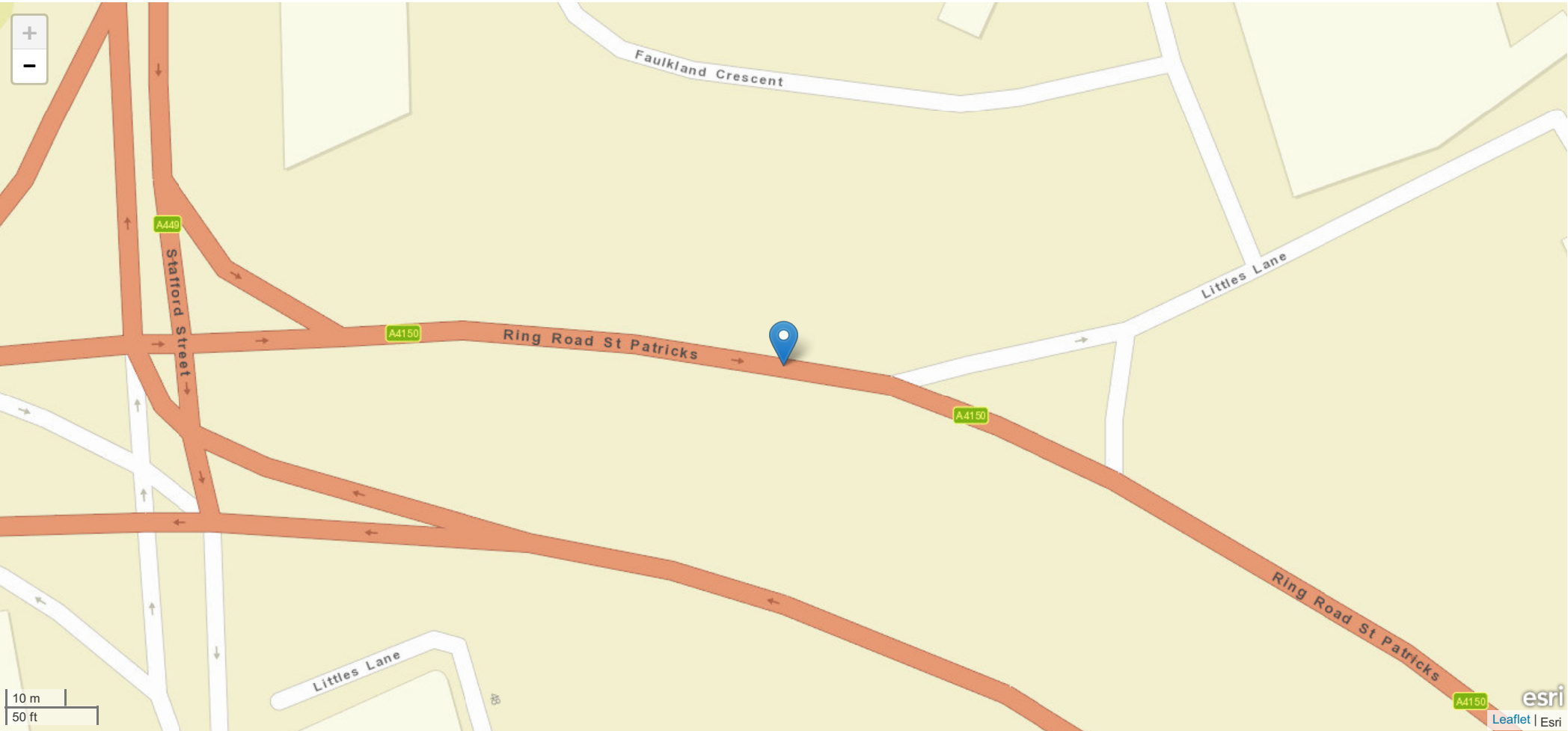
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	18	16 - 19 years	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	No Data Provided	None	Nearside	Going ahead other	W E
2	58	50 - 59 years	Motorcycle over 500cc, No tow articulation	TRIUMPH, TIGER 800	Not requested	None	No Data Provided	None	Front	Going ahead other	N S

Incident Record Number: 66 - Monday 18:24 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G33442118	09/07/2018	18:24	Monday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
RING ROAD ST PATRICKS A4150 NEAR JN WITH LITTLES LANE	No Data Provided



Incident Record Number: 66 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING ROAD ST PATRICKS A4150 NEAR JN WITH LITTLES LANE	391622, 299064	A 4150	Unknown	Slip road	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Poor turn or manoeuvre	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	21	20 - 29 years

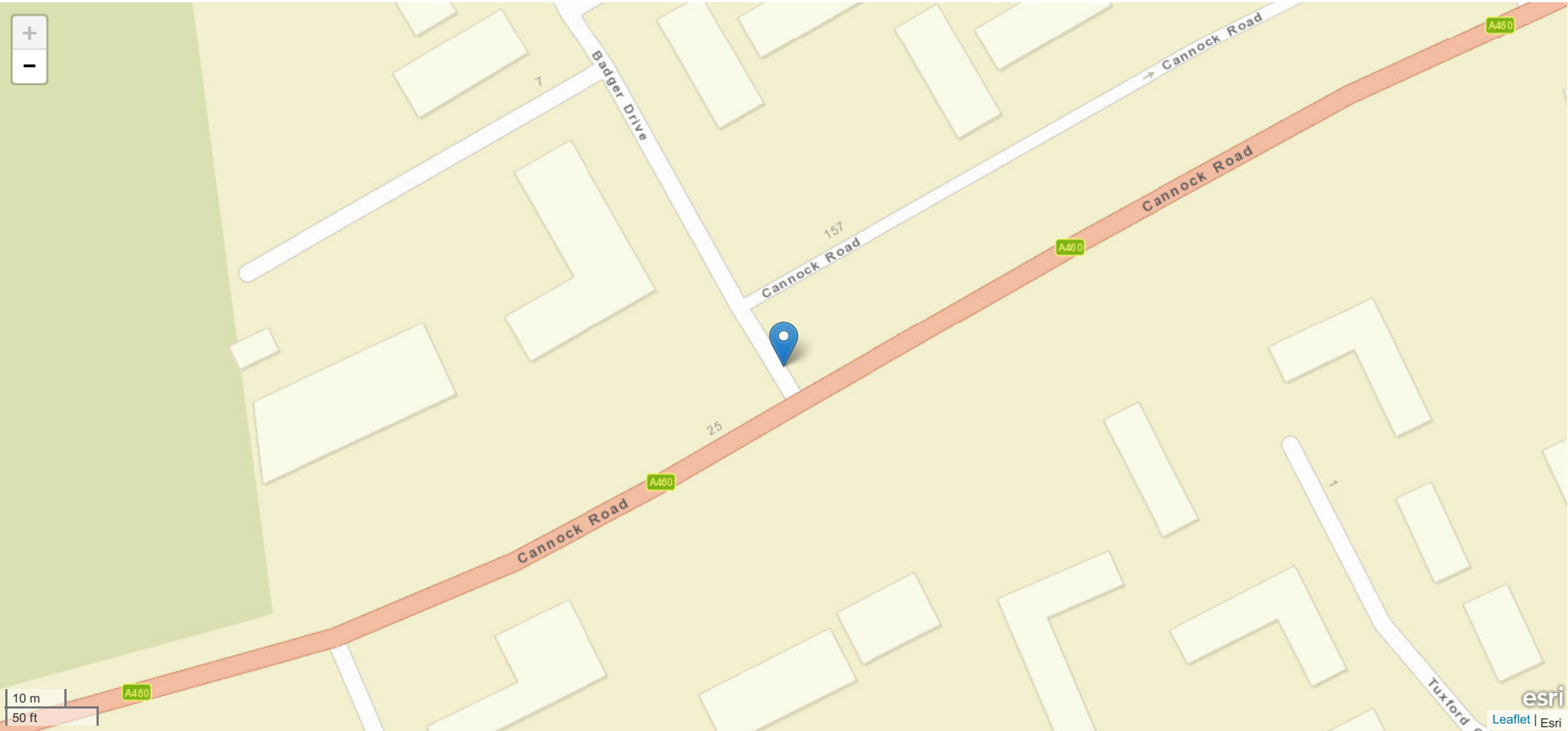
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	18	16 - 19 years	Car, No tow articulation	KIA, PICANTO 12V	Negative	Skidded	No Data Provided	None	Back	Changing lane to left	SE NW
2	53	50 - 59 years	Goods vehicle - unknown weight, Articulated vehicle	DAF TRUCKS, No Data Provided	Negative	None	No Data Provided	None	Front	Going ahead other	SE NW

Incident Record Number: 67 - Thursday 22:48 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G32404518	19/07/2018	22:48	Thursday	2	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
CANNOCK ROAD A460 AT JN WITH BADGER DRIVE	No Data Provided



Incident Record Number: 67 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK ROAD A460 AT JN WITH BADGER DRIVE	391929, 299655	A 460	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Junction overshoot	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	17	16 - 19 years

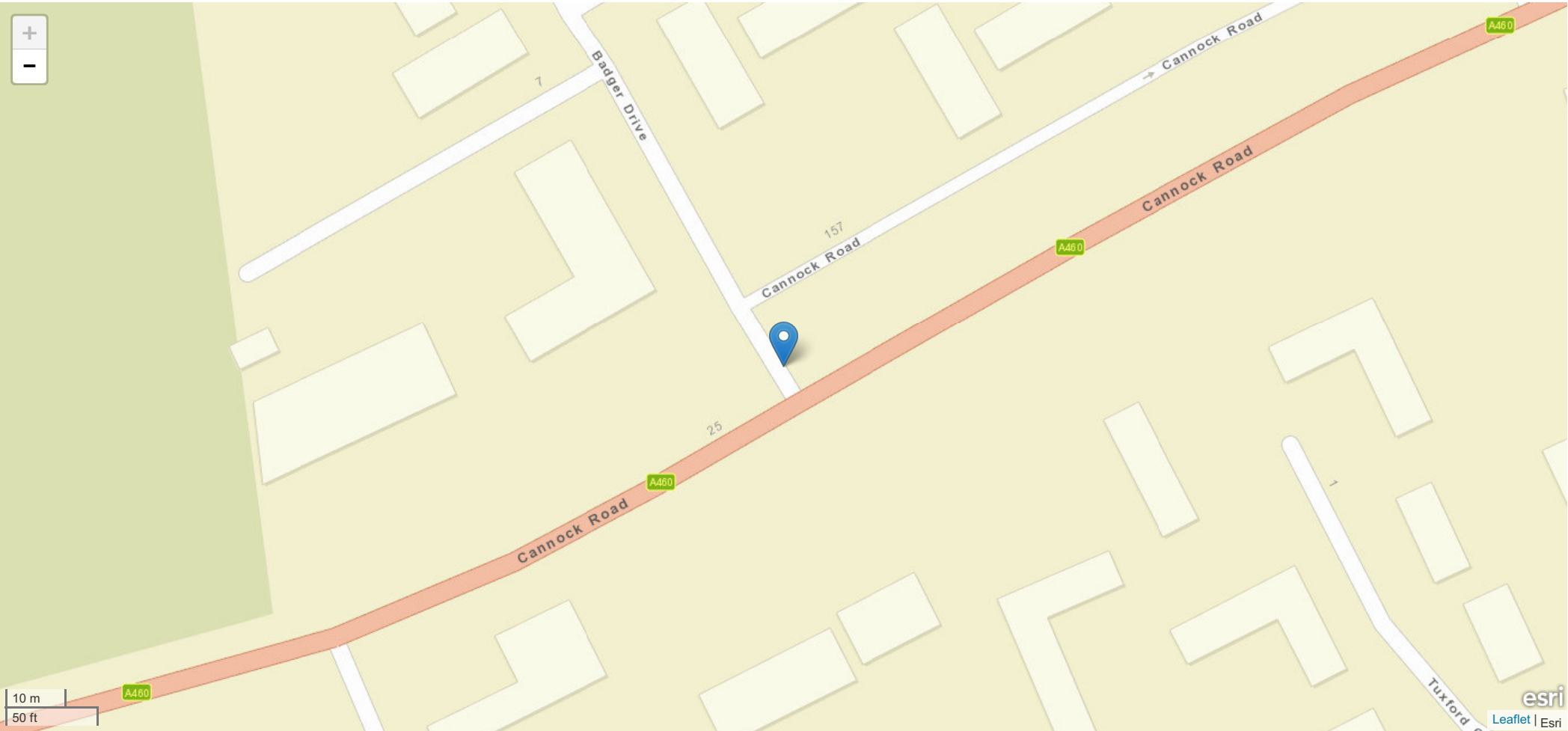
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	31	30 - 39 years	Car, No tow articulation	MERCEDES, No Data Provided	Driver not contacted at time of accident	None	No Data Provided	None	Offside	Turning right	SW NW
2	17	16 - 19 years	Motorcycle 125cc and under, No tow articulation	HONDA, CBR 125 R-D 125	Driver not contacted at time of accident	None	No Data Provided	None	Front	Going ahead other	NE SW

Incident Record Number: 68 - Sunday 22:13 Fatal

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G32149418	05/08/2018	22:13	Sunday	1	1	Darkness - lights lit	Unknown	Fatal	No Data Provided

Road Name 1	Road Name 2
15 BADGER DRIVE WOLVERHAMPTON CANNOCK ROAD WOLVERHAMPTON	No Data Provided



Incident Record Number: 68 continued

Fatal Casualties	Serious Casualties	Slight Casualties
1	0	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
15 BADGER DRIVE WOLVERHAMPTON CANNOCK ROAD WOLVERHAMPTON	391929, 299655	Unknown	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Fatal	28	20 - 29 years

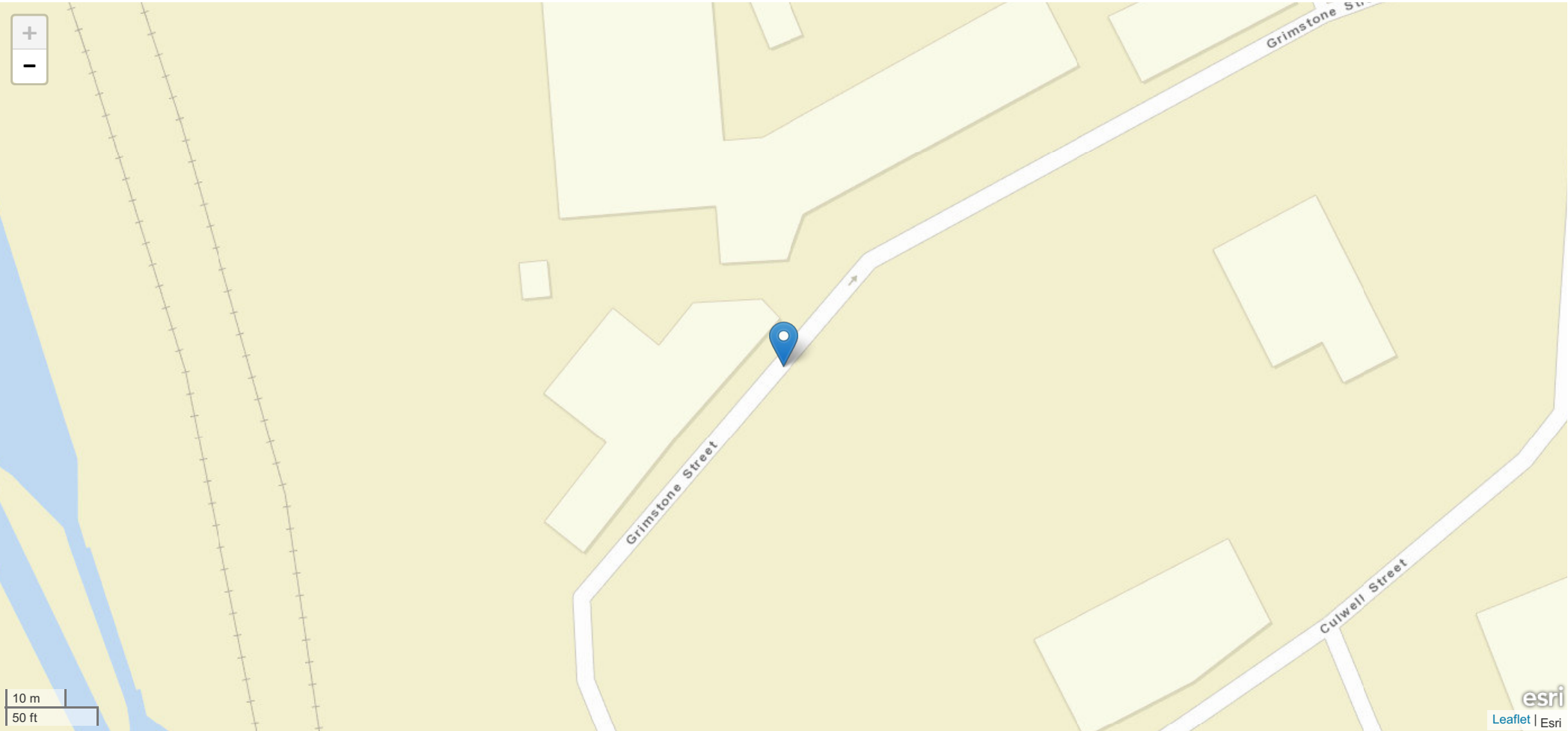
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	27	20 - 29 years	Car, No tow articulation	VOLKSWAGEN, GOLF L	Negative	None	No Data Provided	None	Front	Going ahead other	NE SW

Incident Record Number: 69 - Friday 20:35 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G81610218	28/09/2018	20:35	Friday	3	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
GRIMSTONE STREET - 97 METRES FROM JUNCTION WITH CULWELL STREET	No Data Provided



Incident Record Number: 69 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
GRIMSTONE STREET - 97 METRES FROM JUNCTION WITH CULWELL STREET	391895, 299256	Unknown	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Travelling too fast for conditions	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	23	20 - 29 years

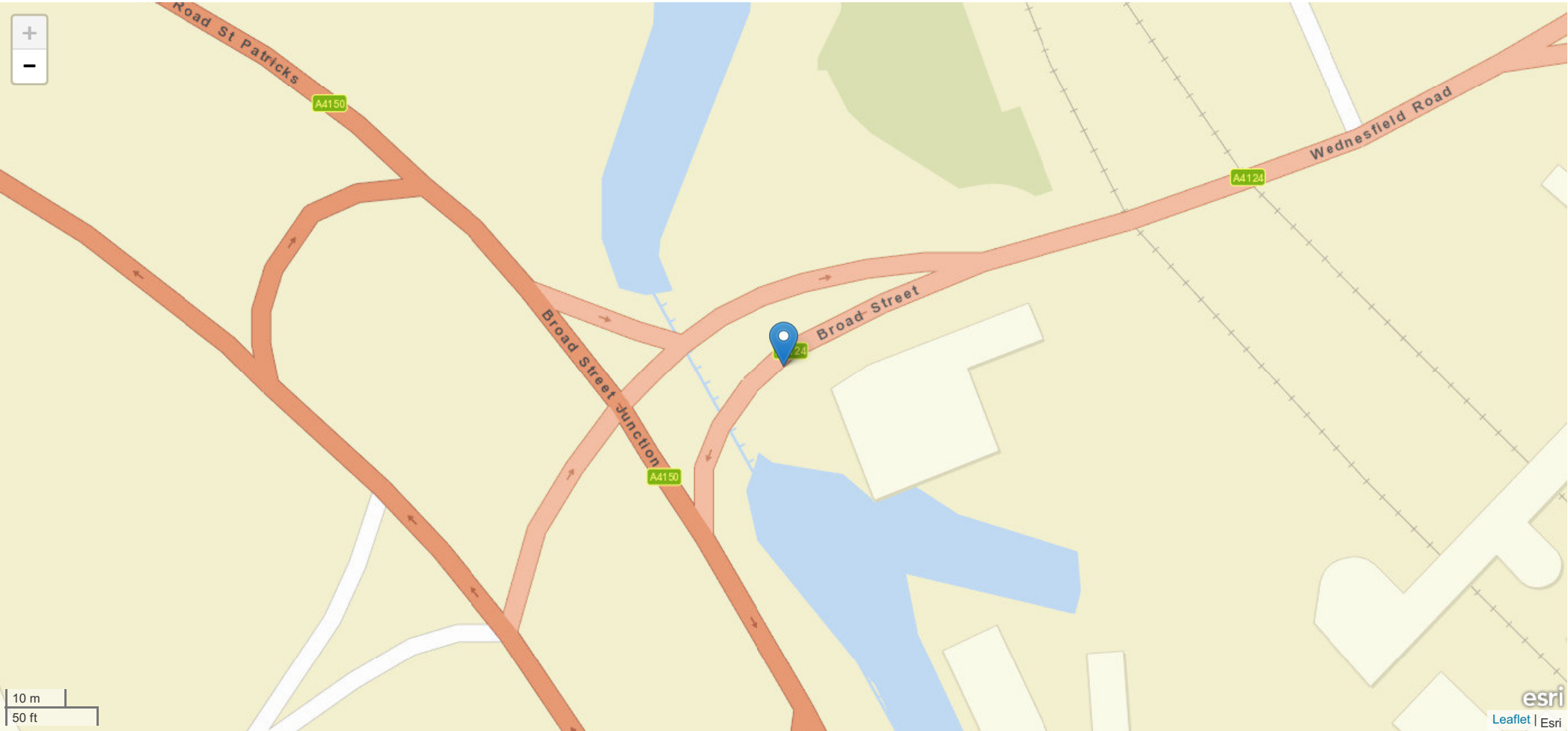
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	0 - 4 years	Car, No tow articulation	RENAULT, KANGOO SL17DCI 70	Not requested	None	No Data Provided	None	Front	Going ahead other	NE SW
2	No Data Provided	0 - 4 years	Car, No tow articulation	VAUXHALL, INSIGNIA EMERG-Y SER	Negative	None	No Data Provided	None	Did not impact	Going ahead other	NE E
3	No Data Provided	0 - 4 years	Other vehicle, No tow articulation	GROVE, No Data Provided	No Data Provided	None	No Data Provided	None	Offside	Parked	0

Incident Record Number: 70 - Wednesday 21:05 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G35104818	24/10/2018	21:05	Wednesday	1	1	Darkness - lights lit	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
WEDNESFIELD ROAD A4124 NEAR JN WITH RING ROAD ST DAVIDS A4150	No Data Provided



Incident Record Number: 70 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD ROAD A4124 NEAR JN WITH RING ROAD ST DAVIDS A4150	391807, 298967	A 4124	A 4150	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Serious	26	20 - 29 years

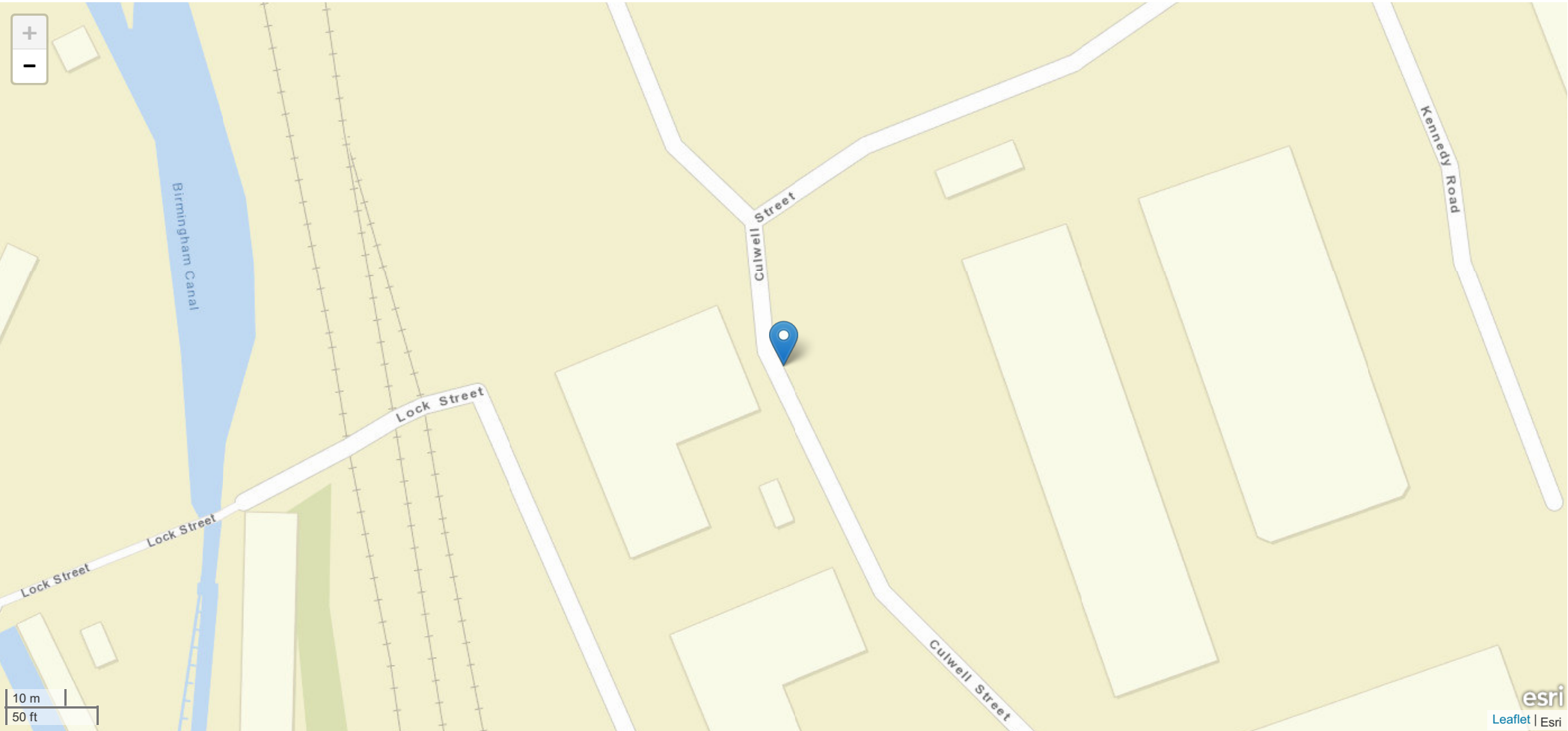
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	26	20 - 29 years	Car, No tow articulation	RENAULT, MEGANE	Negative	Overtuned	No Data Provided	Kerb	Front	Going ahead other	NE SW

Incident Record Number: 71 - Friday 01:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G80842118	30/11/2018	01:00	Friday	3	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
CULWELL STREET - 23 METRES FROM JUNCTION WITH GRIMSTONE STREET	No Data Provided



Incident Record Number: 71 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CULWELL STREET - 23 METRES FROM JUNCTION WITH GRIMSTONE STREET	391894, 299136	Unknown	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Careless or Reckless or In a hurry	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
3	2	Passenger	Slight	23	20 - 29 years

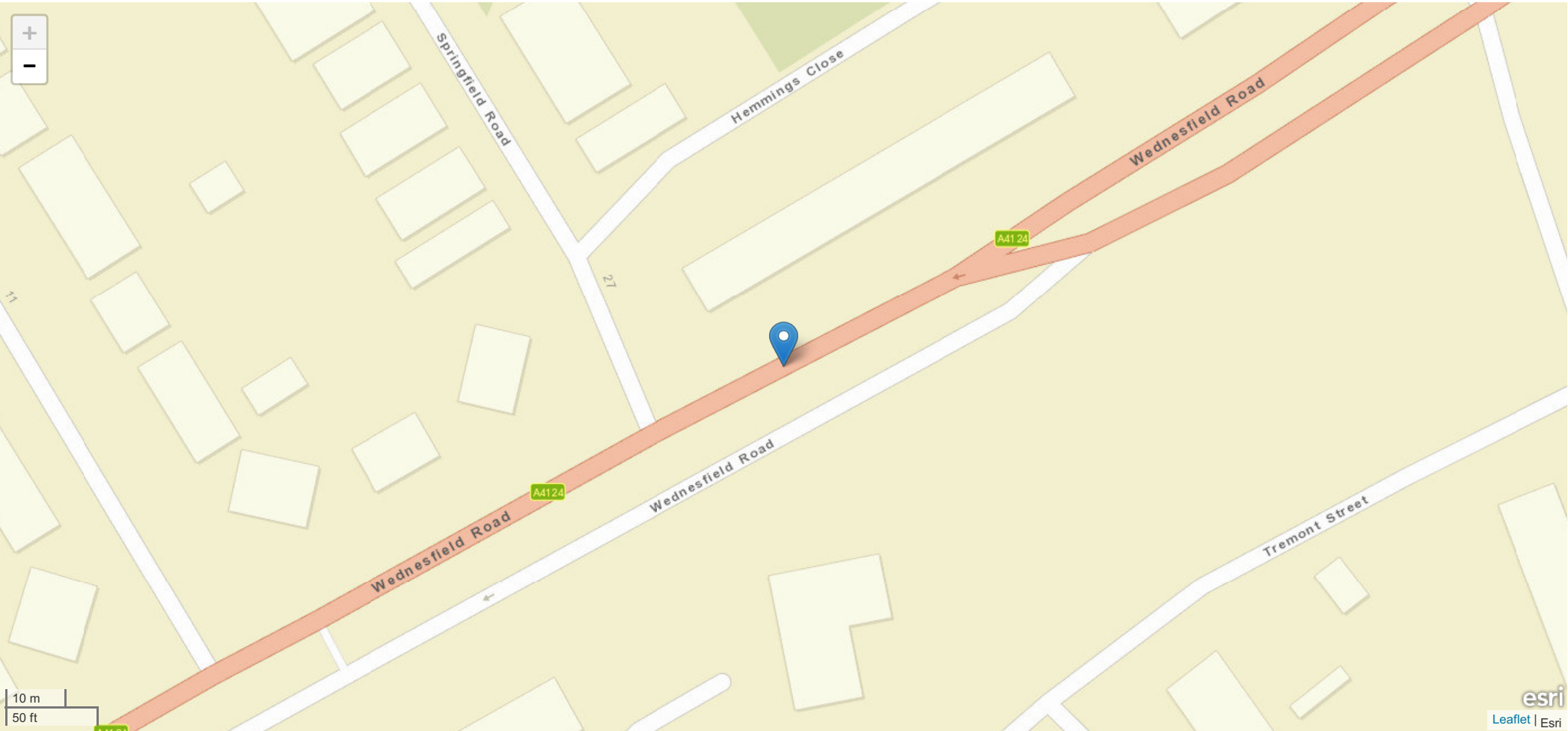
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	0 - 4 years	Car, No tow articulation	VAUXHALL, ASTRA	Driver not contacted at time of accident	None	No Data Provided	Parked vehicle	Back	Reversing	No Data Provided
2	40	40 - 49 years	Car, No tow articulation	TOYOTA, AVENSIS TR	Driver not contacted at time of accident	None	No Data Provided	None	Front	Parked	0
3	No Data Provided	0 - 4 years	Car, No tow articulation	MAZDA, 3 SPORT	Driver not contacted at time of accident	None	No Data Provided	Parked vehicle	Front	Parked	0

Incident Record Number: 72 - Friday 19:28 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G35410218	30/11/2018	19:28	Friday	3	1	Darkness - lights lit	Raining no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
WEDNESFIELD ROAD A4124 NEAR JN WITH SPRINGFIELD ROAD	No Data Provided



Incident Record Number: 72 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD ROAD A4124 NEAR JN WITH SPRINGFIELD ROAD	392475, 299232	A 4124	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Impaired by alcohol	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	25	20 - 29 years

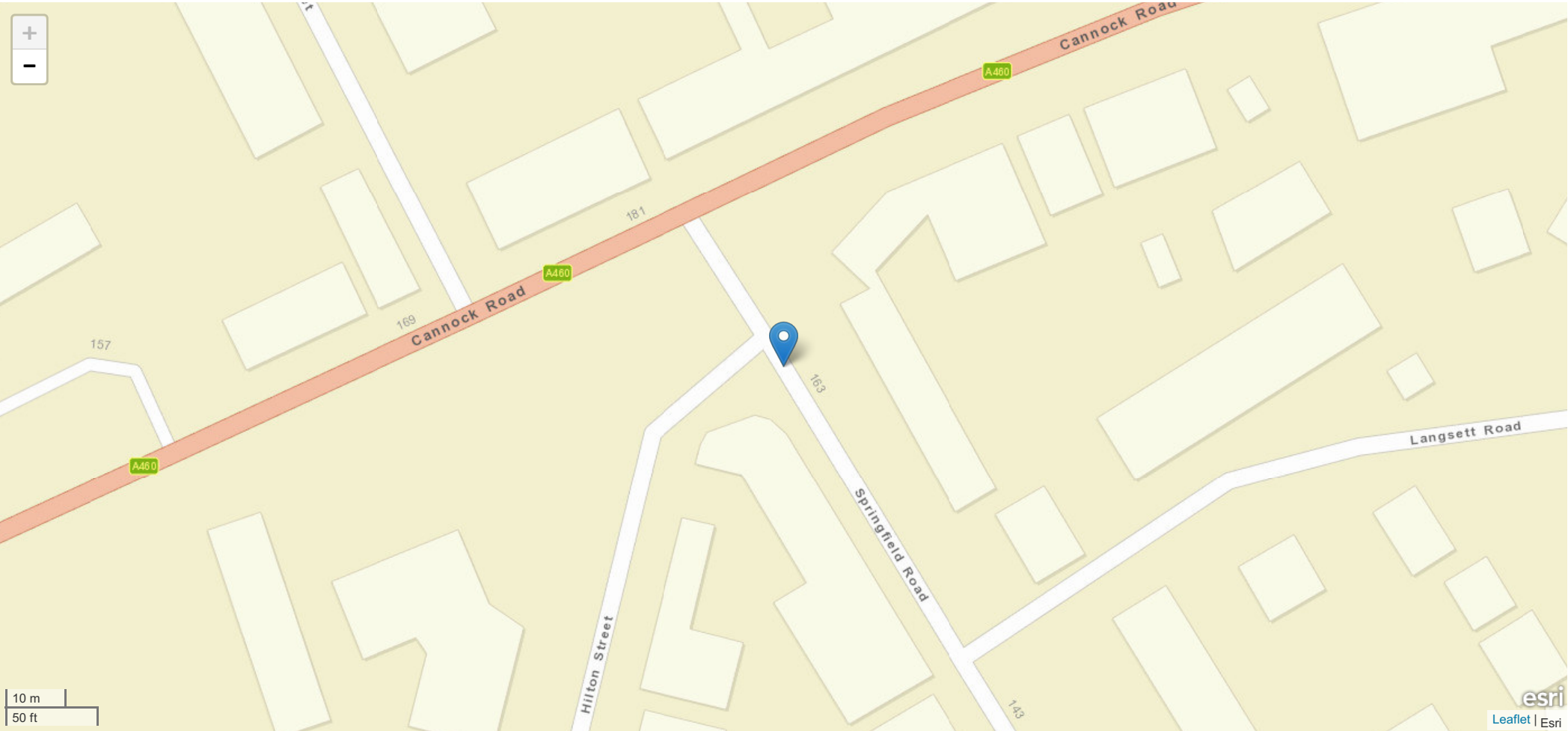
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	33	30 - 39 years	Car, No tow articulation	RENAULT, TRAFIC SL27 DCI	Driver not contacted at time of accident	None	No Data Provided	None	Front	Going ahead other	SW NE
2	25	20 - 29 years	Car, No tow articulation	MERCEDES, No Data Provided	Not requested	None	No Data Provided	None	Back	Waiting to go held up	SW NE
3	47	40 - 49 years	Car, No tow articulation	VOLKSWAGEN, PASSAT SE TDI 140	Not requested	None	No Data Provided	None	Back	Waiting to go held up	SW NE

Incident Record Number: 73 - Monday 12:50 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G81562118	24/12/2018	12:50	Monday	3	4	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
SPRINGFIELD ROAD NEAR JUNCTION WITH HILTON STREET	No Data Provided



Incident Record Number: 73 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	4

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
SPRINGFIELD ROAD NEAR JUNCTION WITH HILTON STREET	392149, 299726	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	36	30 - 39 years
2	2	Passenger	Slight	43	40 - 49 years
3	2	Passenger	Slight	30	30 - 39 years
4	2	Passenger	Slight	26	20 - 29 years

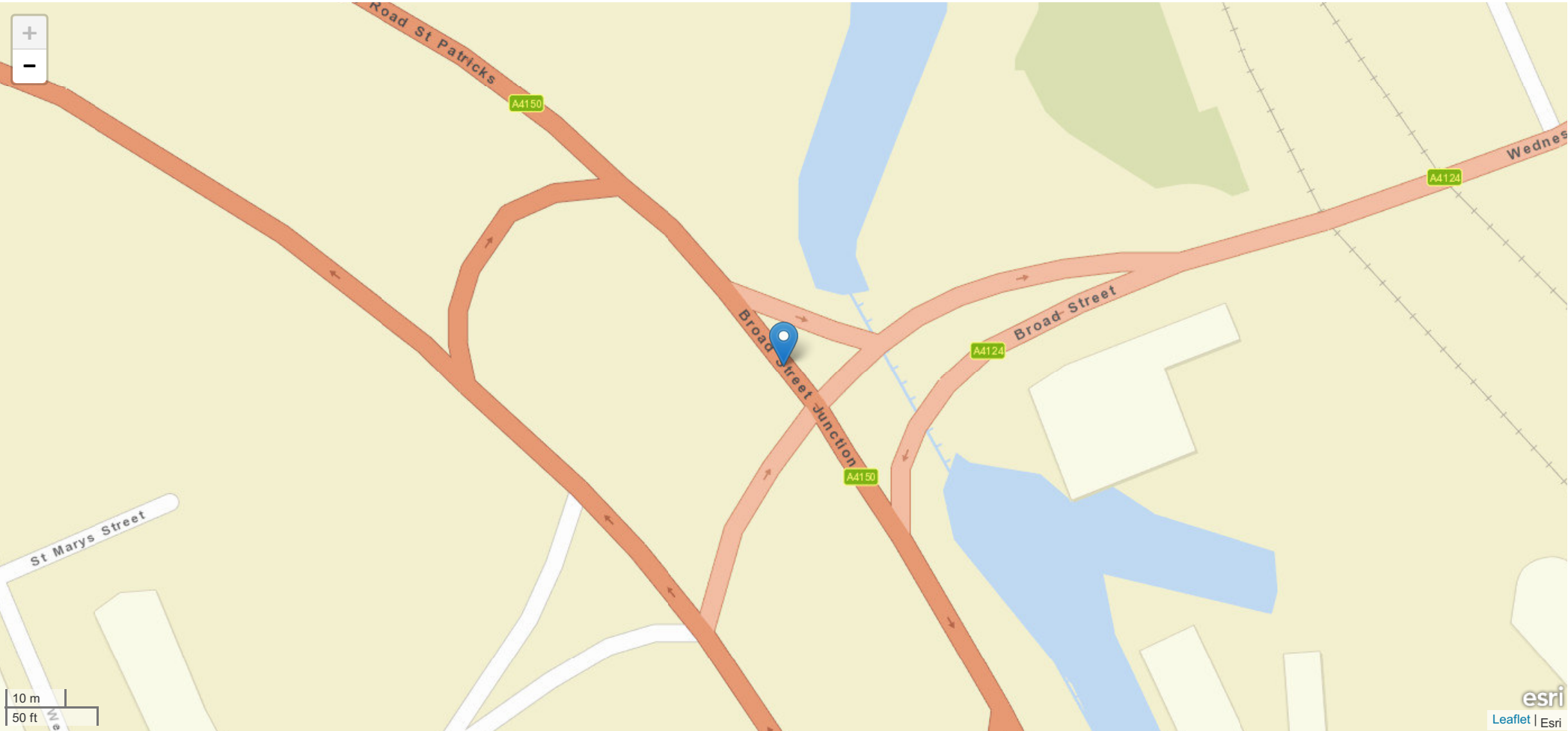
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	0 - 4 years	Car, No tow articulation	AUDI, A1 SPORT TFSI S-A	Not requested	None	No Data Provided	None	Front	Slowing or stopping	NW SE
2	36	30 - 39 years	Car, No tow articulation	VOLKSWAGEN, PASSAT S TDI 140	Not requested	None	No Data Provided	None	Front	Slowing or stopping	NW SE
3	No Data Provided	0 - 4 years	Car, No tow articulation	HONDA, ACCORD EX I-DTEC	Not requested	None	No Data Provided	None	Front	Slowing or stopping	NW SE

Incident Record Number: 74 - Thursday 08:40 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G81156918	27/12/2018	08:40	Thursday	1	1	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
RING ROAD (A4150) NEAR JUNCTION WITH BROAD STREET (A4124)	No Data Provided



Incident Record Number: 74 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING ROAD (A4150) NEAR JUNCTION WITH BROAD STREET (A4124)	391775, 298967	A 4150	A 4124	Other junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Failed to look properly	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	53	50 - 59 years

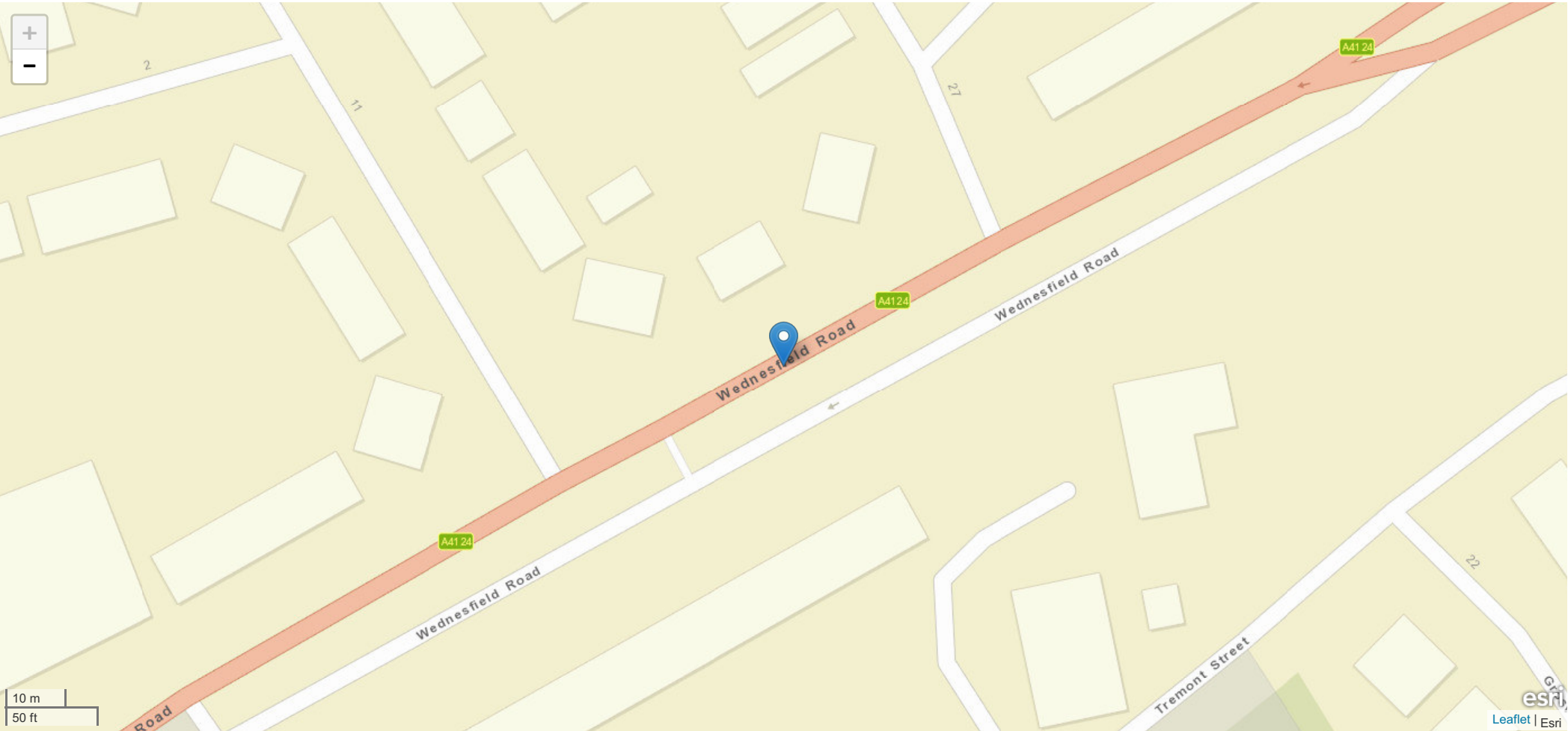
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	34	30 - 39 years	Car, No tow articulation	TOYOTA, YARIS T2	Negative	None	No Data Provided	None	Nearside	Going ahead other	NW SE

Incident Record Number: 75 - Monday 17:30 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G83427219	14/01/2019	17:30	Monday	1	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
WEDNESFIELD ROAD (A4124)	No Data Provided



Incident Record Number: 75 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD ROAD (A4124)	392419, 299201	A 4124	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	23	20 - 29 years

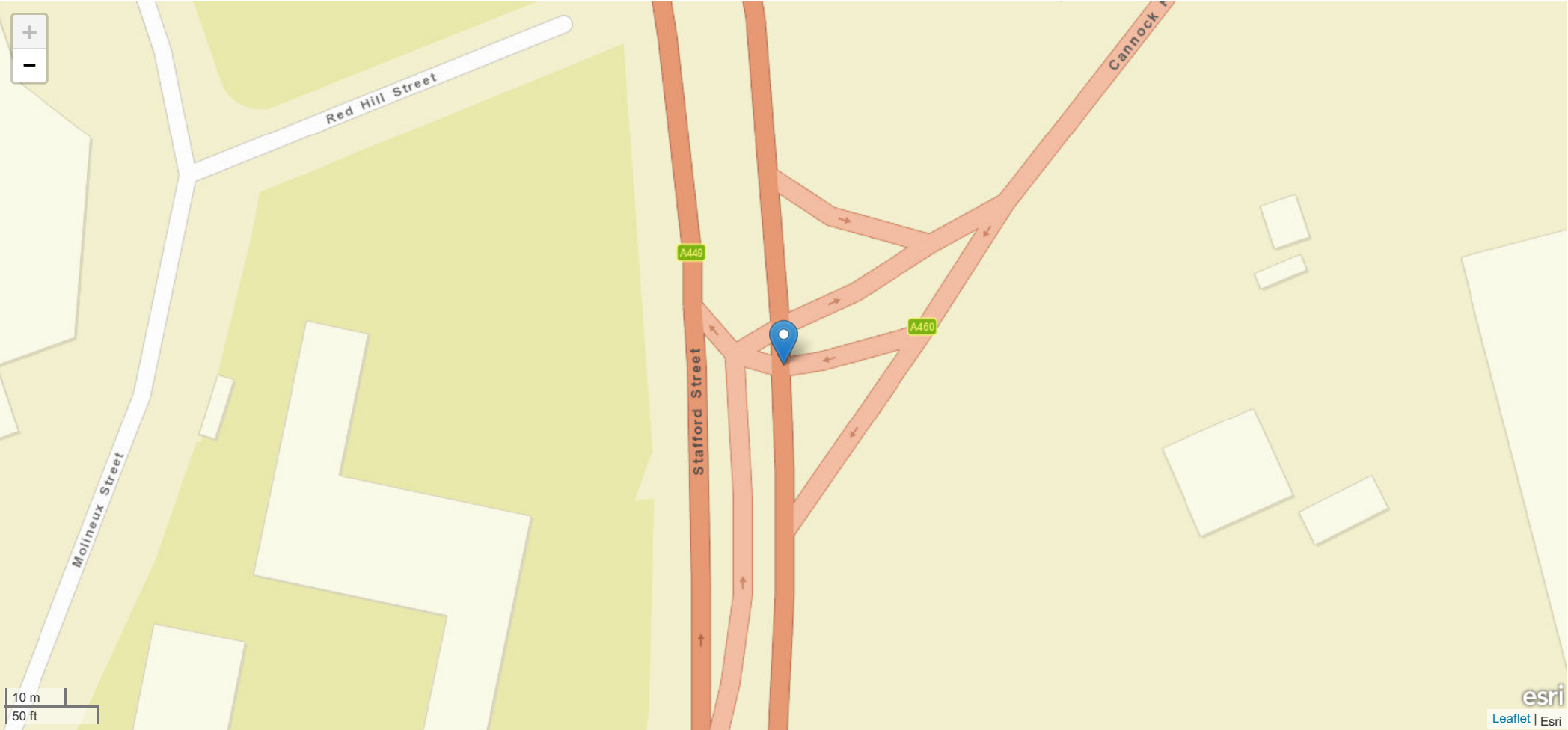
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	VOLKSWAGEN, POLO	Driver not contacted at time of accident	None	No Data Provided	None	Front	Going ahead other	No Data Provided

Incident Record Number: 76 - Monday 06:30 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G85649619	25/02/2019	06:30	Monday	2	2	Darkness - lights unlit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
STAFFORD STREET (A449) AT JUNCTION WITH CANNOCK ROAD (A460)	No Data Provided



Incident Record Number: 76 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD STREET (A449) AT JUNCTION WITH CANNOCK ROAD (A460)	391552, 299393	A 449	A 460	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Poor turn or manoeuvre	Tyres illegal, defective or under inflated	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	34	30 - 39 years
2	2	Driver or rider	Slight	50	50 - 59 years

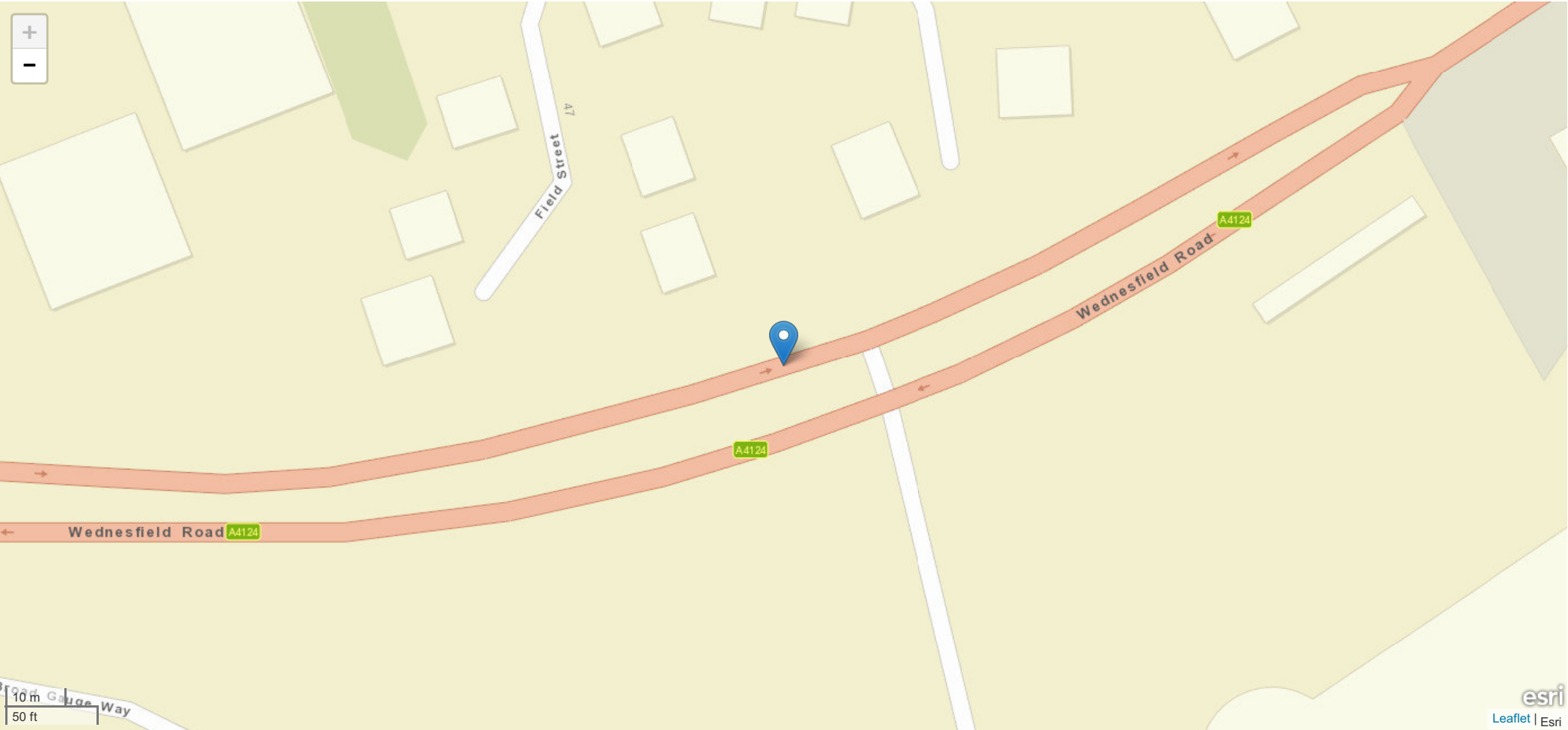
Vehicle Details

Vehicle Number	Age	Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	34	30 - 39 years	Car, No tow articulation	MERCEDES, B200 CDI SE	Not provided medical reasons	Skidded	No Data Provided	None	Offside	Turning right	N NE
2	50	50 - 59 years	Car, No tow articulation	VOLVO, XC60 D S AWD	Negative	None	No Data Provided	None	Front	Going ahead other	S N

Incident Record Number: 77 - Sunday 08:54 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G85929519	17/03/2019	08:54	Sunday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
WEDNESFIELD ROAD (A4124) NEAR JUNCTION WITH SUN STREET	No Data Provided



Incident Record Number: 77 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD ROAD (A4124) NEAR JUNCTION WITH SUN STREET	392153, 299057	A 4124	Unknown	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Sudden braking	Failed to judge other persons path or speed	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	51	50 - 59 years

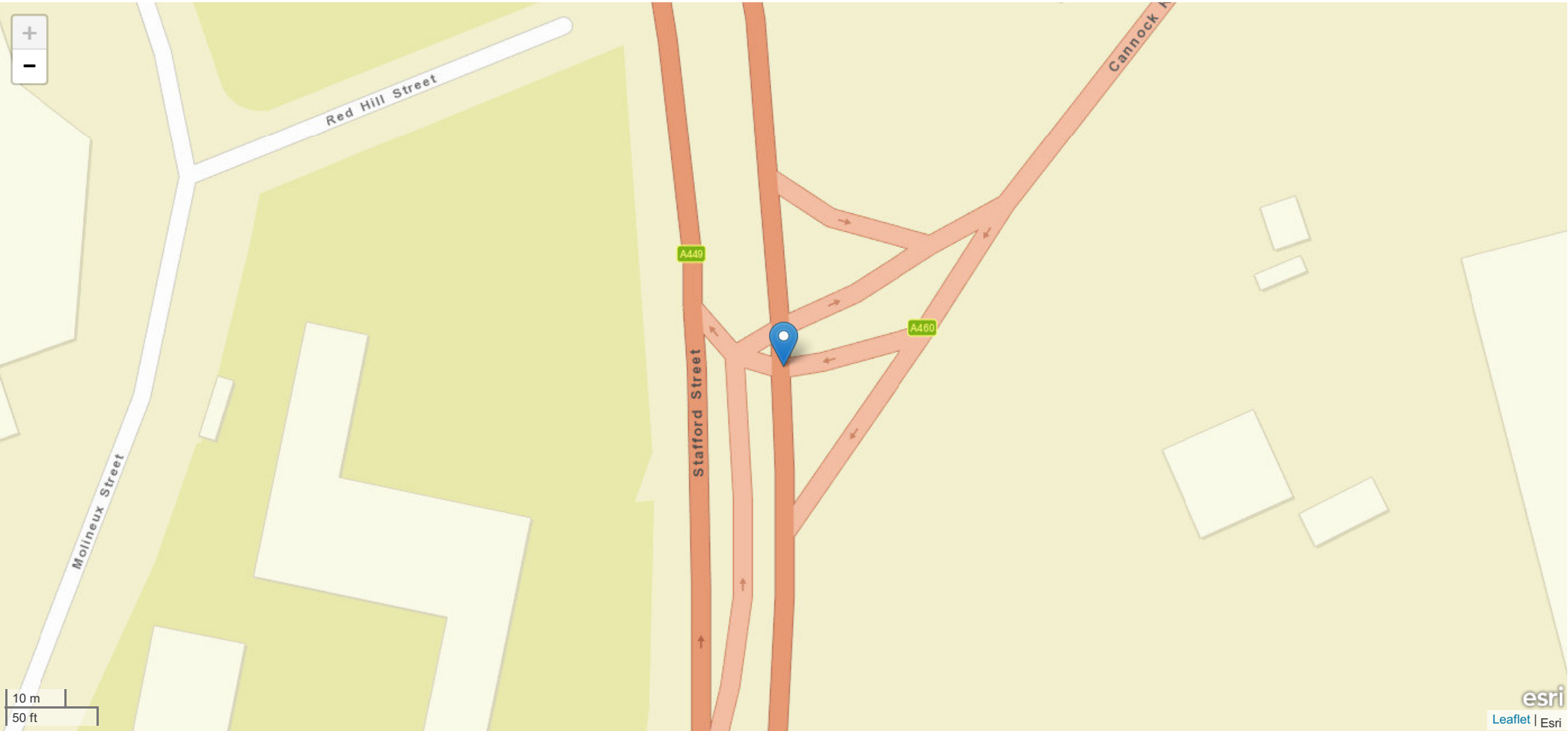
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	70	70 - 79 years	Car, No tow articulation	MERCEDES, CLK320 CDI SPORT	Negative	None	No Data Provided	None	Front	Moving off	NE SW
2	51	50 - 59 years	Van / Goods 3.5 tonnes mgw or under, No tow articulation	VAUXHALL, COMBO EPIC 1700	No Data Provided	None	No Data Provided	None	Back	Waiting to go held up	NE SW

Incident Record Number: 78 - Sunday 00:06 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G86728519	28/04/2019	00:06	Sunday	2	1	Darkness - lights unlit	Raining no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
STAFFORD STREET (A449) AT JUNCTION WITH CANNOCK ROAD (A460)	No Data Provided



Incident Record Number: 78 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD STREET (A449) AT JUNCTION WITH CANNOCK ROAD (A460)	391552, 299393	A 449	A 460	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Following too close	Slippery road (due to weather)	Loss of control

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	49	40 - 49 years

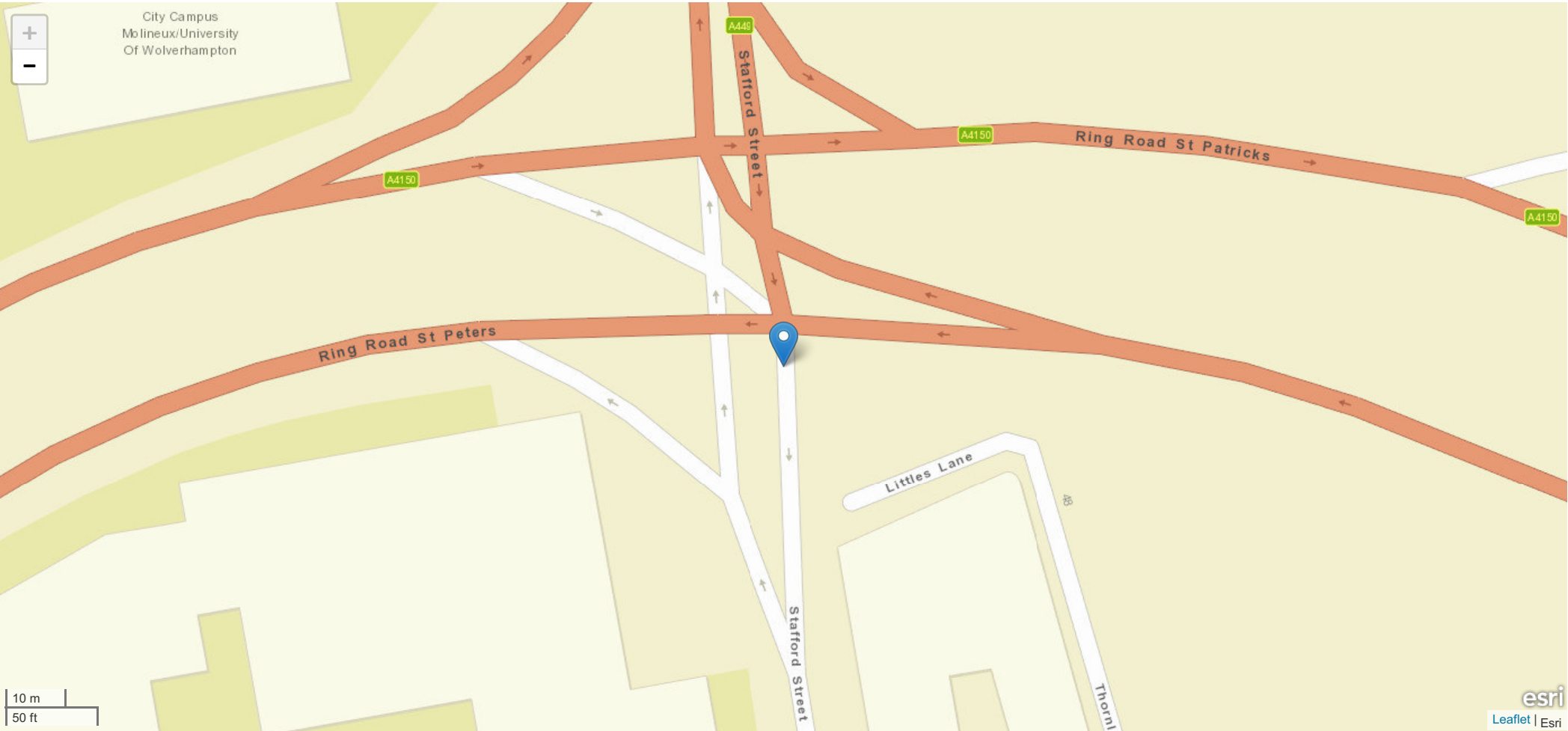
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	49	40 - 49 years	Car, No tow articulation	AUDI, A3 1.8	Not requested	None	No Data Provided	None	Did not impact	Waiting to go held up	N S
2	No Data Provided	Data missing or out of range	Car, No tow articulation	PORSCHE, PANAMERA S	Driver not contacted at time of accident	Skidded	No Data Provided	Bollard or refuge	Front	Waiting to go held up	NE S

Incident Record Number: 79 - Tuesday 16:45 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G87082919	14/05/2019	16:45	Tuesday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
RING ROAD ST PATRICKS (A4150) AT JUNCTION WITH STAFFORD STREET	No Data Provided



Incident Record Number: 79 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING ROAD ST PATRICKS (A4150) AT JUNCTION WITH STAFFORD STREET	391529, 299032	A 4150	Unknown	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Emergency vehicle on call	Disobeyed automatic traffic signal	Failed to judge other persons path or speed

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	45	40 - 49 years

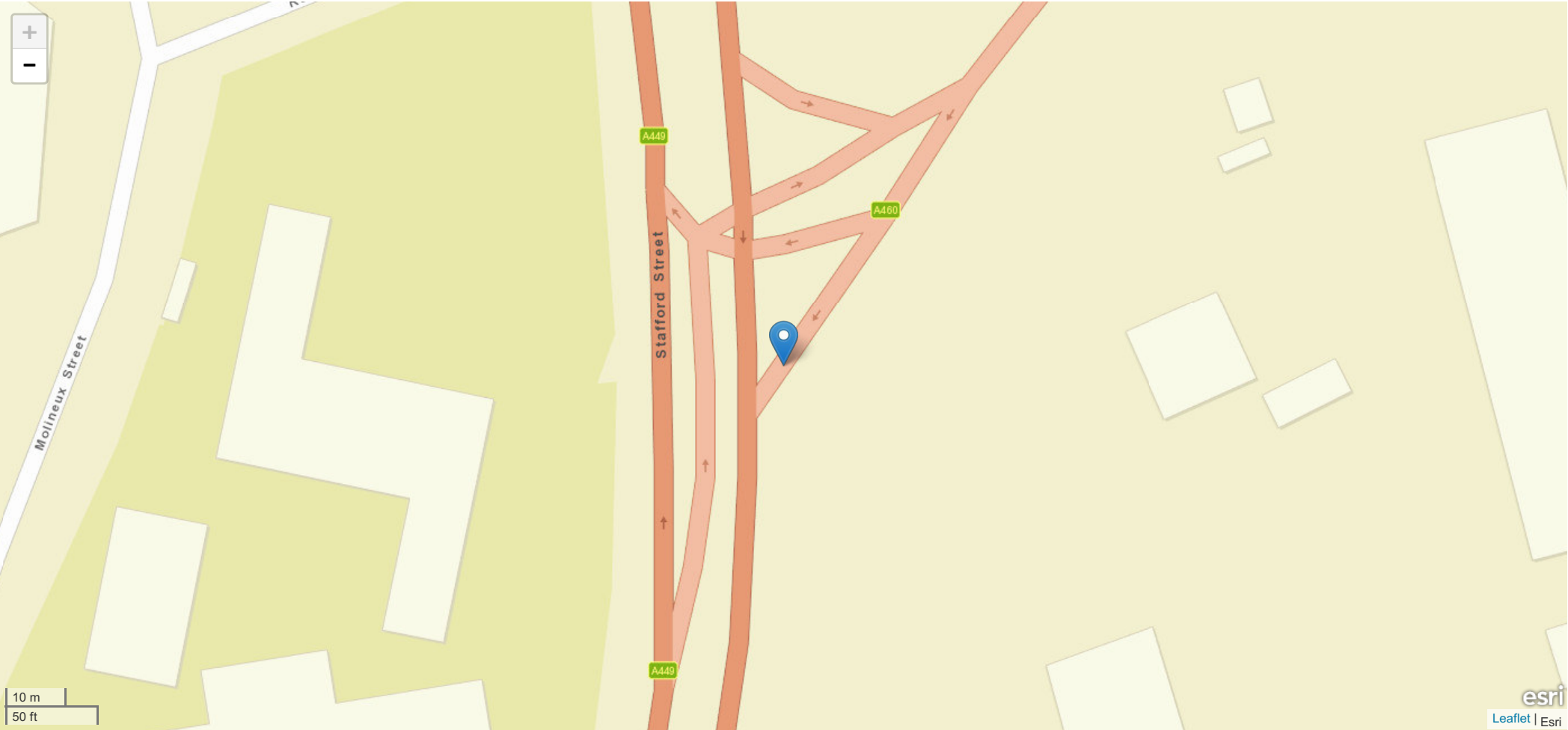
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	39	30 - 39 years	Other vehicle, No tow articulation	TOYOTA, HILUX 4WD	Negative	None	No Data Provided	None	Nearside	Going ahead other	S N
2	45	40 - 49 years	Car, No tow articulation	VOLKSWAGEN, POLO L	Negative	None	No Data Provided	None	Front	Going ahead other	W E

Incident Record Number: 80 - Sunday 05:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G86030219	23/06/2019	05:00	Sunday	3	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
CANNOCK ROAD (A460) NEAR JUNCTION WITH STAFFORD STREET (A449)	No Data Provided



Incident Record Number: 80 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK ROAD (A460) NEAR JUNCTION WITH STAFFORD STREET (A449)	391558, 299374	A 460	A 449	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	3	Driver or rider	Slight	26	20 - 29 years

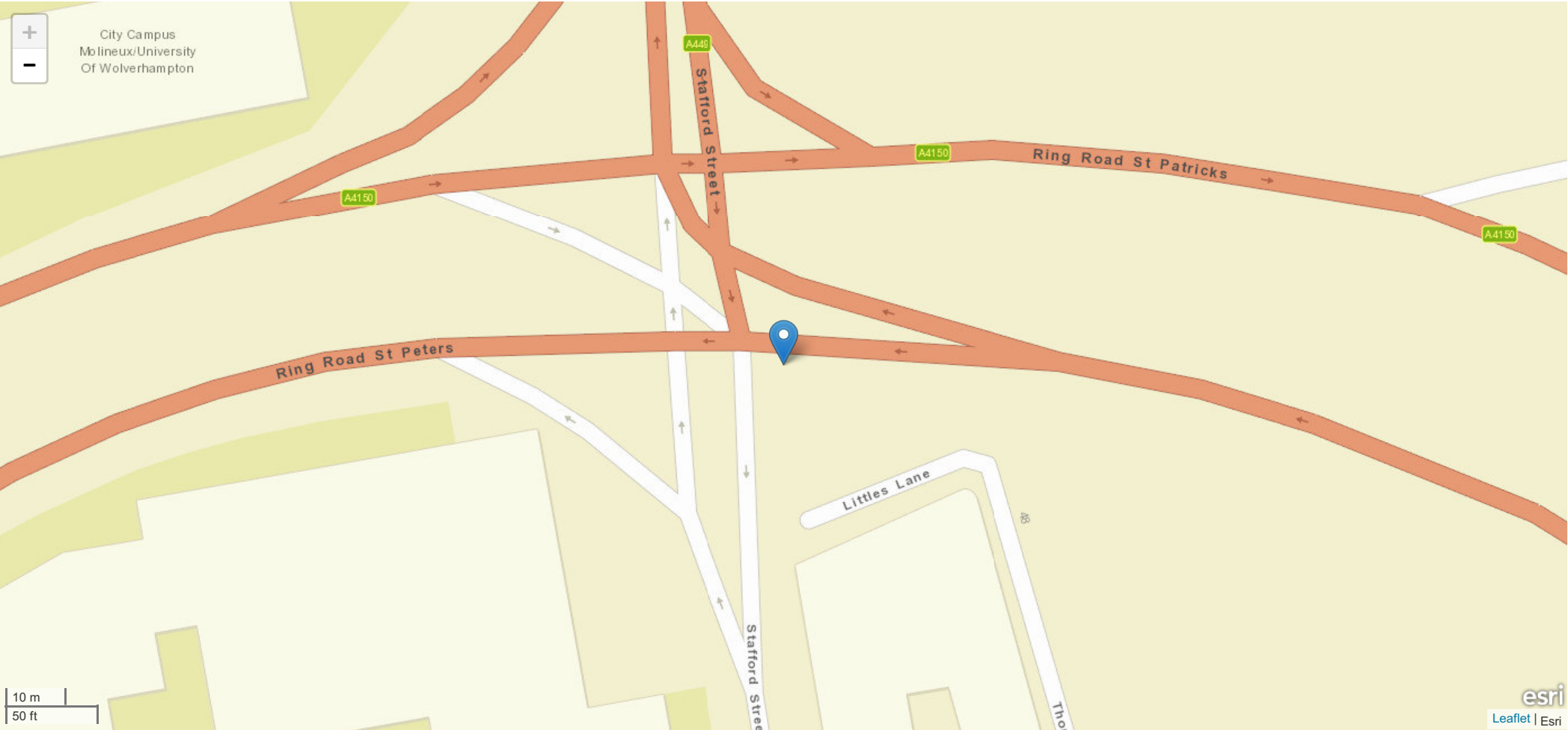
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	BMW, 320D M SPORT AUTO	Driver not contacted at time of accident	None	No Data Provided	None	Back	Reversing	NE SW
2	No Data Provided	Data missing or out of range	Car, No tow articulation	VOLKSWAGEN, PASSAT HIGHLINE TDI	Driver not contacted at time of accident	None	No Data Provided	None	Did not impact	Going ahead other	SW NE
3	26	20 - 29 years	Car, No tow articulation	VOLKSWAGEN, PASSAT HIGHLINE TDI	Driver not contacted at time of accident	None	No Data Provided	None	Front	Waiting to go held up	SW NE

Incident Record Number: 81 - Sunday 17:40 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G88148419	30/06/2019	17:40	Sunday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
RING ROAD ST PATRICKS (A4150) NEAR JUNCTION WITH STAFFORD STREET (A449)	No Data Provided



Incident Record Number: 81 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING ROAD ST PATRICKS (A4150) NEAR JUNCTION WITH STAFFORD STREET (A449)	391536, 299035	A 4150	A 449	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	Failed to judge other persons path or speed	Impaired by alcohol

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	45	40 - 49 years

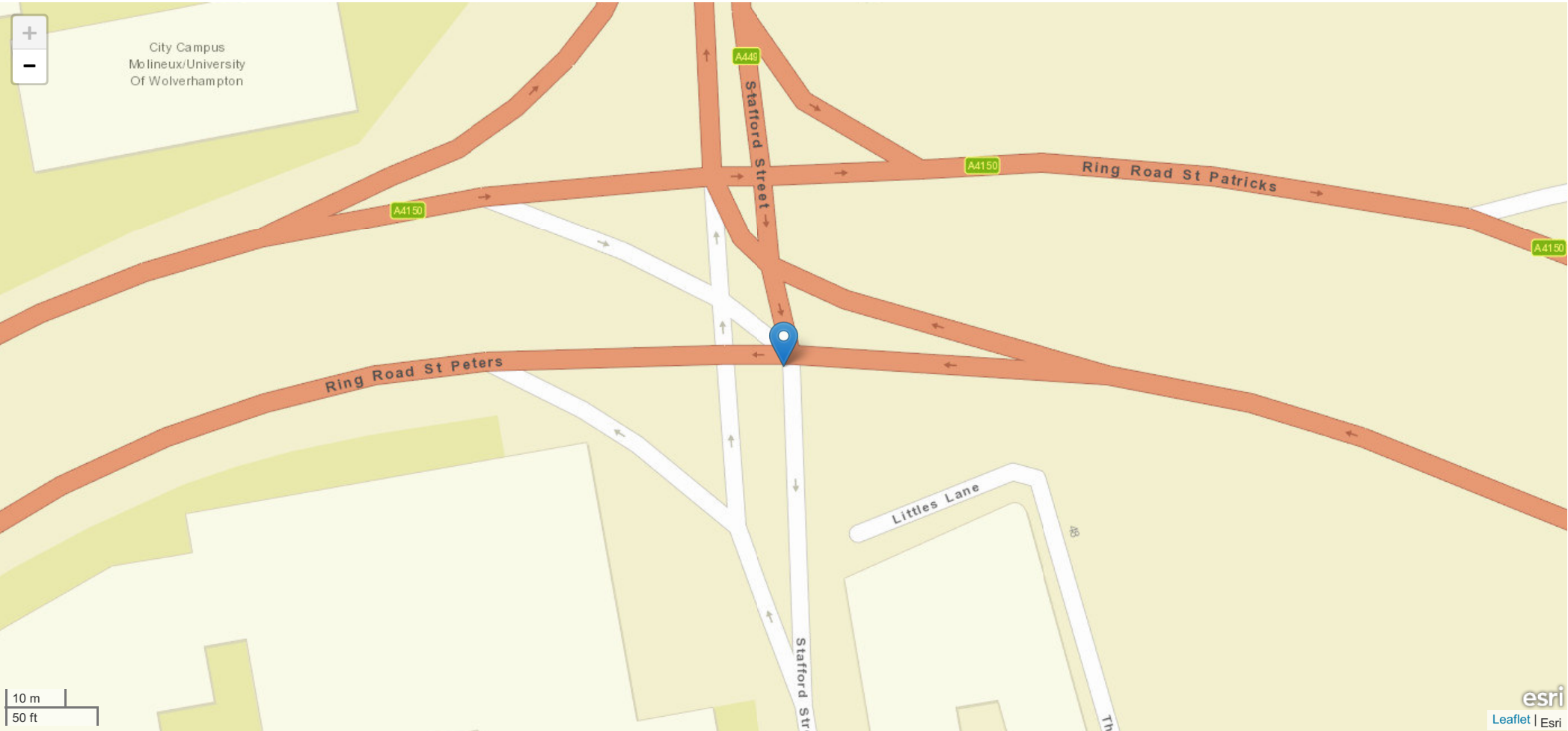
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Bus or coach (17 or more pass seats), No tow articulation	ALEXANDER DENNIS, No Data Provided	No Data Provided	None	No Data Provided	None	Offside	Waiting to turn right	N SE
2	38	30 - 39 years	Minibus (8 - 16 passenger seats), No tow articulation	VOLVO, B SERIES	No Data Provided	None	No Data Provided	None	Back	Changing lane to right	N SE

Incident Record Number: 82 - Tuesday 12:50 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G88013419	02/07/2019	12:50	Tuesday	2	3	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
RING ROAD ST PETERS (A4150) AT JUNCTION WITH WATERLOO ROAD	No Data Provided



Incident Record Number: 82 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	3

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING ROAD ST PETERS (A4150) AT JUNCTION WITH WATERLOO ROAD	391528, 299037	A 4150	Unknown	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Disobeyed automatic traffic signal	Disobeyed automatic traffic signal	Distraction in vehicle

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	30	30 - 39 years
2	2	Driver or rider	Slight	68	60 - 69 years
3	1	Passenger	Slight	68	60 - 69 years

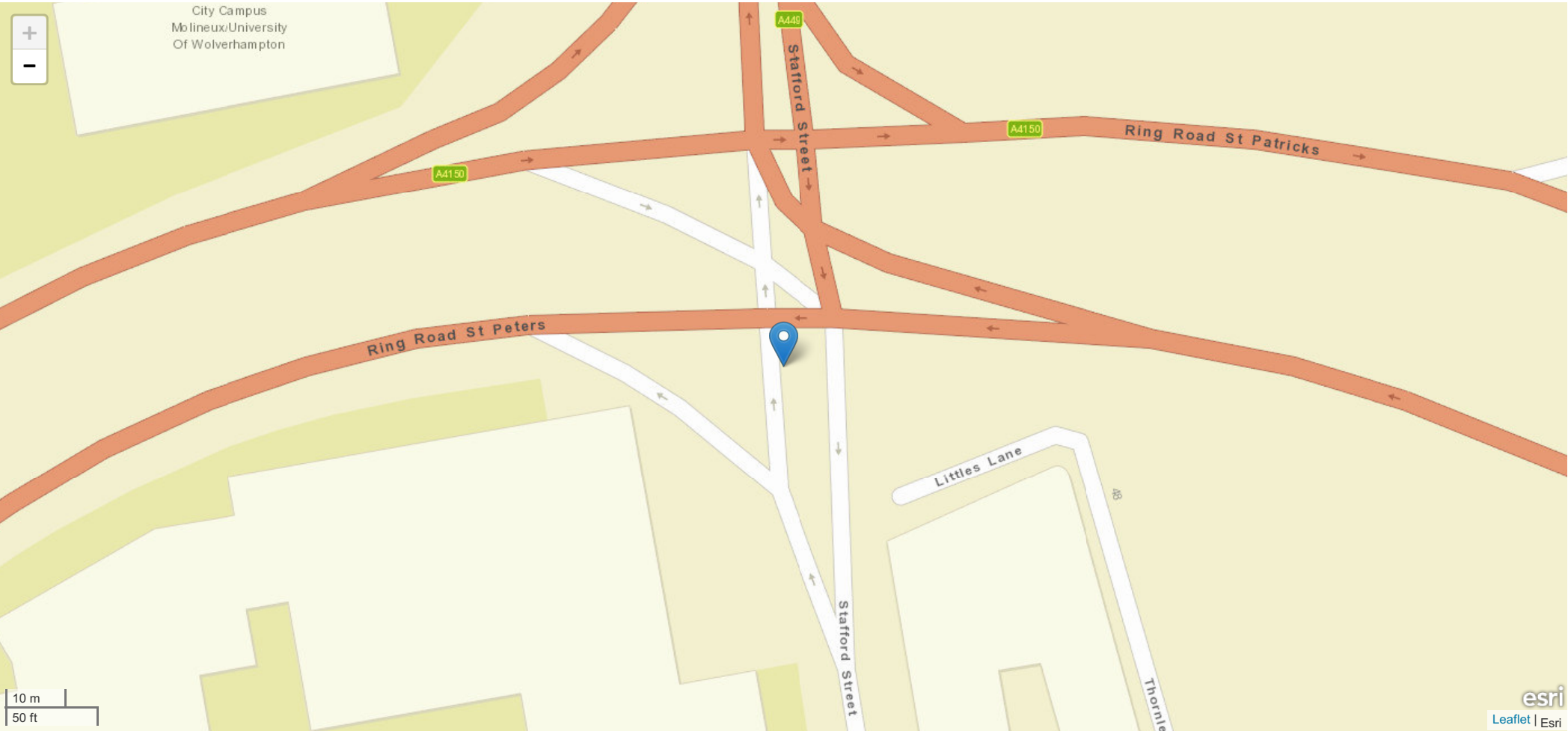
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	30	30 - 39 years	Car, No tow articulation	SEAT, LEON FR	No Data Provided	None	No Data Provided	None	Front	Turning right	N NW
2	68	60 - 69 years	Car, No tow articulation	VAUXHALL, CORSA CLUB A/C	No Data Provided	Overtuned	No Data Provided	Bollard or refuge	Offside	Turning right	W E

Incident Record Number: 83 - Thursday 17:07 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G88259219	04/07/2019	17:07	Thursday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
STAFFORD STREET NEAR JUNCTION WITH RING ROAD (A4150)	No Data Provided



Incident Record Number: 83 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD STREET NEAR JUNCTION WITH RING ROAD (A4150)	391521, 299031	Unknown	A 4150	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Disobeyed automatic traffic signal	Sudden braking	Following too close

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	45	40 - 49 years

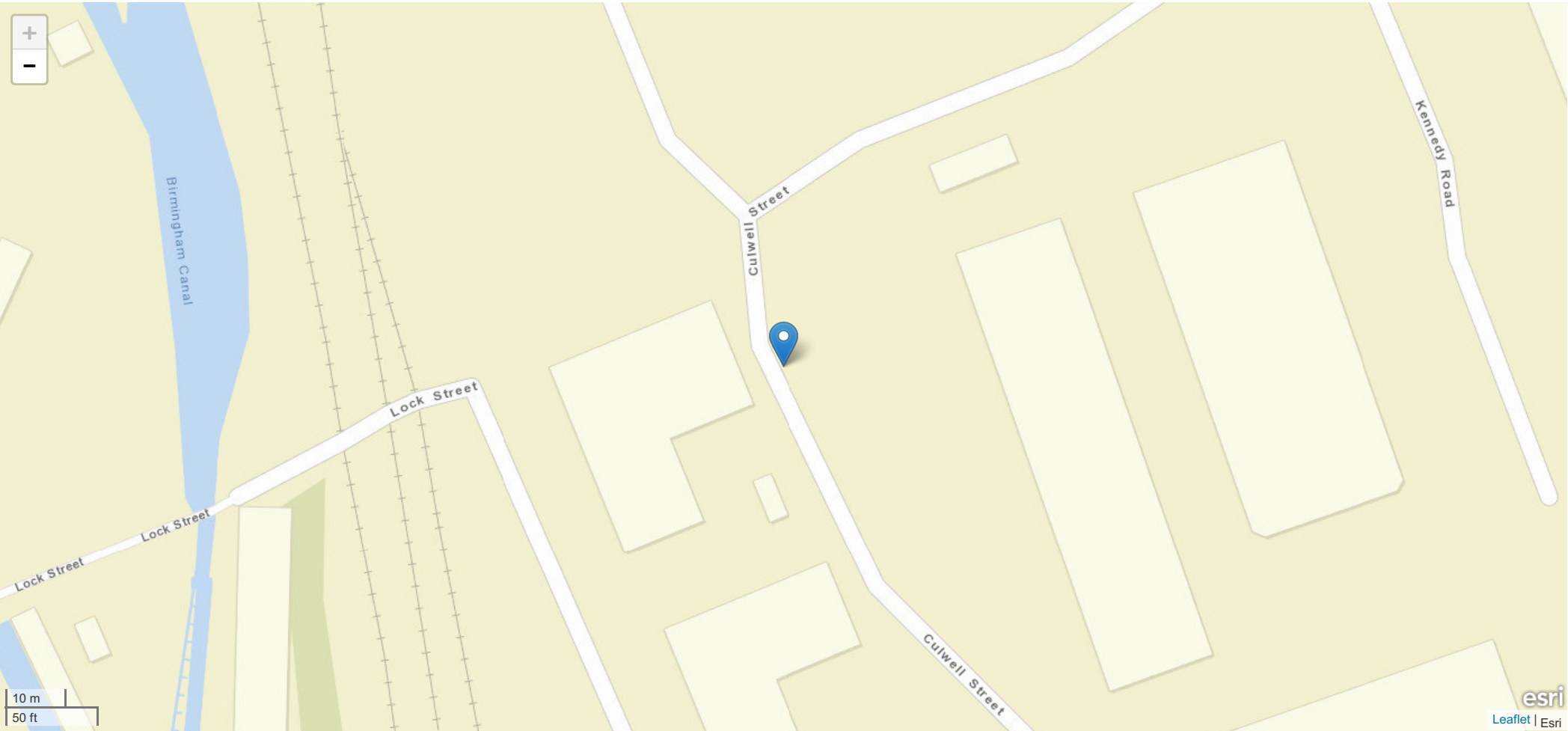
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	45	40 - 49 years	Bus or coach (17 or more pass seats), No tow articulation	VOLVO, SINGLE DECKER	No Data Provided	None	No Data Provided	None	Front	Going ahead other	N S
2	44	40 - 49 years	Car, No tow articulation	VAUXHALL, INSIGNIA SRI 130 CDT	No Data Provided	None	No Data Provided	None	Back	Waiting to go held up	N S

Incident Record Number: 84 - Saturday 01:30 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G86548519	06/07/2019	01:30	Saturday	2	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
CULWELL STREET - 25 METRES FROM JUNCTION WITH GRIMSTONE STREET	No Data Provided



Incident Record Number: 84 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CULWELL STREET - 25 METRES FROM JUNCTION WITH GRIMSTONE STREET	391895, 299135	Unknown	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Pedestrian	Slight	22	20 - 29 years

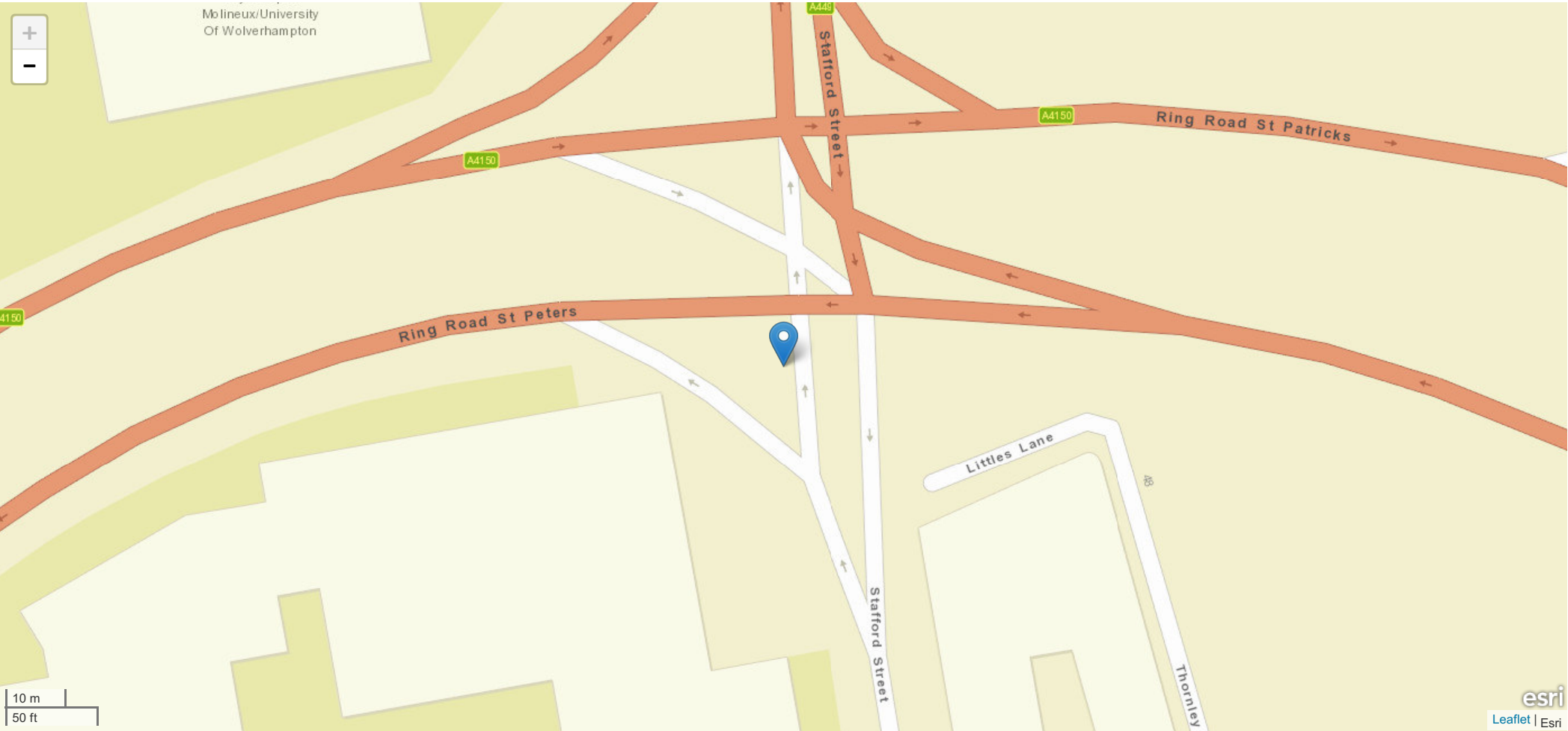
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	SKODA, OCTAVIA	No Data Provided	None	No Data Provided	None	Front	Parked	0
2	No Data Provided	Data missing or out of range	Car, No tow articulation	CITROEN, C1 FURIO PURETECH	No Data Provided	None	No Data Provided	Parked vehicle	Back	Reversing	SE NW

Incident Record Number: 85 - Wednesday 16:42 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G88589919	28/08/2019	16:42	Wednesday	2	1	Daylight	Unknown	Slight	No Data Provided

Road Name 1	Road Name 2
STAFFORD STREET NEAR JUNCTION WITH RING ROAD (A4150)	No Data Provided



Incident Record Number: 85 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD STREET NEAR JUNCTION WITH RING ROAD (A4150)	391516, 299029	Unknown	A 4150	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	49	40 - 49 years

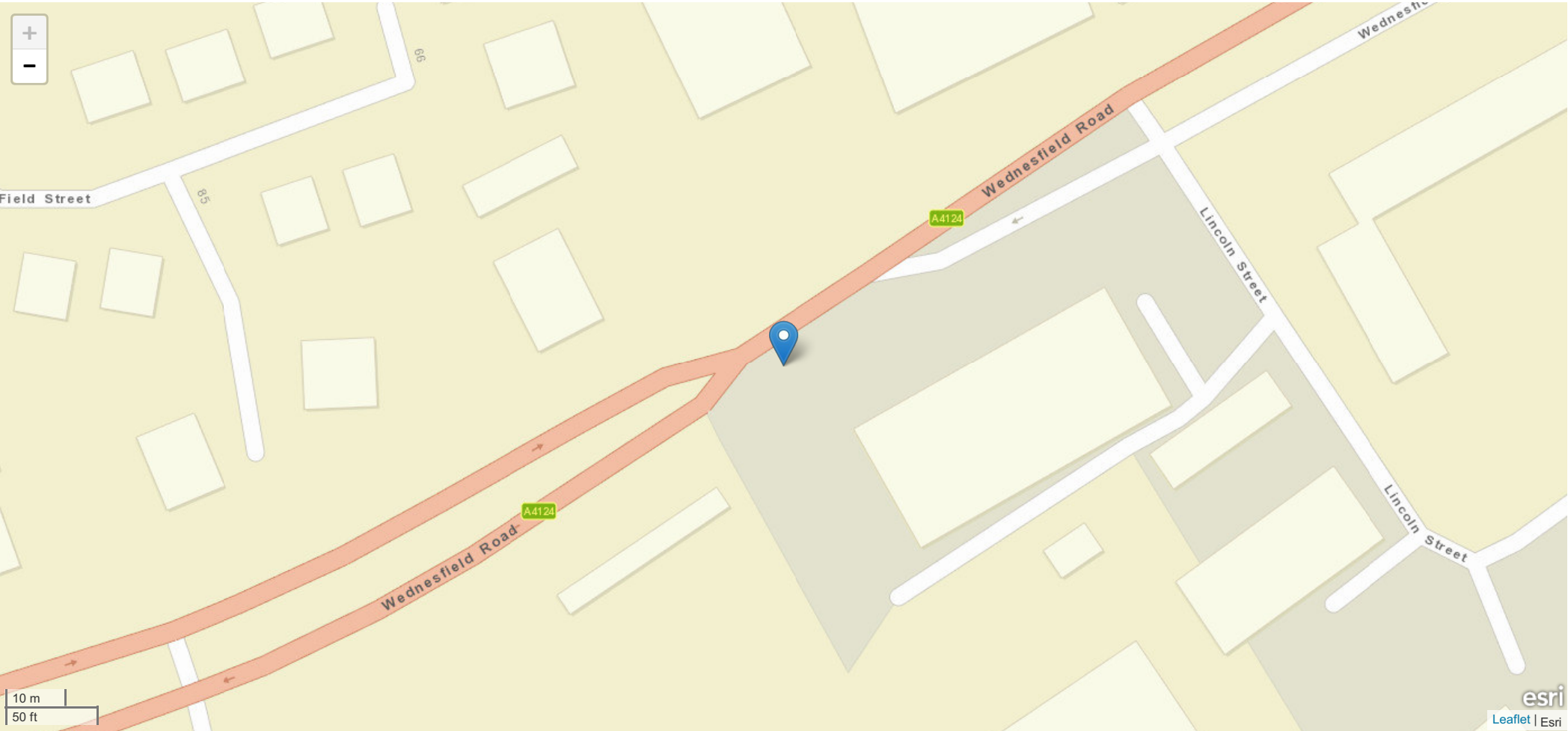
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	49	40 - 49 years	Car, No tow articulation	VOLKSWAGEN, GOLF L	No Data Provided	None	No Data Provided	None	Back	Going ahead other	E W
2	No Data Provided	Data missing or out of range	Car, No tow articulation	SEAT, IBIZA 1.2L	No Data Provided	None	No Data Provided	None	Front	Going ahead other	E W

Incident Record Number: 86 - Sunday 05:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G89713619	15/09/2019	05:00	Sunday	2	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
WEDNESFIELD ROAD - 71 METRES FROM JUNCTION WITH LINCOLN STREET	No Data Provided



Incident Record Number: 86 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD ROAD - 71 METRES FROM JUNCTION WITH LINCOLN STREET	392266, 299104	A 4124	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Poor turn or manoeuvre	Failed to judge other persons path or speed	Failed to look properly (pedestrian)

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	37	30 - 39 years

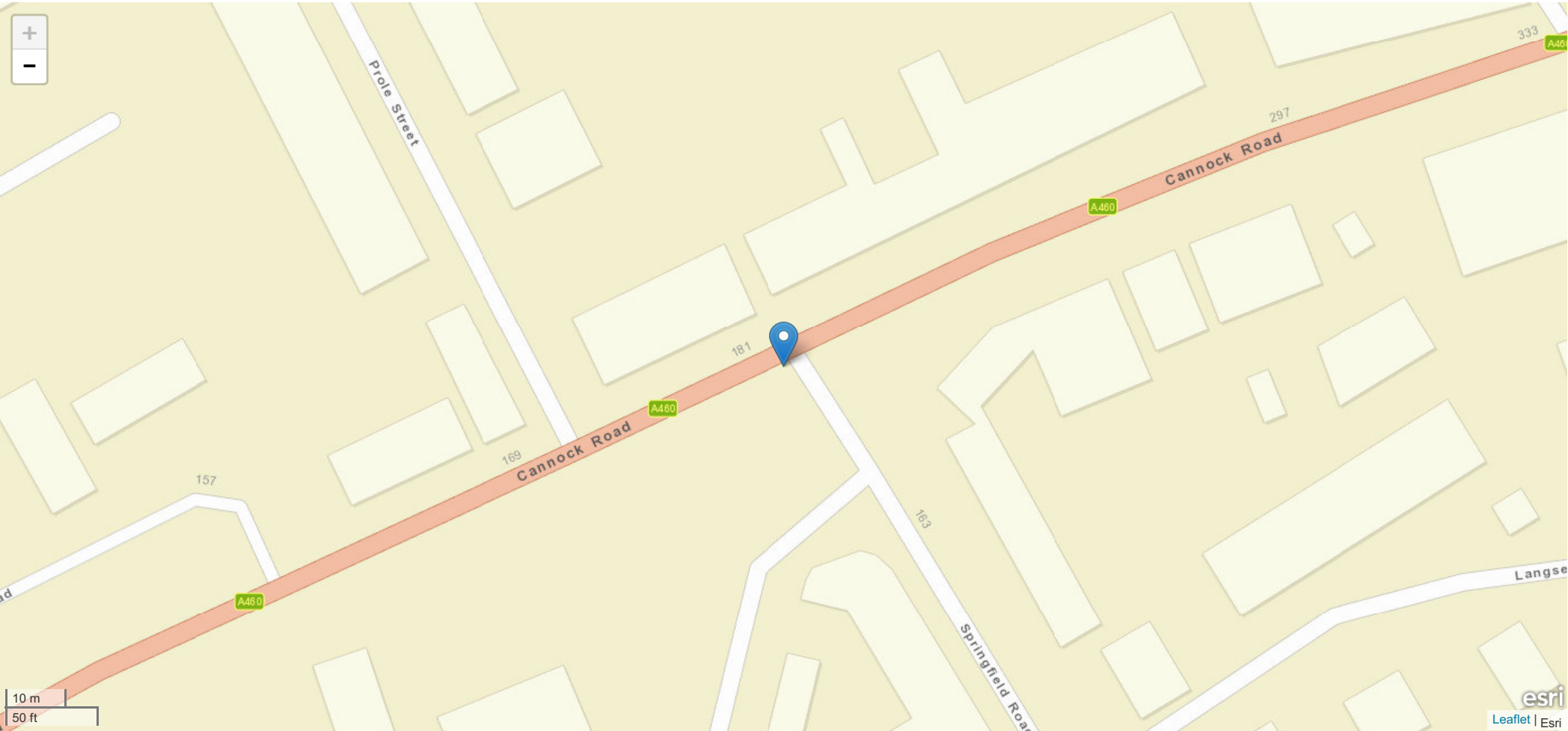
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	37	30 - 39 years	Car, No tow articulation	HONDA, INSIGHT	Not applicable	None	No Data Provided	None	Offside	Changing lane to right	SW NE
2	21	20 - 29 years	Car, No tow articulation	VOLVO, V50 SE	Not applicable	None	No Data Provided	Bollard or refuge	Nearside	Going ahead other	SW NE

Incident Record Number: 87 - Friday 03:05 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G90104019	01/11/2019	03:05	Friday	2	1	Darkness - lights lit	Fine no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
CANNOCK ROAD (A460) AT JUNCTION WITH SPRINGFIELD ROAD	No Data Provided



Incident Record Number: 87 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK ROAD (A460) AT JUNCTION WITH SPRINGFIELD ROAD	392132, 299748	A 460	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Illegal turn or direction of travel	Careless or Reckless or In a hurry (Driver)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Passenger	Slight	56	50 - 59 years

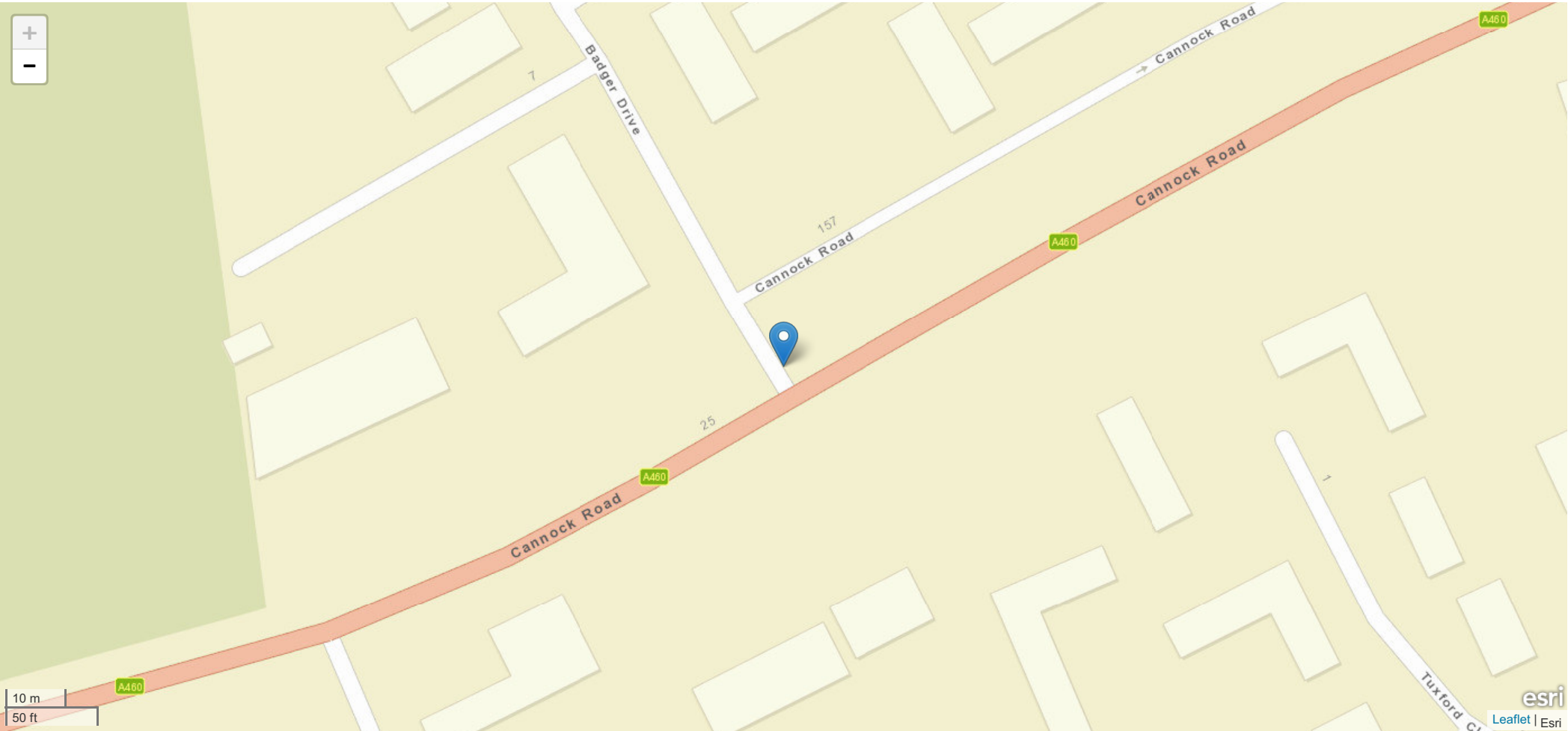
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	25	20 - 29 years	Car, No tow articulation	FORD, FOCUS STYLE	Positive	Skidded	No Data Provided	None	Nearside	Overtaking moving vehicle offside	SW NE
2	No Data Provided	Data missing or out of range	Goods 7.5 tonnes mgw and over, No tow articulation	DAF TRUCKS, No Data Provided	Not requested	None	No Data Provided	None	Offside	Turning left	SW SE

Incident Record Number: 88 - Friday 08:20 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G92618119	20/12/2019	08:20	Friday	2	1	Daylight	Raining no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
BADGER DRIVE NEAR JUNCTION WITH CANNOCK ROAD (A460)	No Data Provided



Incident Record Number: 88 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
BADGER DRIVE NEAR JUNCTION WITH CANNOCK ROAD (A460)	391930, 299654	Unknown	A 460	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to judge other persons path or speed	Careless or Reckless or In a hurry (Driver)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	18	16 - 19 years

Vehicle Details

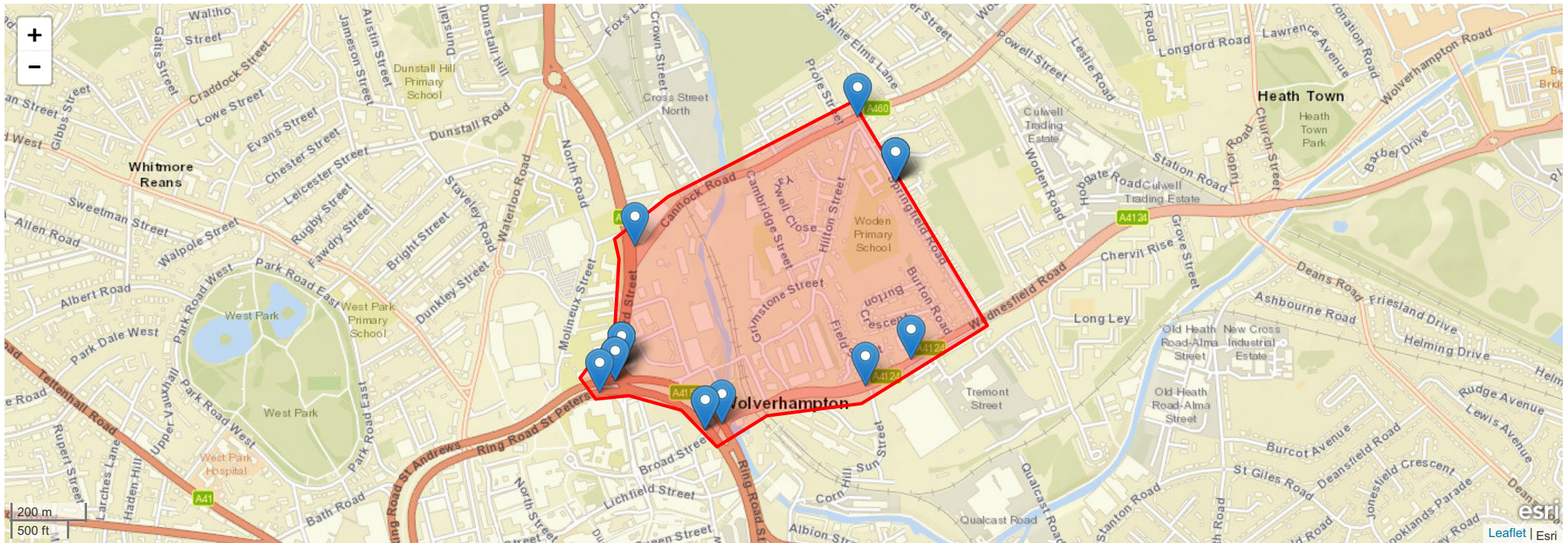
Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	46	40 - 49 years	Goods vehicle - unknown weight, No tow articulation	FORD, No Data Provided	Negative	None	No Data Provided	None	Nearside	Turning right	NW NE
2	18	16 - 19 years	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	No Data Provided	None	Front	Going ahead other	NE SW

# Transport for West Midlands Road Traffic Collision Report

## From 01/01/2020 to 31/12/2020

Report generated on 21 January 2021 at 16:01

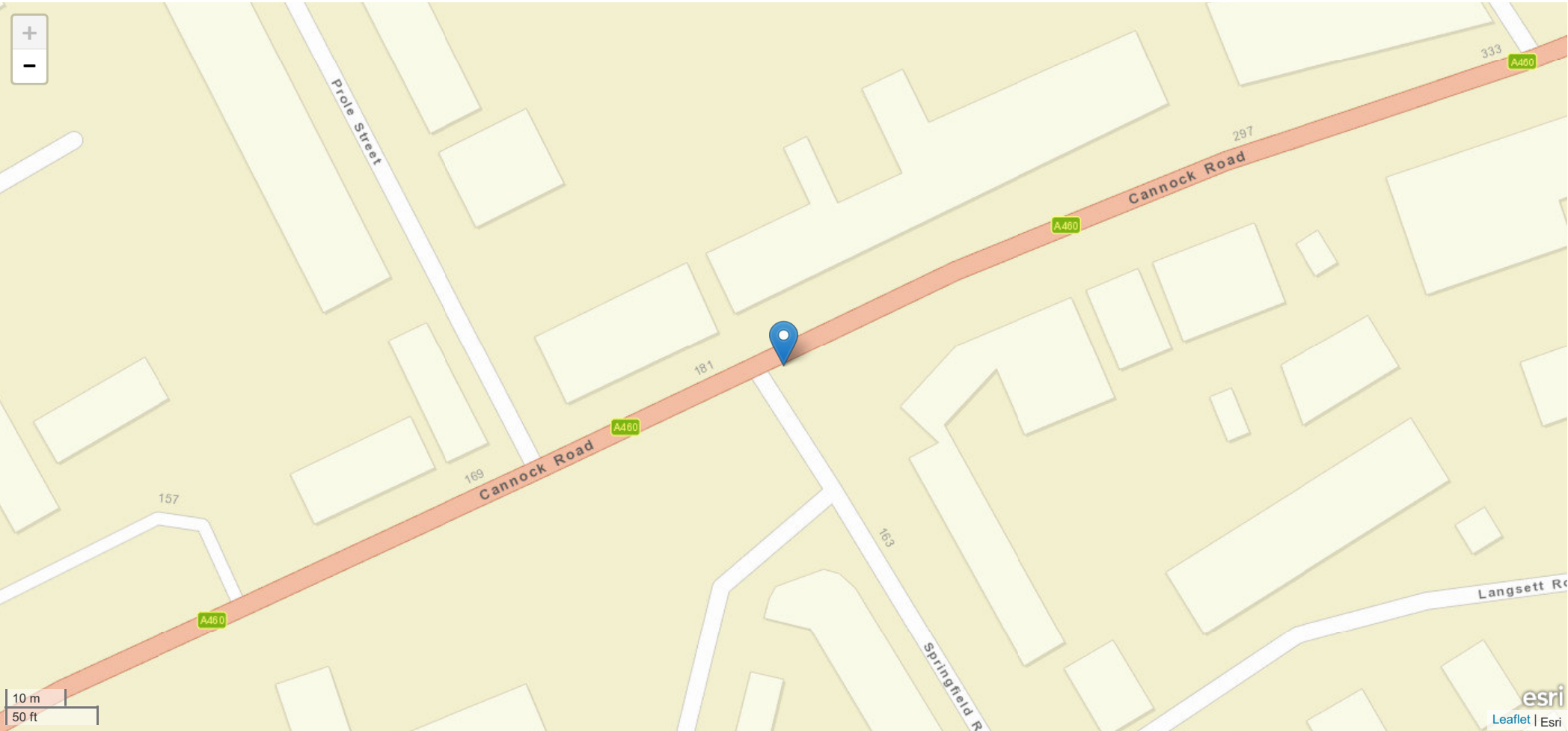
Total Collisions	No. of Fatal Collisions	No. of Serious Collisions	No. of Slight Collisions	Total Casualties	No. of Fatal Casualties	No. of Serious Casualties	No. of Slight Casualties	No. of Driver Classification	No. of Passenger Classification	No. of Pedestrian Classification
10	0	2	8	16	0	2	14	7	5	4



Incident Record Number: 1 - Friday 07:50 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G93481320	21/02/2020	07:50	Friday	2	1	Daylight	Fine high winds	Slight	Wet or damp

Road Name 1	Road Name 2
CANNOCK ROAD (A460) AT JUNCTION WITH SPRINGFIELD ROAD	No Data Provided



Incident Record Number: 1 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK ROAD (A460) AT JUNCTION WITH SPRINGFIELD ROAD	392138, 299751	A 460	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	31	30 - 39 years

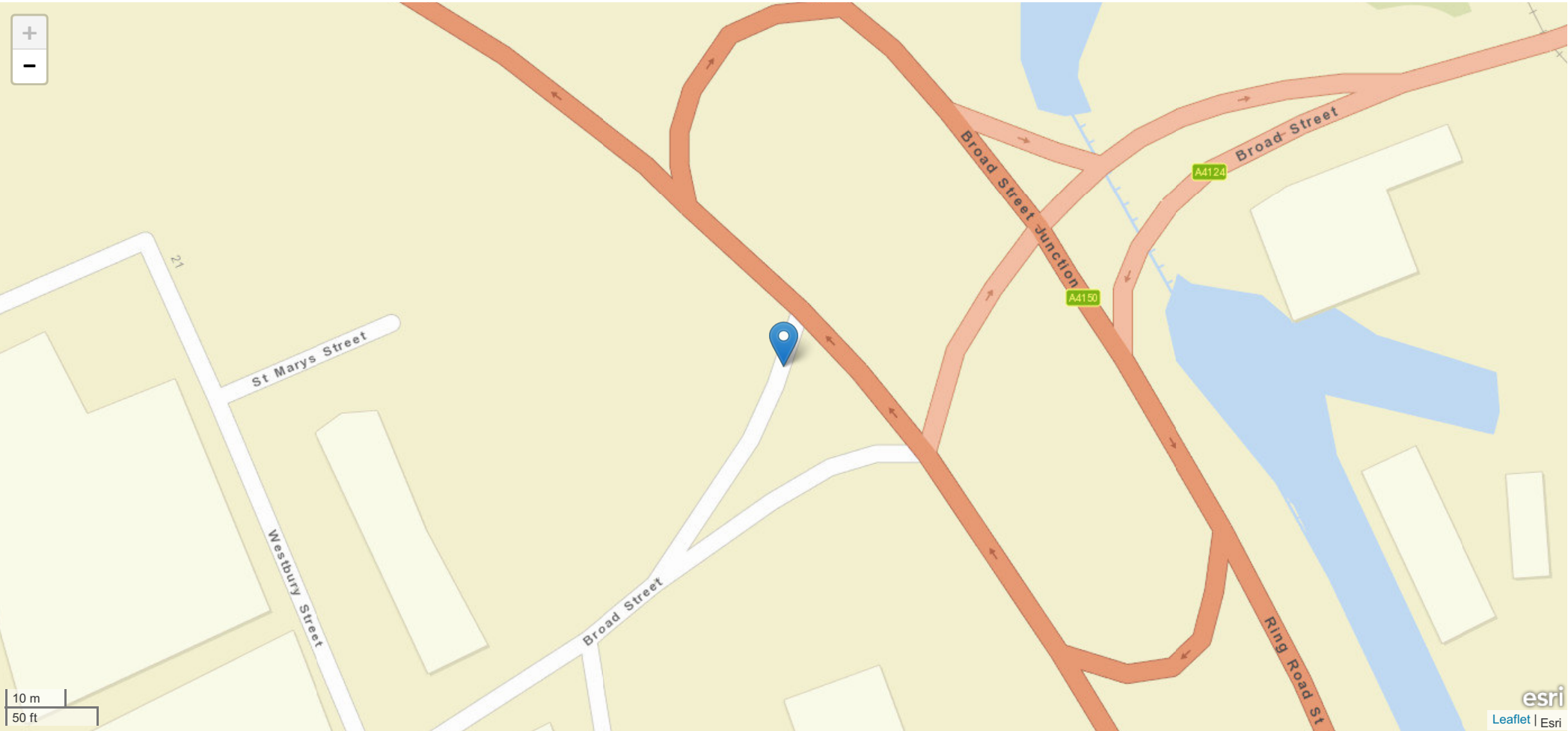
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	CHRYSLER, No Data Provided	Not applicable	None	No Data Provided	None	Front	Turning right	NE SE
2	31	30 - 39 years	Car, No tow articulation	AUDI, A3 1.6	Driver not contacted at time of accident	None	No Data Provided	None	Nearside	Going ahead other	SW NE

Incident Record Number: 2 - Tuesday 15:25 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G93798620	25/02/2020	15:25	Tuesday	2	2	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
BROAD STREET NEAR JUNCTION WITH RING ROAD (A4150)	No Data Provided



Incident Record Number: 2 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
BROAD STREET NEAR JUNCTION WITH RING ROAD (A4150)	391739, 298938	Unknown	A 4150	Other junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	56	50 - 59 years
2	1	Passenger	Slight	18	16 - 19 years

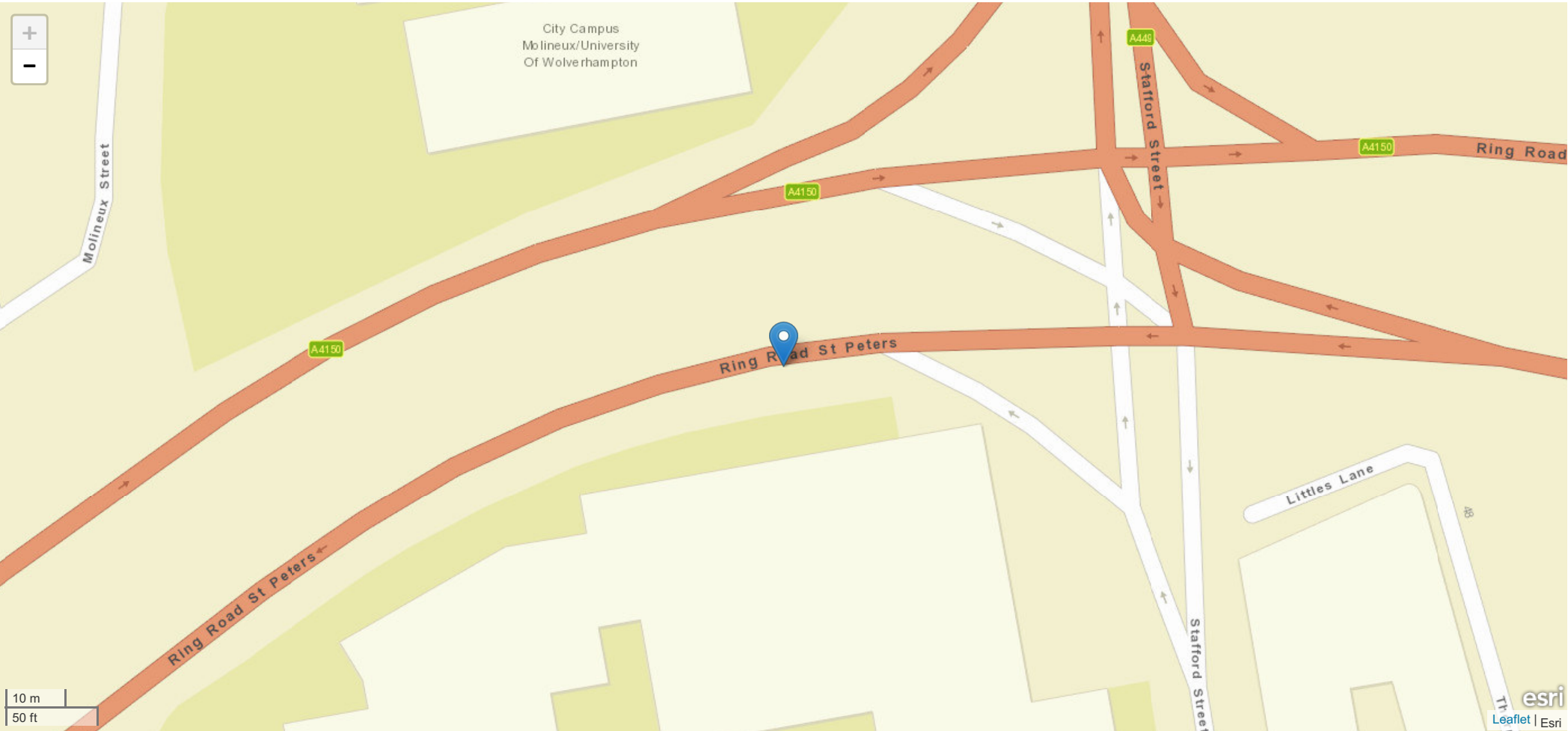
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	22	20 - 29 years	Car, No tow articulation	BMW, No Data Provided	Driver not contacted at time of accident	None	No Data Provided	None	Front	Going ahead other	NE SW
2	56	50 - 59 years	Car, No tow articulation	FORD, STREETKA LUXURY	Driver not contacted at time of accident	None	No Data Provided	None	Back	Going ahead other	NE SW

Incident Record Number: 3 - Sunday 03:43 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G94529220	15/03/2020	03:43	Sunday	2	1	Darkness - lights lit	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
RING ROAD (A4150) NEAR JUNCTION WITH STAFFORD STREET	No Data Provided



Incident Record Number: 3 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING ROAD (A4150) NEAR JUNCTION WITH STAFFORD STREET	391464, 299034	A 4150	Unknown	Slip road	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Illegal turn or direction of travel	Poor turn or manoeuvre	Impaired by alcohol

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Serious	27	20 - 29 years

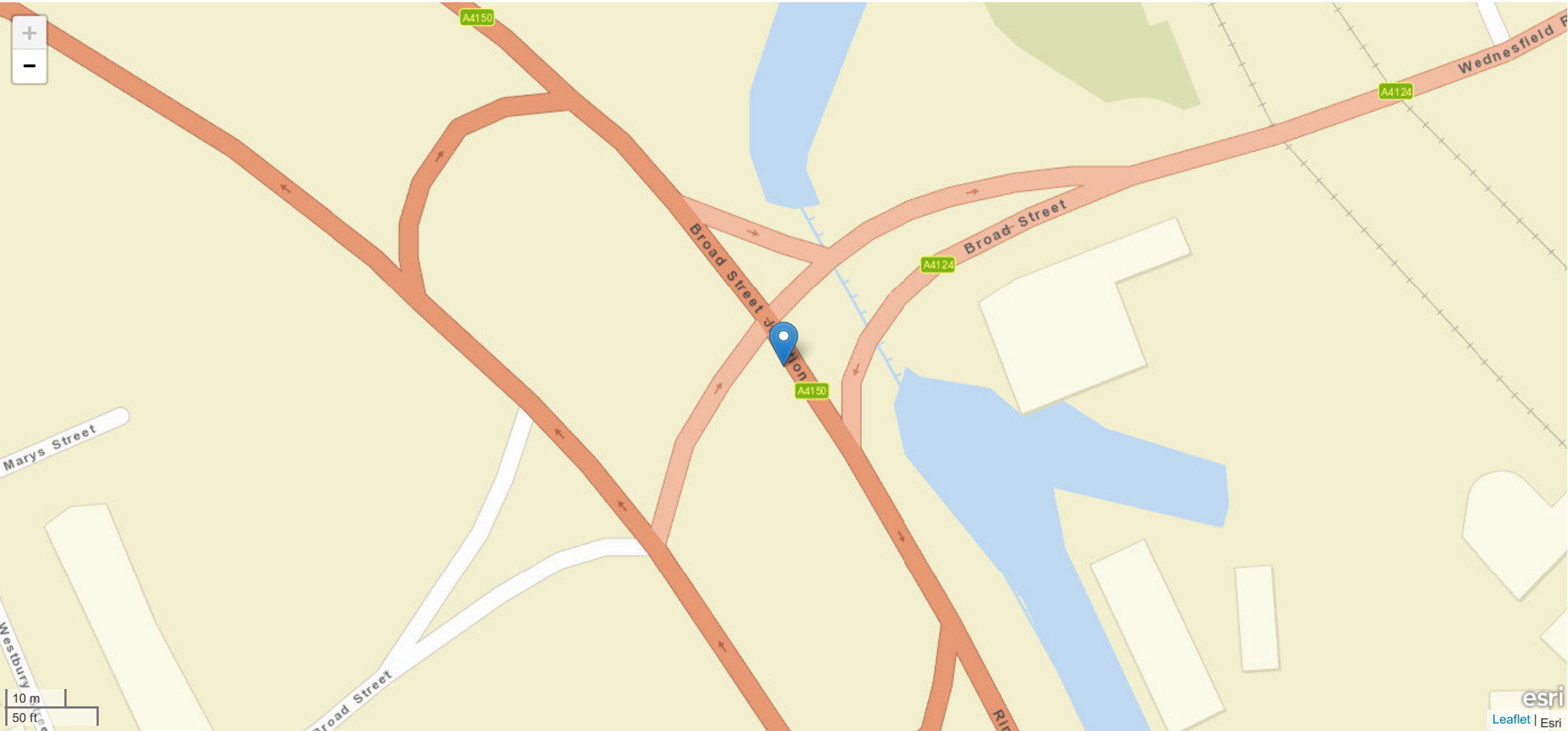
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	31	30 - 39 years	Car, No tow articulation	NISSAN, QASHQAI N-CONNECTA D	Positive	None	No Data Provided	None	Front	Going ahead right hand bend	S SW
2	27	20 - 29 years	Car, No tow articulation	VAUXHALL, CORSA LIFE 16V	Not applicable	None	No Data Provided	None	Front	Going ahead left hand bend	SW E

Incident Record Number: 4 - Monday 08:58 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G95789420	08/06/2020	08:58	Monday	1	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
RING ROAD (A4150) AT JUNCTION WITH BROAD STREET (A4124)	No Data Provided



Incident Record Number: 4 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING ROAD (A4150) AT JUNCTION WITH BROAD STREET (A4124)	391783, 298953	A 4150	A 4124	More than 4 arms (not roundabout)	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Failed to look properly	Careless or Reckless or In a hurry (Pedestrian)	Careless or Reckless or In a hurry

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	42	40 - 49 years

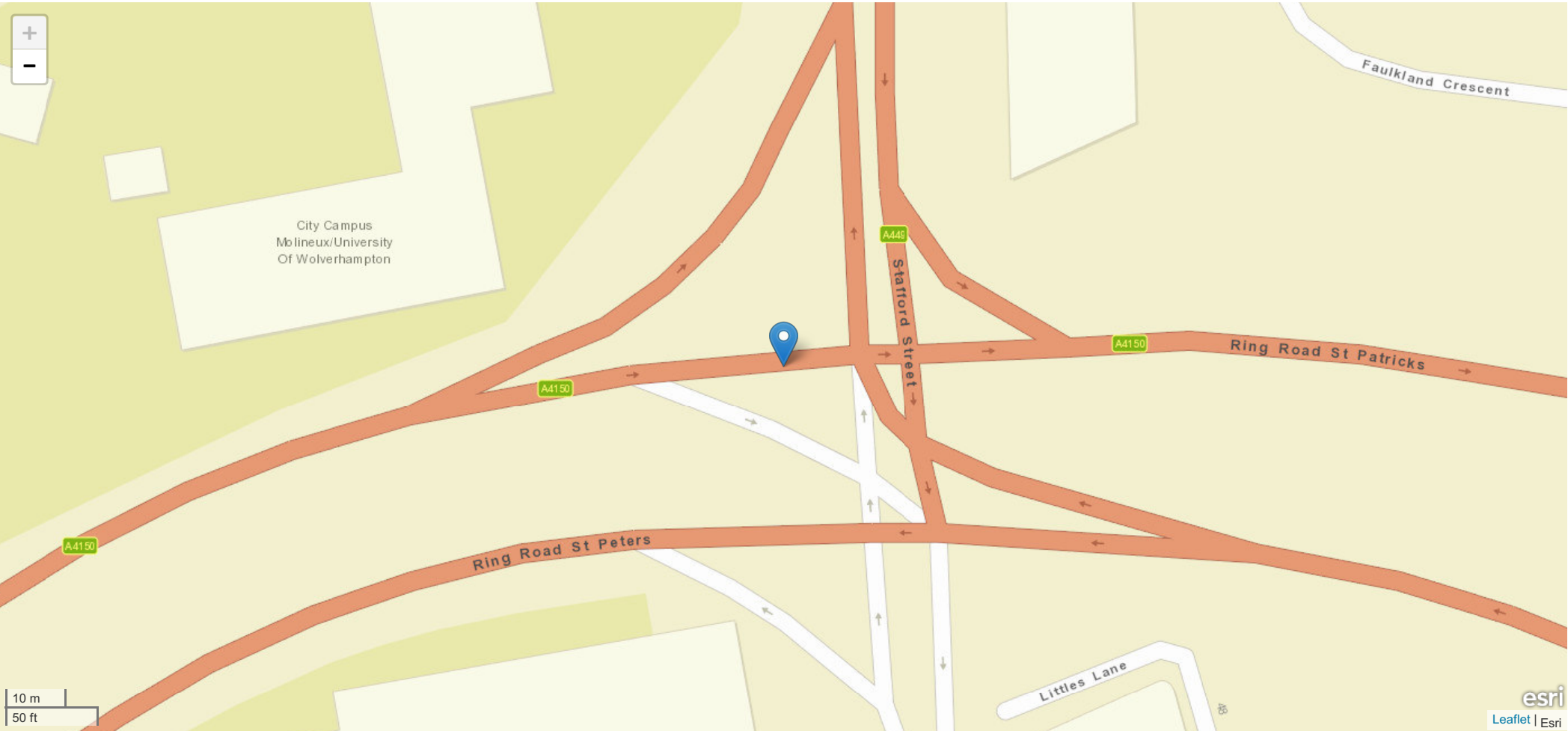
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	56	50 - 59 years	Van / Goods 3.5 tonnes mgw or under, No tow articulation	FORD, TRANSIT 350 LWB P	Not requested	None	No Data Provided	None	Front	Going ahead other	NW SE

Incident Record Number: 5 - Tuesday 11:18 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G96083320	23/06/2020	11:18	Tuesday	2	2	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
RING ROAD ST PETERS (A4150) NEAR JUNCTION WITH STAFFORD STREET (A449)	No Data Provided



Incident Record Number: 5 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
RING ROAD ST PETERS (A4150) NEAR JUNCTION WITH STAFFORD STREET (A449)	391504, 299066	A 4150	A 449	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	38	30 - 39 years
2	2	Passenger	Slight	24	20 - 29 years

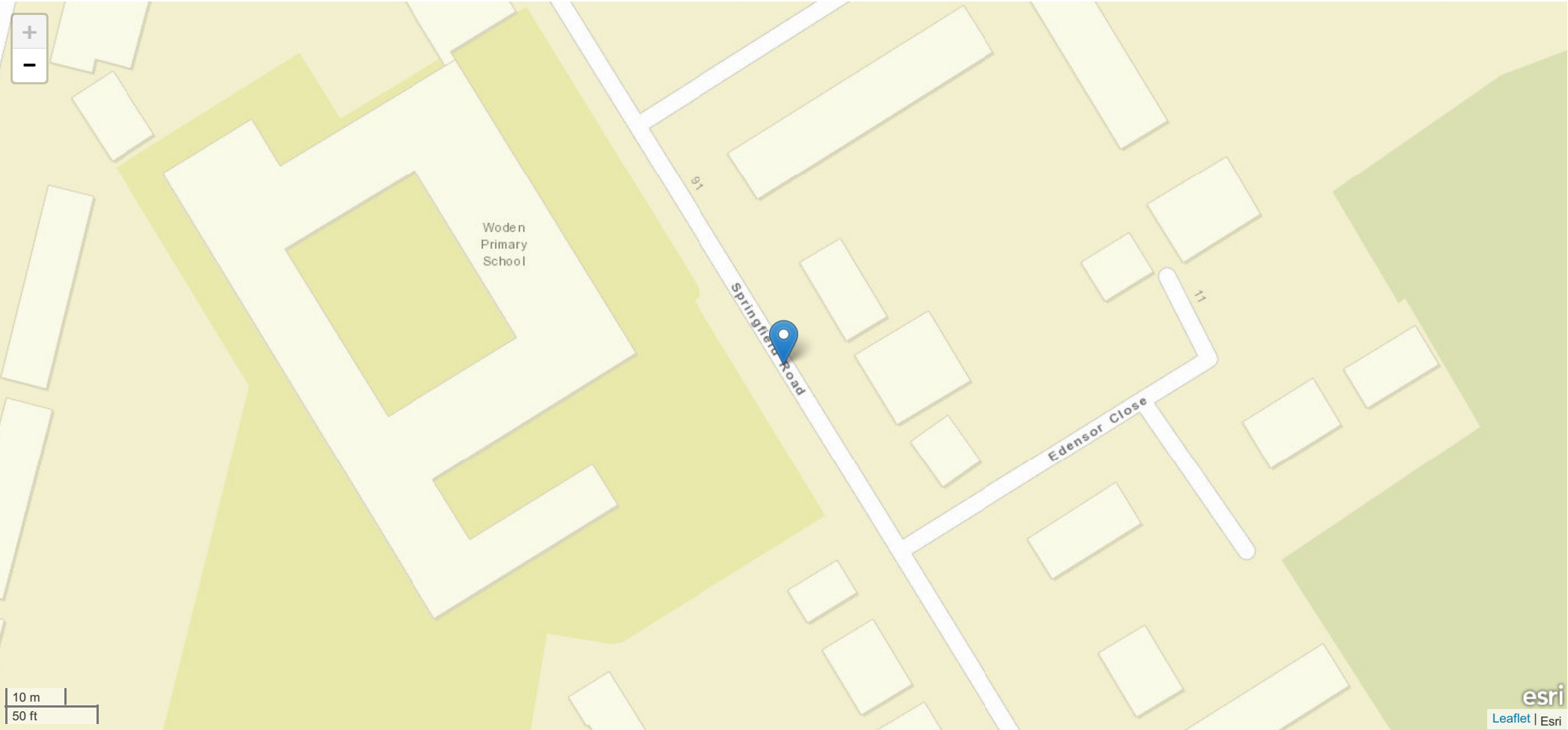
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	NISSAN, QASHQAI VISIA 2WD	Driver not contacted at time of accident	None	No Data Provided	None	Front	Going ahead other	E W
2	38	30 - 39 years	Car, No tow articulation	TOYOTA, AVENSIS S	Driver not contacted at time of accident	None	No Data Provided	None	Back	Waiting to go held up	E W

Incident Record Number: 6 - Sunday 15:15 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G99142220	20/09/2020	15:15	Sunday	3	3	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
O/S NO. 116 SPRINGFIELD ROAD	No Data Provided



Incident Record Number: 6 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
O/S NO. 116 SPRINGFIELD ROAD	392236, 299584	Unknown	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Vehicle travelling along pavement	Vehicle in course of crime	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	4	0 - 4 years
2	1	Pedestrian	Slight	13	12 - 15 years
3	1	Pedestrian	Slight	39	30 - 39 years

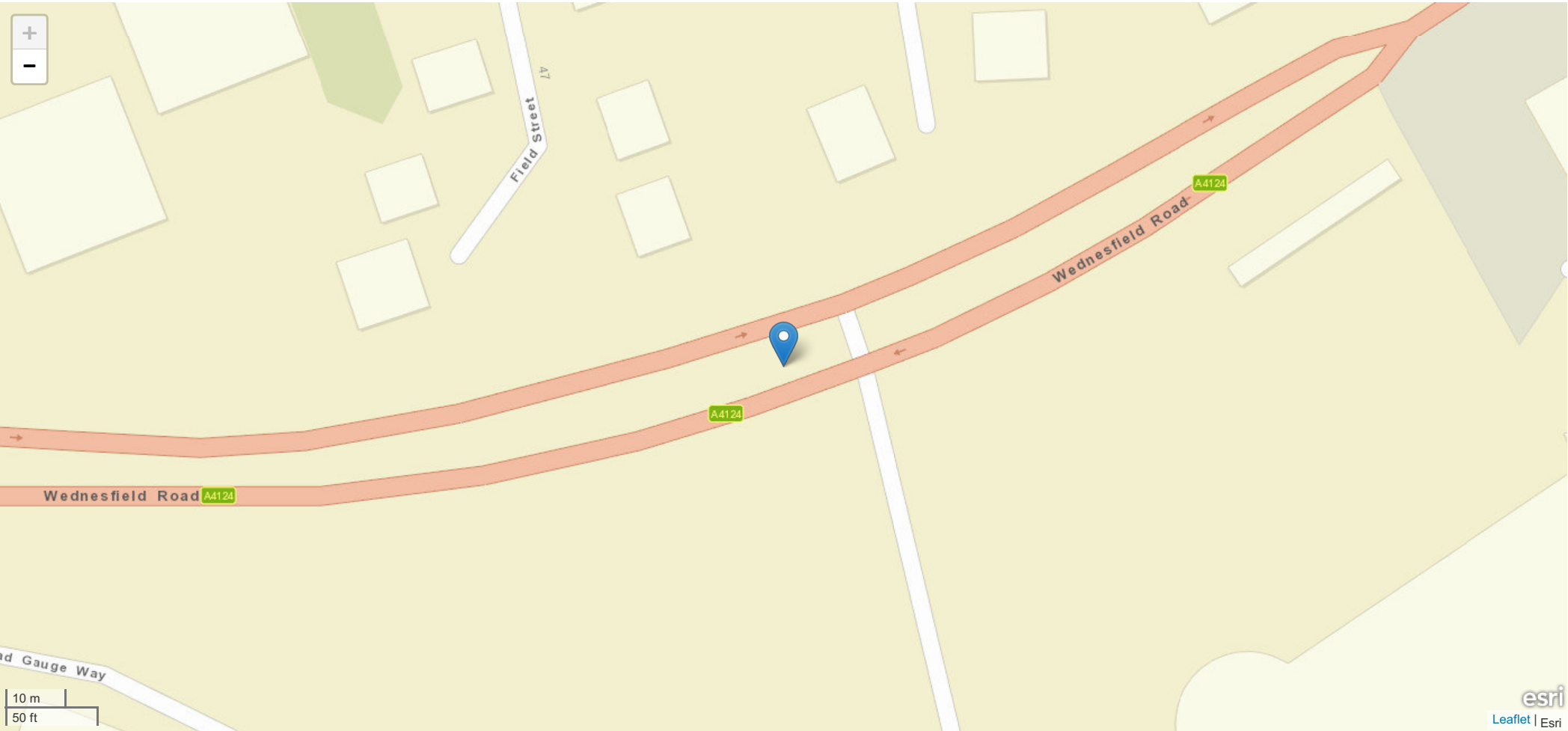
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	FORD, FIESTA 957 LC BASE	Driver not contacted at time of accident	None	No Data Provided	Parked vehicle	Front	Going ahead other	SE NW
2	34	30 - 39 years	Car, No tow articulation	BMW, 118I	Not requested	None	No Data Provided	None	Front	Going ahead other	SE NW
3	No Data Provided	Data missing or out of range	Car, No tow articulation	BMW, No Data Provided	Not applicable	None	No Data Provided	None	Nearside	Parked	0

Incident Record Number: 7 - Tuesday 07:16 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G99652920	22/09/2020	07:16	Tuesday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
WEDNESFIELD ROAD (A4124) NEAR JUNCTION WITH SUN STREET	No Data Provided



Incident Record Number: 7 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
WEDNESFIELD ROAD (A4124) NEAR JUNCTION WITH SUN STREET	392157, 299051	A 4124	Unknown	T or staggered junction	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	Failed to look properly (pedestrian)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
2	2	Driver or rider	Slight	32	30 - 39 years

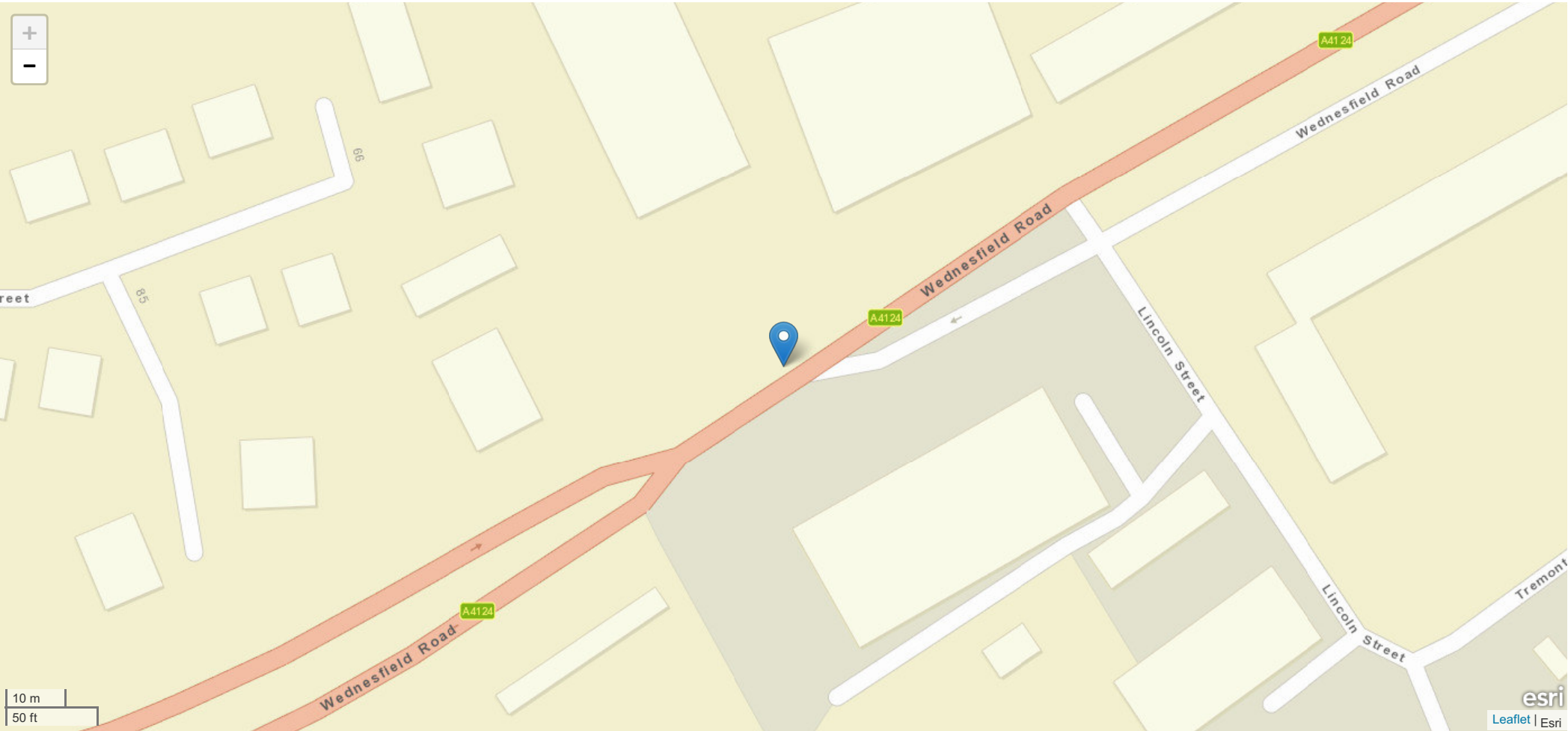
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Goods vehicle - unknown weight, No tow articulation	No Data Provided, No Data Provided	Driver not contacted at time of accident	None	No Data Provided	None	Back	Turning right	SE SW
2	32	30 - 39 years	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	No Data Provided	None	Front	Waiting to turn right	SE SW

Incident Record Number: 8 - Wednesday 16:13 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G99860620	30/09/2020	16:13	Wednesday	3	1	Daylight	Raining no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
O/S NO. 35-39 WEDNESFIELD ROAD (A4124) - 52 METRES FROM JUNCTION WITH LINCOLN STREET	No Data Provided



Incident Record Number: 8 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
O/S NO. 35-39 WEDNESFIELD ROAD (A4124) - 52 METRES FROM JUNCTION WITH LINCOLN STREET	392276, 299120	A 4124	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	Sudden braking	Sudden braking

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	38	30 - 39 years

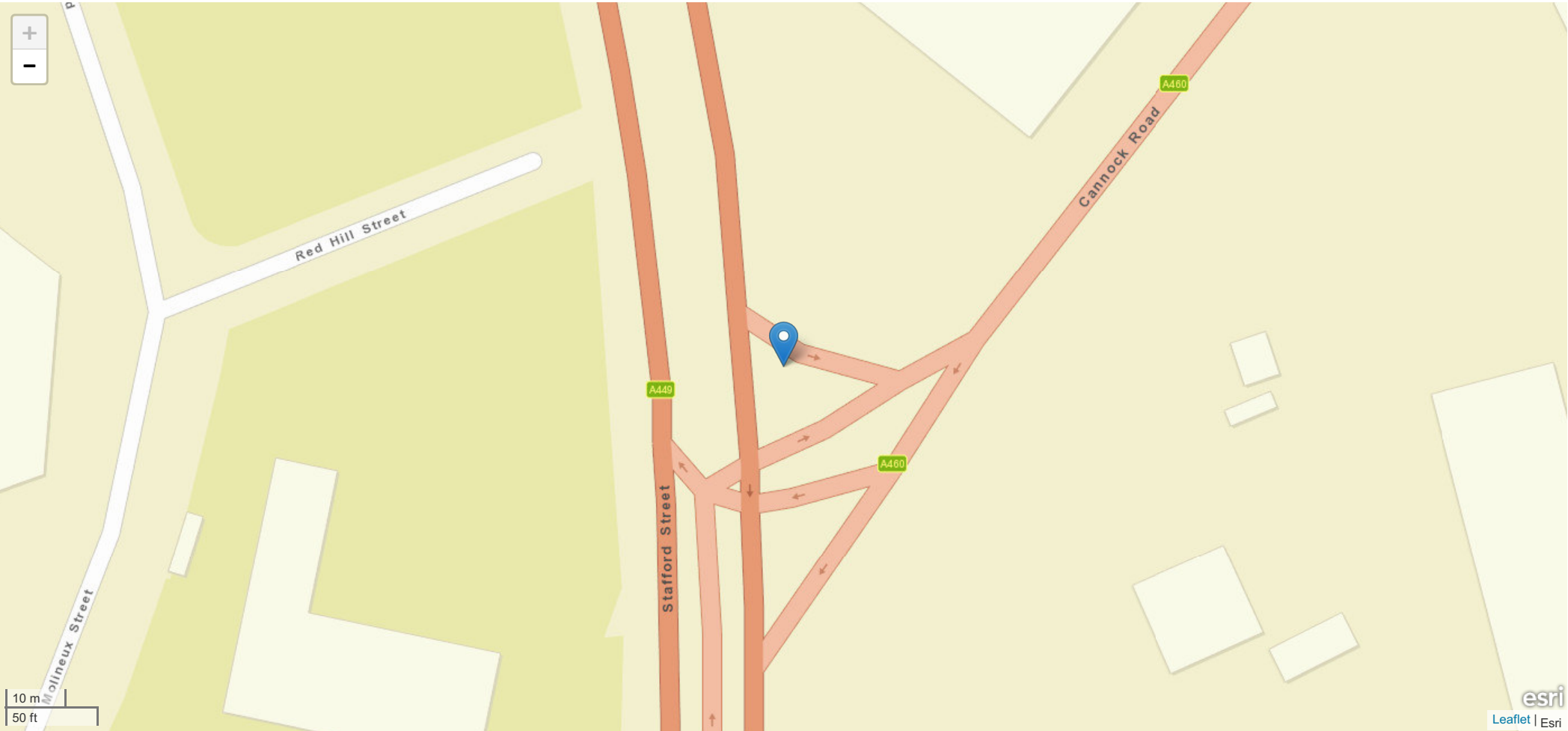
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	30	30 - 39 years	Van / Goods 3.5 tonnes mgw or under, No tow articulation	PEUGEOT, EXPERT HDI	Not applicable	None	No Data Provided	None	Front	Slowing or stopping	NE SW
2	38	30 - 39 years	Motorcycle 125cc and under, No tow articulation	PEUGEOT, TWEET 125 VE 125	Not applicable	None	No Data Provided	None	Back	Slowing or stopping	NE SW
3	31	30 - 39 years	Car, No tow articulation	PEUGEOT, RCZ GT HDI	Not applicable	None	No Data Provided	None	Back	Slowing or stopping	NE SW

Incident Record Number: 9 - Monday 08:50 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G100214620	05/10/2020	08:50	Monday	1	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
CANNOCK ROAD NEAR JUNCTION WITH STAFFORD STREET	No Data Provided



Incident Record Number: 9 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
CANNOCK ROAD NEAR JUNCTION WITH STAFFORD STREET	391557, 299415	A 460	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Disobeyed automatic traffic signal	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	24	20 - 29 years

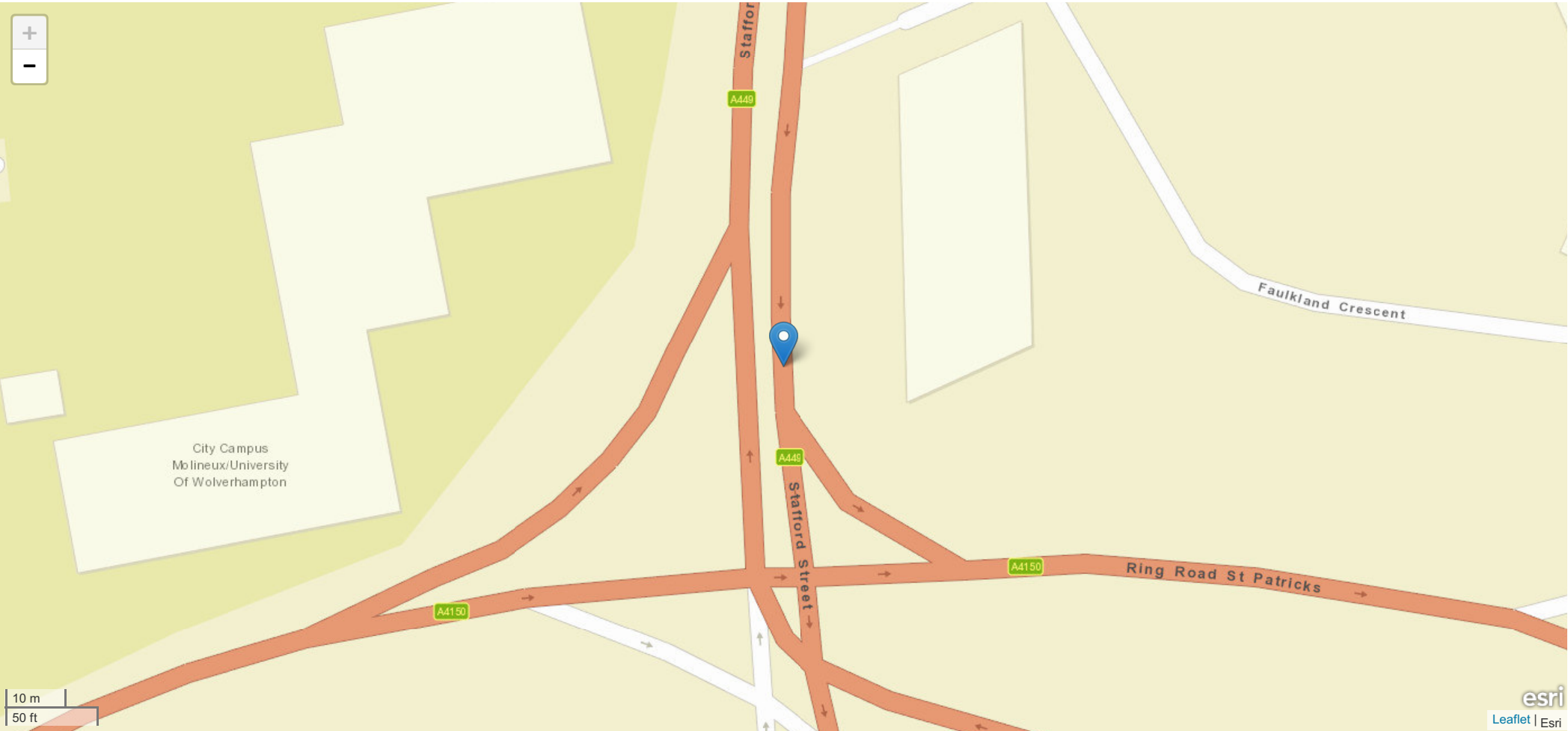
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	NISSAN, NOTE N-TEC+	Driver not contacted at time of accident	Skidded	No Data Provided	Kerb	Front	Turning right	NE NW

Incident Record Number: 10 - Friday 16:45 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
G100514520	30/10/2020	16:45	Friday	2	3	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
STAFFORD STREET (A449) NEAR JUNCTION WITH RING ROAD (A4150)	No Data Provided



Incident Record Number: 10 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	3

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STAFFORD STREET (A449) NEAR JUNCTION WITH RING ROAD (A4150)	391521, 299102	A 449	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Driver or rider	Slight	47	40 - 49 years
2	1	Passenger	Slight	14	12 - 15 years
3	1	Passenger	Slight	15	12 - 15 years

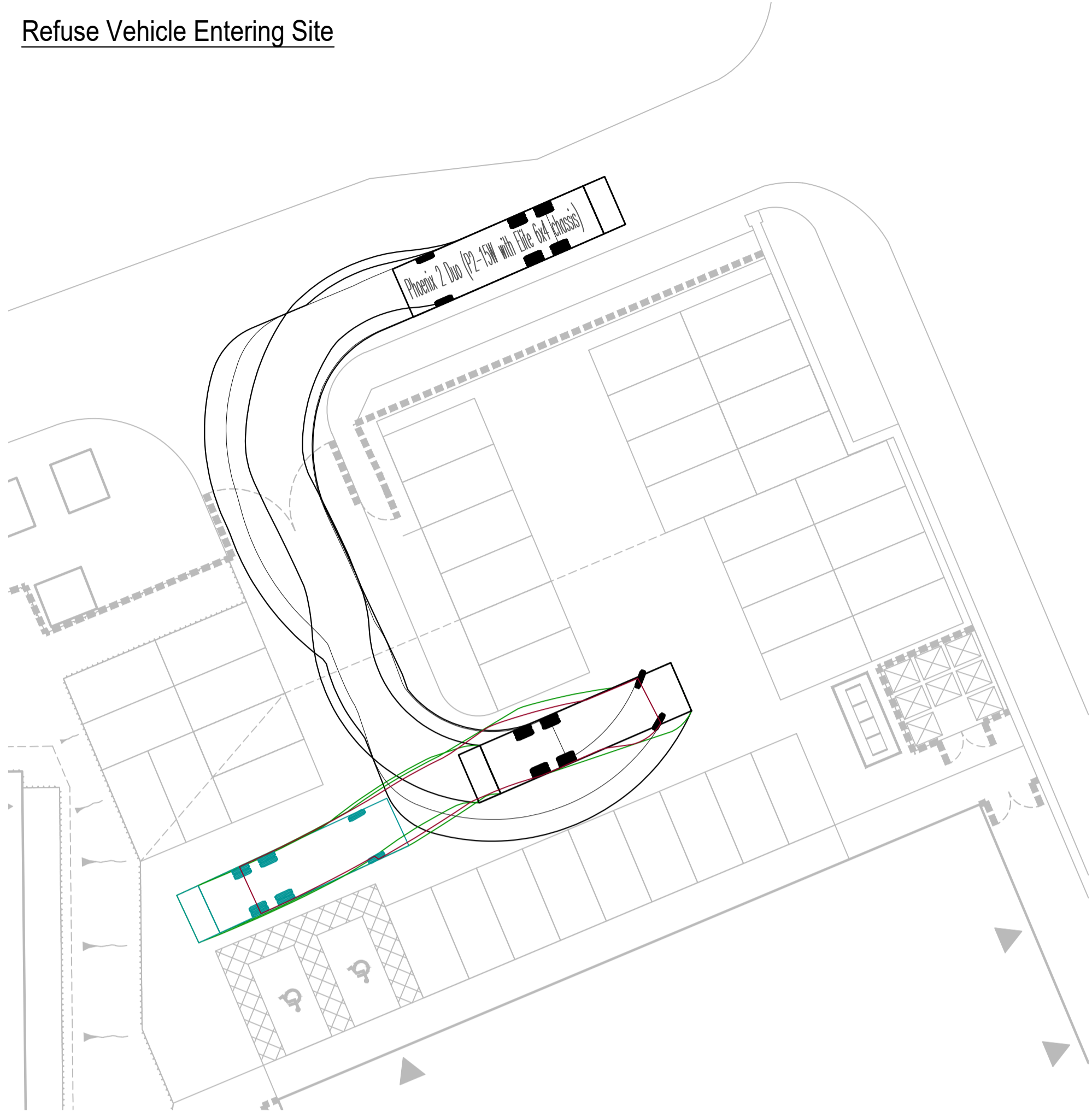
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	47	40 - 49 years	Car, No tow articulation	FIAT, PUNTO DYNAMIC MULTIJ	Not requested	None	No Data Provided	None	Back	Waiting to go held up	S N
2	20	20 - 29 years	Car, No tow articulation	FORD, FIESTA ZETEC TDCI	Not requested	None	No Data Provided	None	Front	Changing lane to left	S N

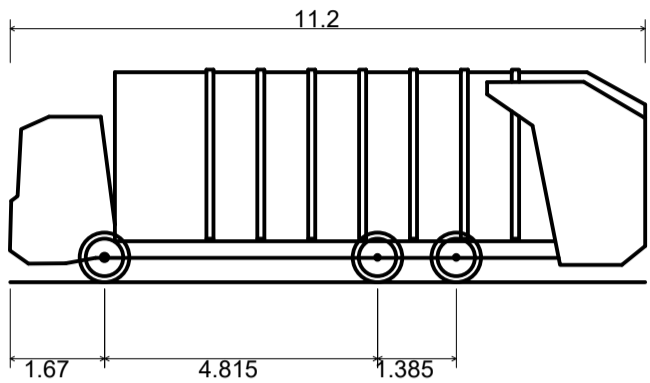
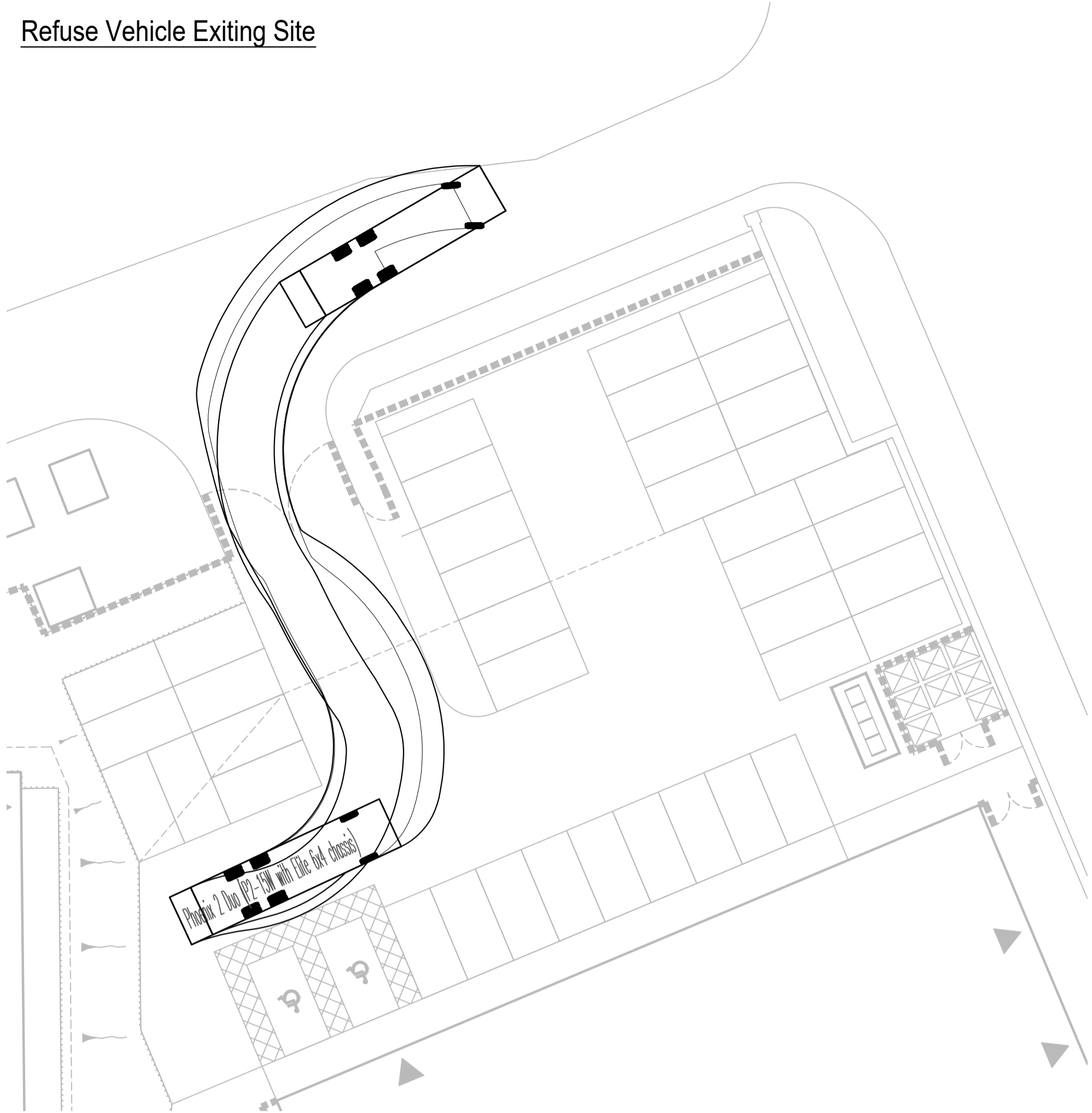


# Appendix D      Swept Path Analysis Drawings

Refuse Vehicle Entering Site

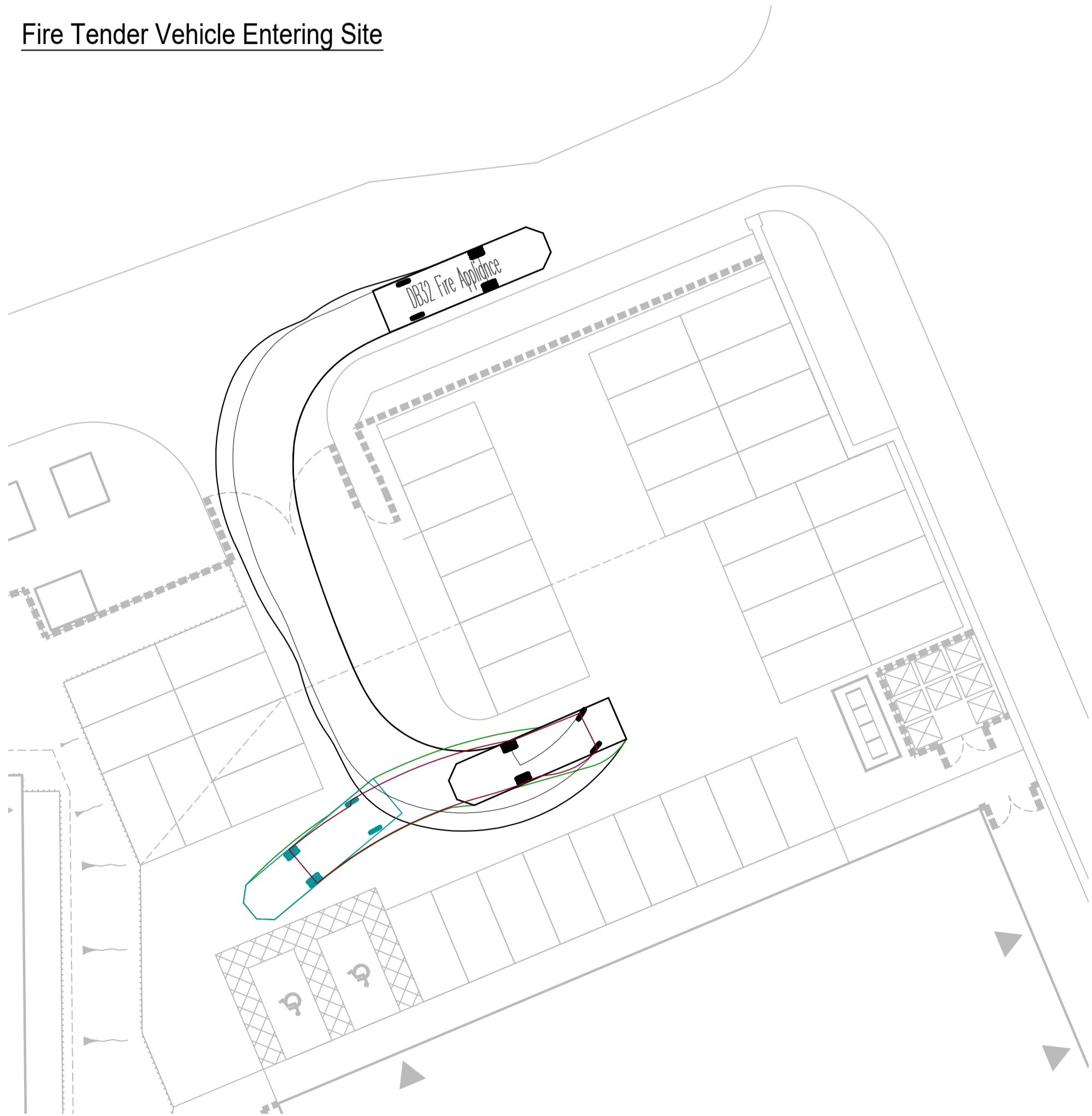


Refuse Vehicle Exiting Site

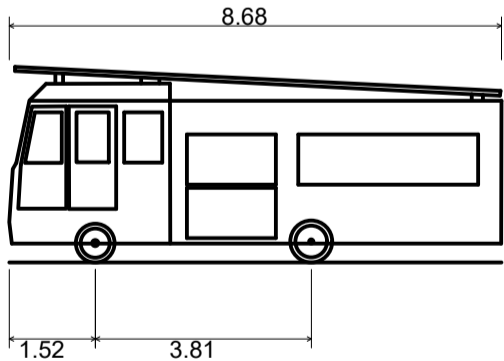
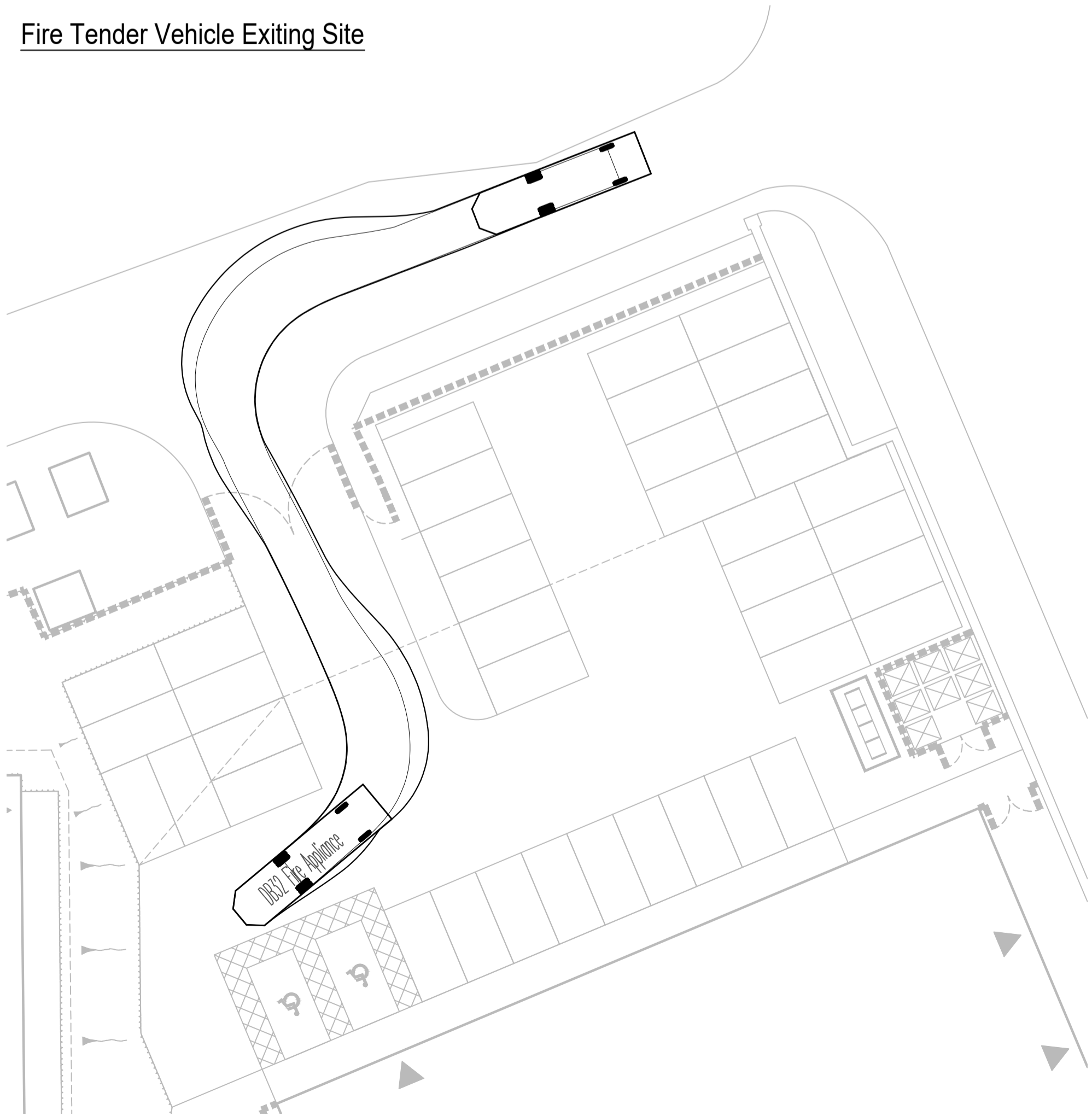


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
Overall Length 11.200m  
Overall Width 2.530m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.500m

Fire Tender Vehicle Entering Site



Fire Tender Vehicle Exiting Site



DB32 Fire Appliance  
Overall Length 8.680m  
Overall Width 2.180m  
Overall Body Height 3.452m  
Min Body Ground Clearance 0.337m  
Max Track Width 2.121m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 7.910m

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NOTES

P1	Preliminary Issue	30.11.20	AT	APH
Rev.	Amendments	Date	By	Chkd.

Drawing Status  
**PRELIMINARY**



Intelligent Engineering

Lancaster House, 67 Newhall Street, Birmingham, B3 1NQ  
Tel: 0121 270 6962 Email: enquiries@cwa-eng.com

Thomas Telford UTC

Vehicle Tracking

Drawing Number	Revision
CWA-20-196-549	P1
Drawn by	AT
Checked by	APH
Date	November 20
Scale	1:250 @ A1



## Appendix E      Trip Generation Calculations



File Name: 05065 Flow Diagram.xlsm

Worksheet: Pupil numbers

	Pupils on Roll	Pupil Capacity
Existing	182	600
Existing (from September 2020)	356	600
Proposed		1050

To capacity:

To on roll:

Additional Pupils
450
694

September 2020 Mode Share		
	Survey Results	School Mode Share (%)
Metro	2	1%
Car/Van	67	27%
Car Sharing	45	18%
Walk	40	16%
Cycle	14	6%
Private Bus	0	0%
Local Bus	73	29%
Rail	10	4%
Other	0	0%
Total	251	100%

Response Rate
71%

>> Assumptions  
0% of trips already on network  
33% of pupils attend after school class

Pupils attending after school class

September 2020 Mode Share							
	Mode Share Percentage (Existing Pupils)	Number of Existing Pupil Trips (On Roll)	Number of Existing Pupil Trips (Capacity)	Expansion Scenario		Expansion Scenario	
				No. of Additional Pupil Trips	Total Pupil Trips	No. of Additional Pupil Trips	Total Pupil Trips
Metro	1%	1	2	1	3	2	3
Car Sharing	18%	21	36	27	63	41	63
Car/Van	27%	32	53	40	93	62	93
Walk	16%	19	32	24	56	37	56
Cycle	6%	7	11	8	20	13	20
Bus	29%	35	58	44	102	67	102
Rail	4%	5	8	6	14	9	14
Other	0%	0	0	0	0	0	0
Total Pupils	100%	119	200	150	350	231	350
Total Vehicles*	-	42	71	53	125	82	125

All pupils:

September 2020 Mode Share							
	Mode Share Percentage (Existing Pupils)	Number of Existing Pupil Trips (On Roll)	Number of Existing Pupil Trips (Capacity)	Expansion Scenario (to capacity)		Expansion Scenario (to pupils on record)	
				No. of Additional Pupil Trips	Total Pupil Trips	No. of Additional Pupil Trips	Total Pupil Trips
Metro	1%	3	5	4	8	6	8
Car Sharing	18%	64	108	81	188	124	188
Car/Van	27%	95	160	120	280	185	280
Walk	16%	57	96	72	167	111	167
Cycle	6%	20	33	25	59	39	59
Bus	29%	104	175	131	305	202	305
Rail	4%	14	24	18	42	28	42
Other	0%	0	0	0	0	0	0
Total Pupils	100%	356	600	450	1050	694	1050
Total Vehicles*	-	127	214	160	374	247	374

\*assuming 2 pupils per car car share

Pupils not attending after school class

September 2020 Mode Share							
	Mode Share Percentage (Existing Pupils)	Number of Existing Pupil Trips (On Roll)	Number of Existing Pupil Trips (Capacity)	Expansion Scenario (to capacity)		Expansion Scenario (to pupils on record)	
				No. of Additional Pupil Trips	Total Pupil Trips	No. of Additional Pupil Trips	Total Pupil Trips
Metro	1%	2	3	2	6	4	6
Car Sharing	18%	43	72	54	125	83	125
Car/Van	27%	63	107	80	187	124	187
Walk	16%	38	64	48	112	74	112
Cycle	6%	13	22	17	39	26	39
Bus	29%	69	116	87	204	135	204
Rail	4%	9	16	12	28	18	28
Other	0%	0	0	0	0	0	0
Total Pupils	100%	237	400	300	700	463	700
Total Vehicles*	-	85	143	107	250	165	250

\*assuming 2 pupils per car car share

Scenario	School AM Peak (08:00 – 09:00)			School PM Peak (15:00 – 16:00)			School PM Peak (17:00 - 18:00) - after school		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Existing pupils on roll	127	127	254	85	85	169	42	42	85
Existing pupils (capacity)	214	214	428	143	143	285	71	71	143
Additional Pupils (to capacity)	160	160	321	107	107	214	53	53	107
Total pupils (post expansion)	374	374	749	250	250	499	125	125	250
Additional Pupils (to on roll)	247	247	495	165	165	330	82	82	165
Total pupils (post expansion)	374	374	749	250	250	499	125	125	250

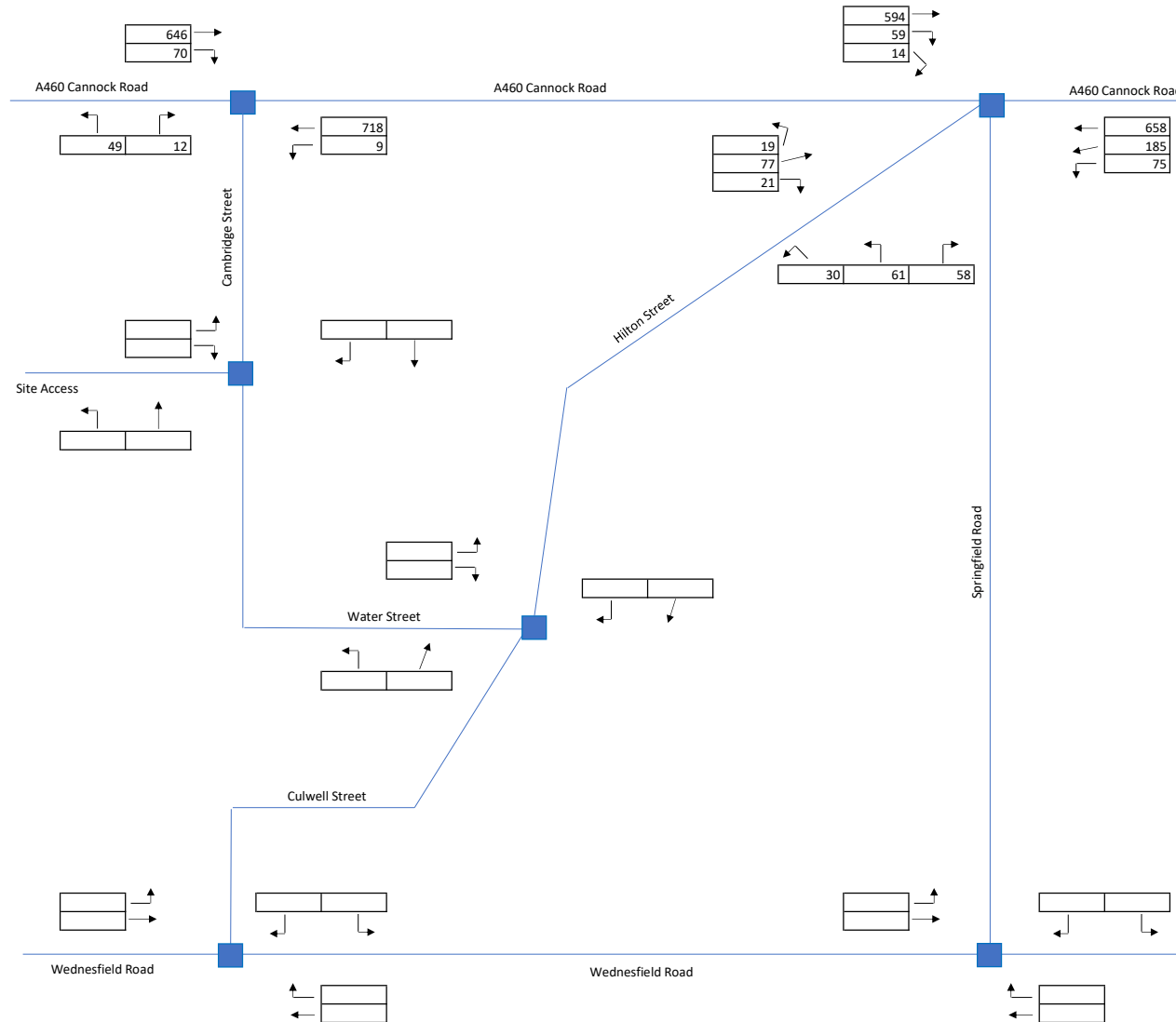
	Number of pupils	Max Two-Way Car Trips	Parking Demand
Existing pupils on roll	356	254	127
Existing pupils (capacity)	600	428	214
Total pupils (post expansion)	1050	749	374



**Appendix F      Flow Diagrams**



ATC Two-Way Flow (2018)  
1732  
Two-Way Flow (2020 Count)  
1426  
Pre-Covid Growth Factor  
1.215115

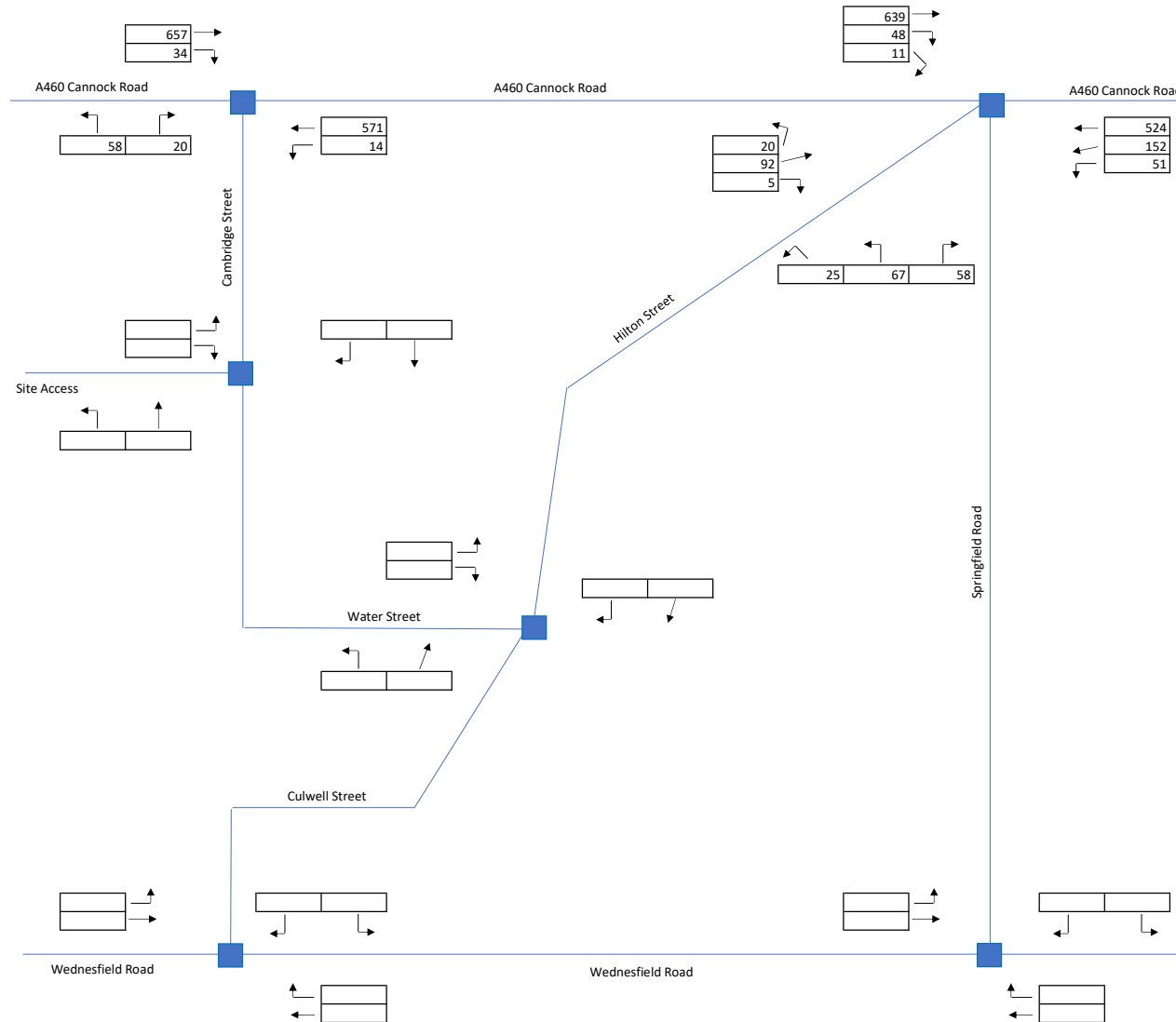


2021 Base School PM



Cannock Road Flows

ATC Two-Way Flow (2018)  
1546  
Two-Way Flow (2020 Count)  
1424  
Pre-Covid Growth Factor  
1.085893

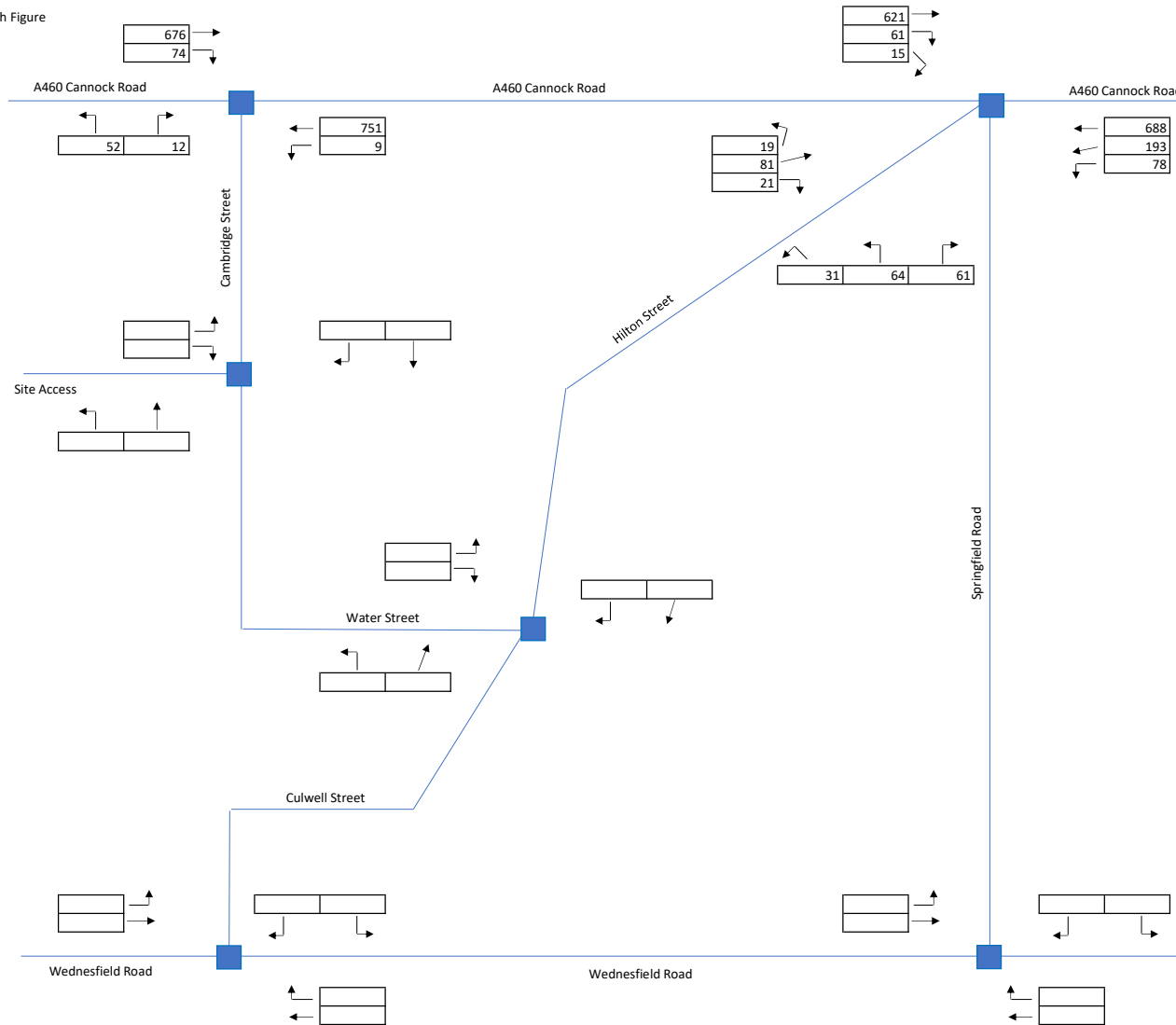


2026 Base AM



**TEMPro**

Level Area Local Growth Figure  
E0200216t Wolverhan 1.045691

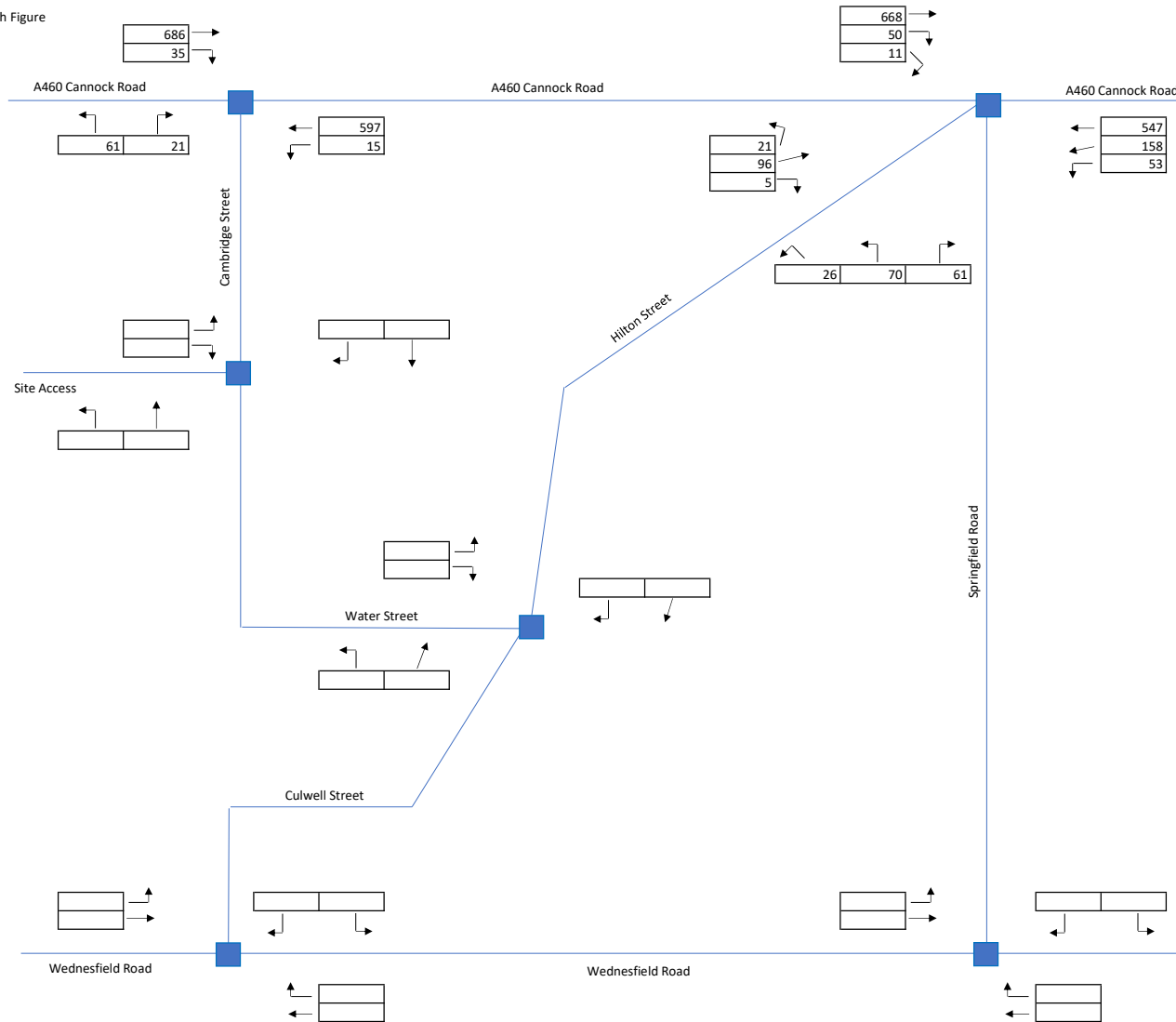


2026 Base School PM



**TEMPro**

Level Area Local Growth Figure  
E0200216t Wolverhan 1.045338



# Trip Distribution



## Total Postcodes

331

## Trips via Ring-Road South

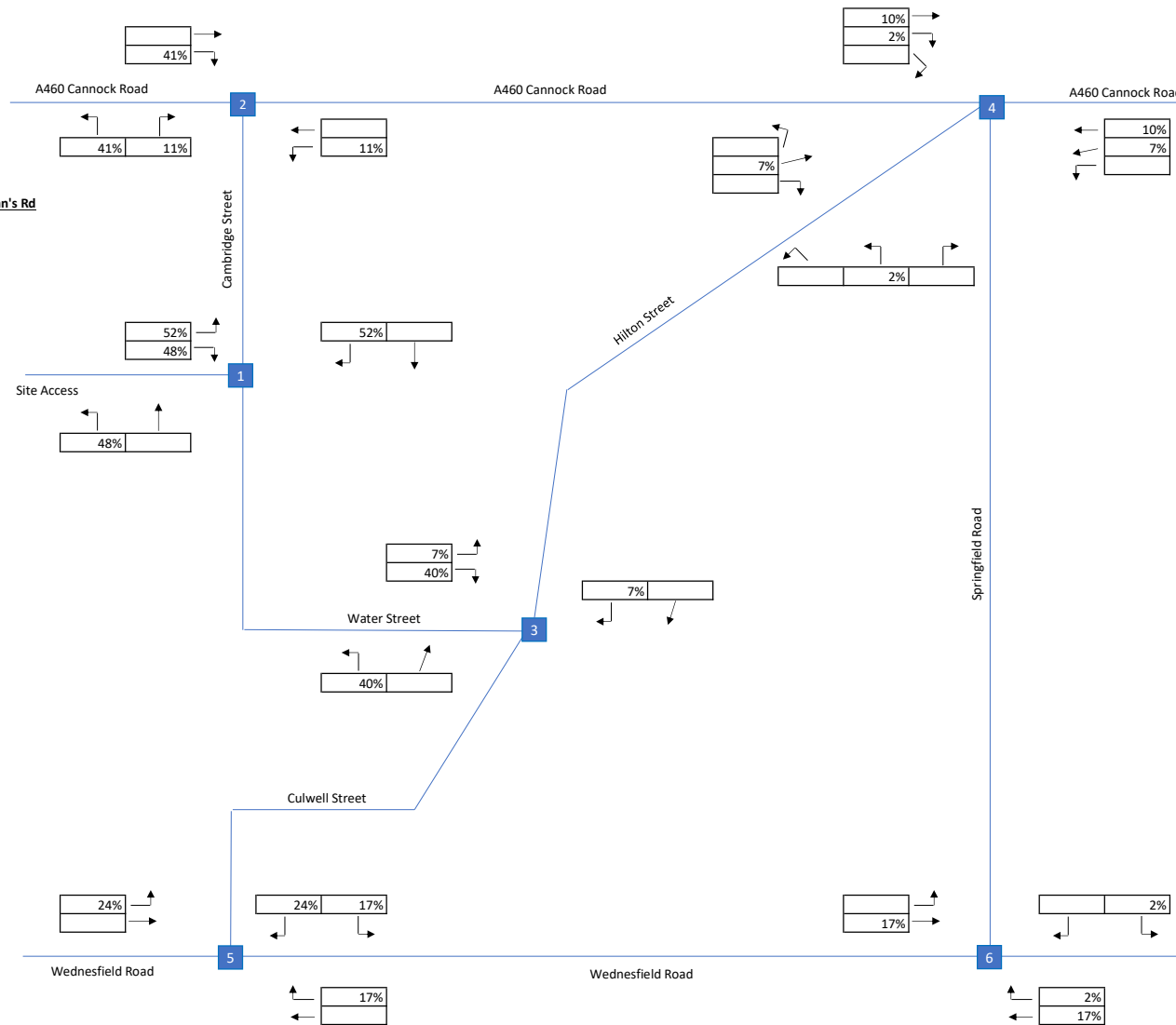
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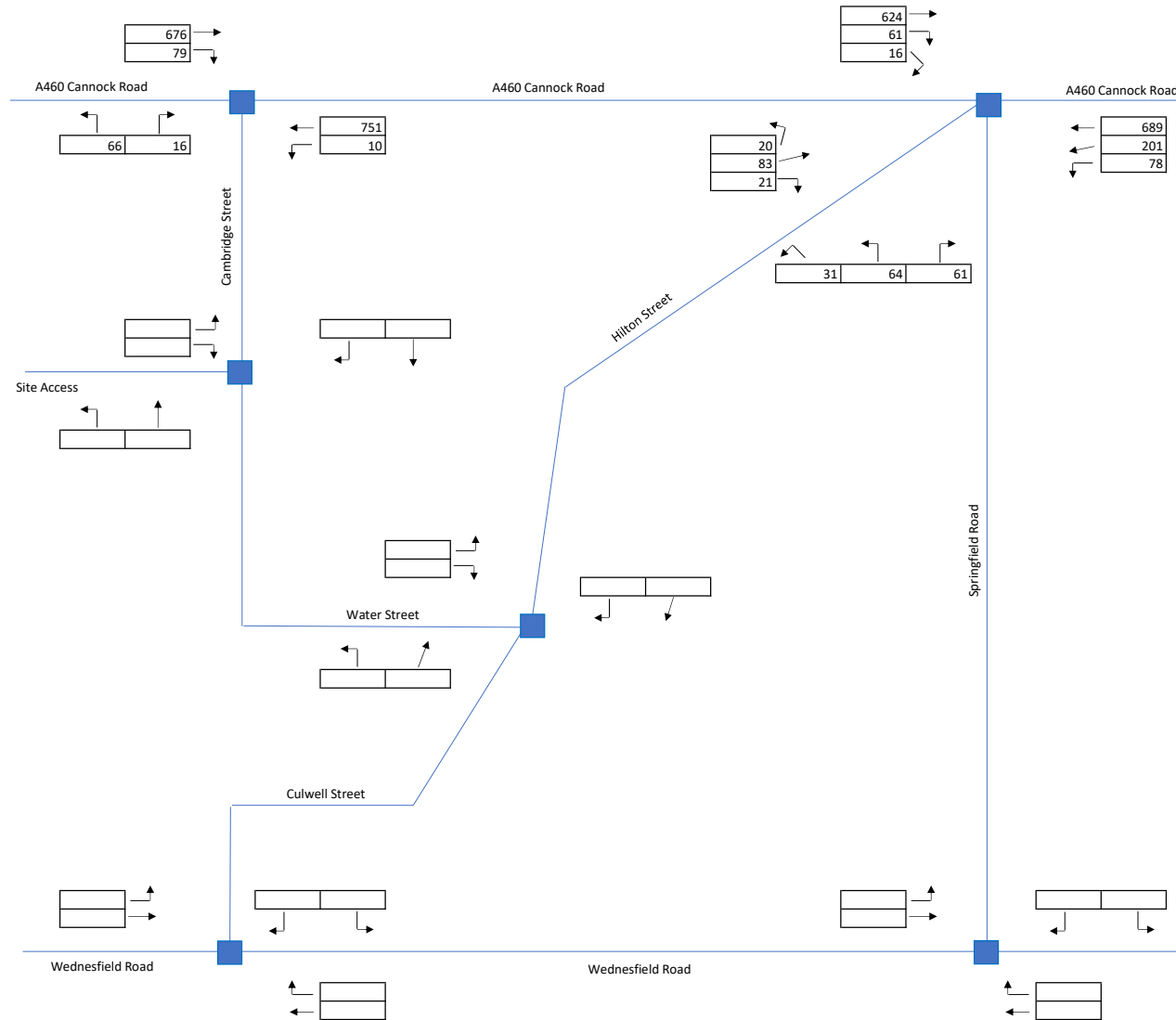
## Trips from Cannock Road (east)

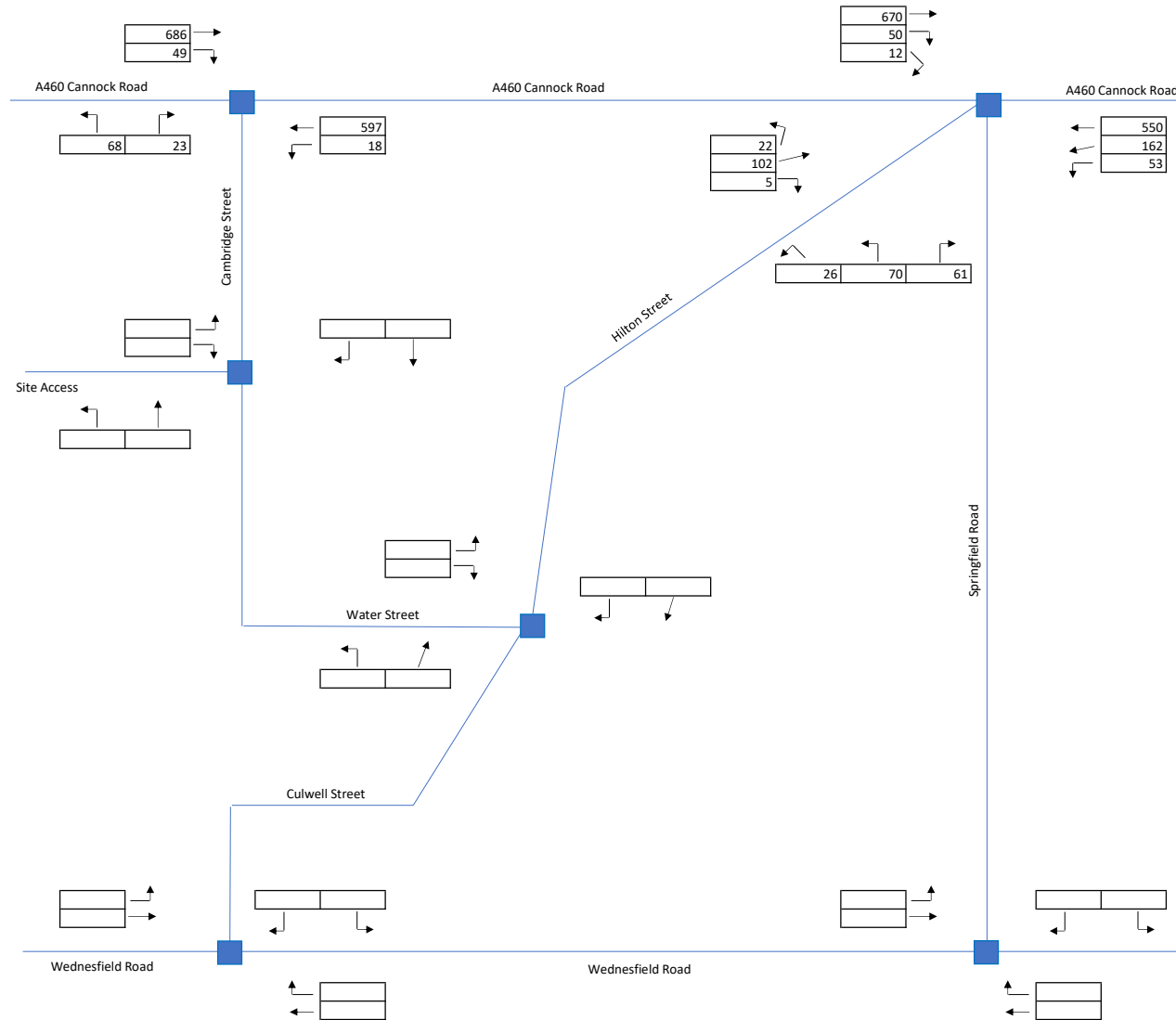
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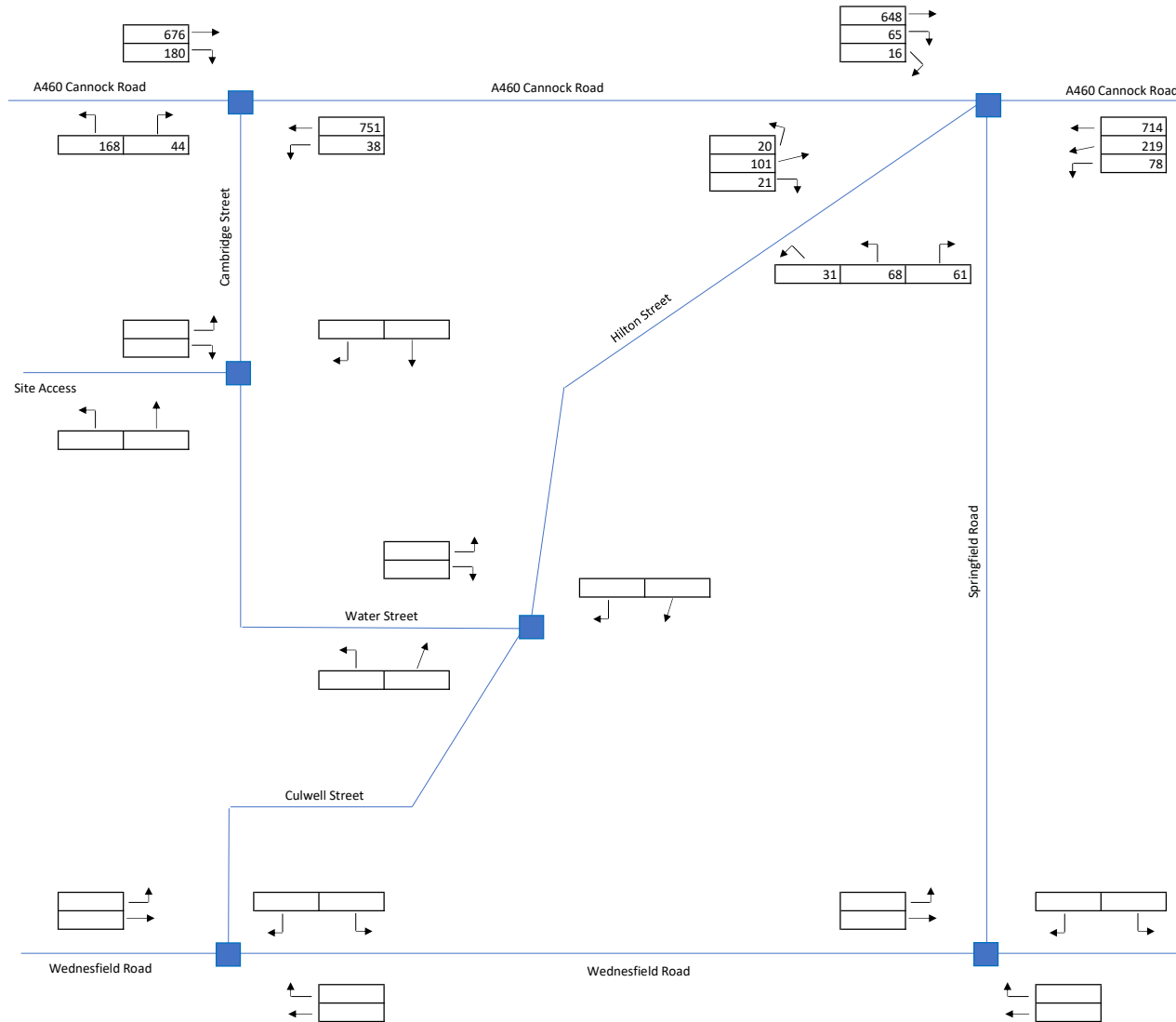
## Trips from Wednesfield Way/Dean's Rd

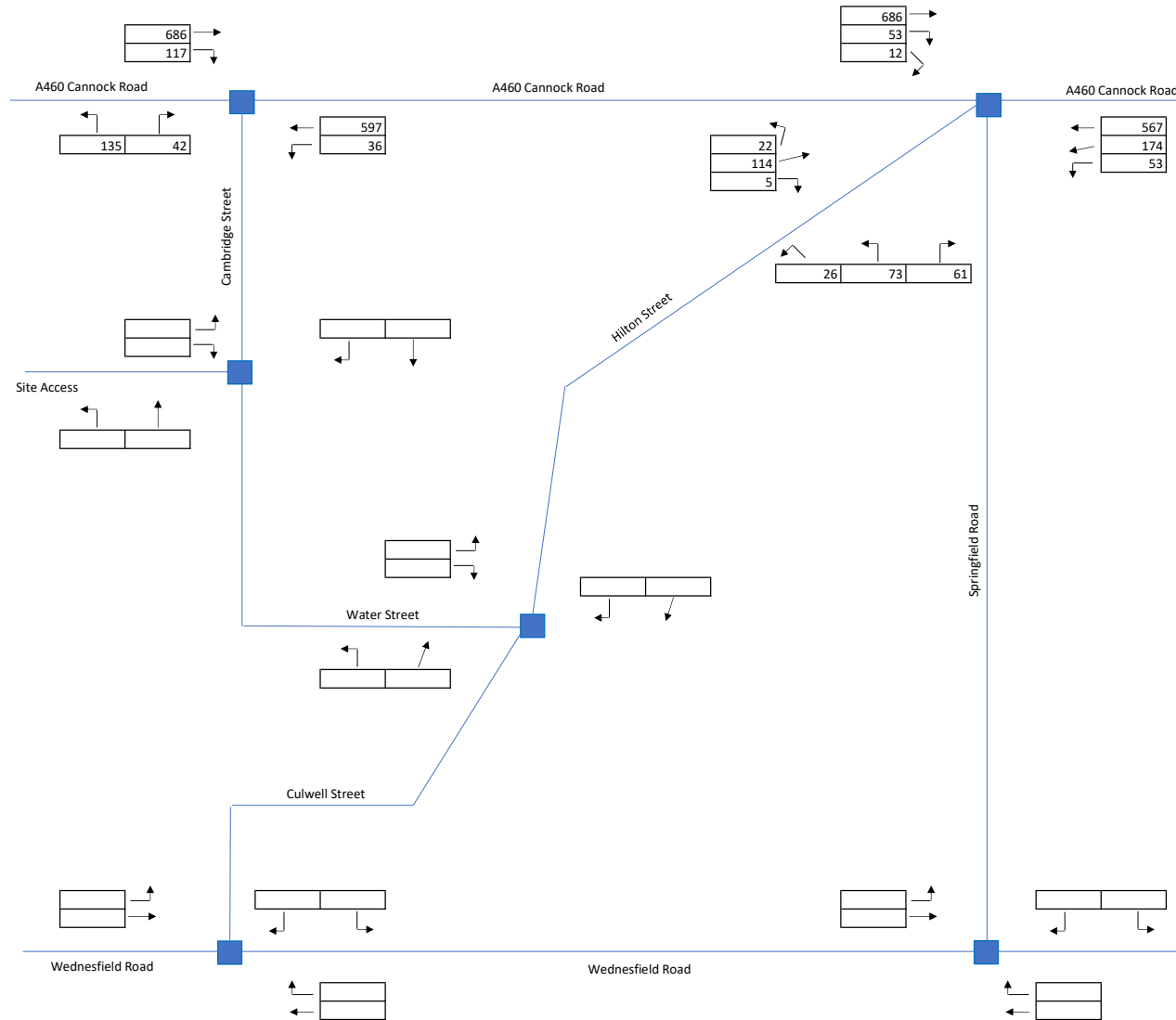
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## Appendix G      Traffic Surveys

## AutoProg Volume Traffic Count

Location L7016 - A460 CANNOCK ROAD EAST OF NINE ELMS LANE

Coordinate 392333 299830

District WV

Type T (If t = Tube)

Data Volume Data

## Analysis by Day of Week and Hour of Day

Direction

Eastbound Count Date Tuesday 06 Wednesday Thursday 0 Friday 09/C Saturday 1 Sunday 11, Monday 12/02/2018

Eastbound 00:00-01:0	93	86	79	112	151	207	90
Eastbound 01:00-02:0	48	46	51	45	93	132	26
Eastbound 02:00-03:0	43	50	37	53	75	117	38
Eastbound 03:00-04:0	47	44	42	60	88	87	44
Eastbound 04:00-05:0	78	65	81	90	71	58	90
Eastbound 05:00-06:0	182	209	215	185	116	91	197
Eastbound 06:00-07:0	125	310	331	324	141	78	294
Eastbound 07:00-08:0	385	699	663	716	231	121	677
Eastbound 08:00-09:0	754	829	842	828	367	233	813
Eastbound 09:00-10:0	589	666	380	596	515	343	394
Eastbound 10:00-11:0	360	643	628	696	605	242	572
Eastbound 11:00-12:0	608	694	539	731	525	617	587
Eastbound 12:00-13:0	727	709	665	805	606	667	657
Eastbound 13:00-14:0	862	779	755	761	489	820	790
Eastbound 14:00-15:0	817	833	521	798	584	686	772
Eastbound 15:00-16:0	799	845	775	505	522	678	759
Eastbound 16:00-17:0	900	633	843	625	807	587	852
Eastbound 17:00-18:0	947	961	902	789	792	490	499
Eastbound 18:00-19:0	793	730	804	718	813	425	640
Eastbound 19:00-20:0	568	113	600	439	455	356	535
Eastbound 20:00-21:0	391	150	427	468	394	321	397
Eastbound 21:00-22:0	332	258	383	347	304	261	288
Eastbound 22:00-23:0	265	292	284	309	314	149	248
Eastbound 23:00-24:0	132	147	144	213	266	120	146

## AutoProg Volume Traffic Count

Location L7016 - A460 CANNOCK ROAD EAST OF NINE ELMS LANE

Coordinate 392333 299830

District WV

Type T (If t = Tube)

Data Volume Data

## Analysis by Day of Week and Hour of Day

Direction

Westbound Count Date Tuesday 06 Wednesday Thursday 0 Friday 09/C Saturday 1 Sunday 11, Monday 12/02/2018

Westbound 00:00-01:0	77	91	91	111	189	187	97
Westbound 01:00-02:0	64	71	54	69	138	124	63
Westbound 02:00-03:0	43	36	49	41	100	99	31
Westbound 03:00-04:0	80	71	54	79	95	89	41
Westbound 04:00-05:0	99	91	90	102	74	60	89
Westbound 05:00-06:0	270	244	248	269	149	75	254
Westbound 06:00-07:0	554	519	531	571	262	137	492
Westbound 07:00-08:0	926	908	932	949	388	209	892
Westbound 08:00-09:0	915	912	958	906	611	262	904
Westbound 09:00-10:0	870	926	909	936	662	458	897
Westbound 10:00-11:0	771	783	807	820	786	701	796
Westbound 11:00-12:0	791	769	765	804	884	743	757
Westbound 12:00-13:0	776	781	764	819	924	795	743
Westbound 13:00-14:0	794	770	794	895	1024	761	802
Westbound 14:00-15:0	789	844	851	836	979	671	810
Westbound 15:00-16:0	770	790	839	825	702	615	822
Westbound 16:00-17:0	843	901	838	846	737	593	871
Westbound 17:00-18:0	883	850	881	872	612	533	898
Westbound 18:00-19:0	783	793	876	754	624	487	749
Westbound 19:00-20:0	587	640	683	645	570	377	562
Westbound 20:00-21:0	427	414	462	507	458	361	418
Westbound 21:00-22:0	301	303	343	382	357	250	307
Westbound 22:00-23:0	270	283	286	317	326	169	247
Westbound 23:00-24:0	128	121	138	179	231	122	127



## ***Wolverhampton - Manual Traffic Survey: Thursday, 17 December 2020***

Produced by Streetwise Services Ltd.

**Junction: A - (East) A460 Cannock Road / B - Cambridge Street / C - (West) A460 Cannock Road**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0



Wolverhampton - Manual Traffic Survey: Thursday, 17 December 2020

Produced by Streetwise Services Ltd.

Junction: A - (East) A460 Cannock Road / B - Cambridge Street / C - (West) A460 Cannock Road

Approach: A - (East) A460 Cannock Road

TIME	A to B						A to C						A to A					
	CAR	LGV	OGV1	OGV2	BUS	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU TOTAL
07:00 - 07:15	0	0	0	0	0	0.0 0	75	17	8	2	12	103.0 114	0	0	0	0	0	0.0 0
07:15 - 07:30	1	1	0	0	0	2.0 2	105	31	6	1	8	163.3 191	0	0	0	0	0	0.0 0
07:30 - 07:45	3	0	0	0	0	3.0 3	91	20	3	2	12	144.1 128	0	0	0	0	0	0.0 0
07:45 - 08:00	1	0	0	0	0	1.0 1	115	31	3	1	8	168.8 198	0	0	0	0	0	0.0 0
Hourly Total	5	1	0	0	0	6 6	386	99	20	6	40	620 551	0	0	0	0	0	0 0
08:00 - 08:15	2	0	0	0	0	2.0 2	106	15	0	2	5	144.6 134	0	0	0	0	0	0.0 0
08:15 - 08:30	2	0	0	0	0	2.0 2	106	23	4	0	8	151.0 141	0	0	0	0	0	0.0 0
08:30 - 08:45	1	0	0	0	0	1.0 1	102	19	4	0	6	139.0 131	0	0	0	0	0	0.0 0
08:45 - 09:00	1	0	0	0	0	1.0 1	108	24	5	3	5	156.4 146	0	0	0	0	0	0.0 0
Hourly Total	6	0	0	0	0	6 6	422	81	19	5	24	592 551	0	0	0	0	0	0 0
Session Total	11	1	0	0	0	12 12	808	180	39	11	64	1201 1102	0	0	0	0	0	0 0
14:30 - 14:45	4	1	0	0	0	5.0 5	105	19	1	0	8	141.5 133	0	0	0	0	0	0.0 0
14:45 - 15:00	0	0	0	0	0	0.0 0	106	6	4	1	9	138.3 126	0	0	0	0	0	0.0 0
Hourly Total	4	1	0	0	0	5 5	211	25	5	1	17	279 259	0	0	0	0	0	0 0
15:00 - 15:15	3	0	0	0	0	3.0 3	97	13	0	3	6	139.4 124	0	0	0	0	0	0.0 0
15:15 - 15:30	5	0	0	0	0	5.0 5	97	12	4	2	7	133.6 122	0	0	0	0	0	0.0 0
15:30 - 15:45	2	0	0	0	0	2.0 2	93	16	0	0	6	121.0 116	0	0	0	0	0	0.0 0
15:45 - 16:00	2	0	0	0	0	2.0 2	108	10	3	0	6	134.5 127	0	0	0	0	0	0.0 0
Hourly Total	12	0	0	0	0	12 12	396	51	12	5	28	579 480	0	0	0	0	0	0 0
16:00 - 16:15	5	0	0	0	0	5.0 5	106	11	0	1	6	131.3 124	0	0	0	0	0	0.0 0
16:15 - 16:30	0	1	0	0	0	1.0 1	132	16	4	0	4	162.0 156	0	0	0	0	0	0.0 0
Hourly Total	5	1	0	0	0	6 6	238	27	4	1	10	293 280	0	0	0	0	0	0 0
Session Total	21	2	0	0	0	23 23	844	193	21	7	62	1099 1027	0	0	0	0	0	0 0

TIME	From A						To A					
	CAR	LGV	OGV1	OGV2	BUS	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU TOTAL
07:00 - 07:15	75	17	8	2	12	103.0 114	80	16	1	1	4	116.8 111
07:15 - 07:30	106	32	6	1	8	163.3 193	92	24	7	0	4	134.5 127
07:30 - 07:45	94	20	3	2	12	147.1 131	104	24	5	4	5	154.7 142
07:45 - 08:00	116	31	3	1	8	169.8 159	96	14	4	1	5	128.3 120
Hourly Total	391	100	20	6	40	613 537	381	76	17	6	19	515 500
08:00 - 08:15	108	15	0	2	5	146.8 136	103	17	5	1	6	138.8 129
08:15 - 08:30	108	23	4	0	8	153.0 143	93	17	7	3	9	145.4 129
08:30 - 08:45	103	19	4	0	6	140.0 132	111	6	6	1	4	136.3 128
08:45 - 09:00	109	24	5	3	5	157.4 146	83	12	0	4	8	120.2 107
Hourly Total	428	81	19	5	24	599 537	367	52	15	9	27	541 493
Session Total	819	181	39	11	64	1213 1114	788	130	35	15	45	1076 993
14:30 - 14:45	109	20	1	0	8	146.5 138	120	17	8	3	6	167.9 154
14:45 - 15:00	106	6	4	1	9	138.3 126	111	16	5	2	5	149.1 139
Hourly Total	215	26	5	1	17	285 264	231	33	13	5	11	317 293
15:00 - 15:15	100	13	0	3	6	139.4 127	146	17	2	0	4	174.0 169
15:15 - 15:30	102	12	4	2	7	138.6 127	119	8	1	0	5	138.6 133
15:30 - 15:45	95	16	0	0	6	123.0 117	121	15	3	1	6	154.8 146
15:45 - 16:00	110	10	3	0	6	136.5 129	115	23	5	1	4	155.8 148
Hourly Total	497	51	12	5	28	579 500	591	63	11	2	19	674 596
16:00 - 16:15	111	11	0	1	6	136.3 129	133	15	6	0	7	171.8 161
16:15 - 16:30	132	17	4	0	4	163.0 157	109	19	5	0	9	153.5 142
Hourly Total	243	28	4	1	10	299 285	242	34	11	0	16	325 303
Session Total	865	105	21	7	62	1122 1050	974	130	35	7	46	1267 1192



Wolverhampton - Manual Traffic Survey: Thursday, 17 December 2020

Produced by Streetwise Services Ltd.

Junction: A - (East) A460 Cannock Road / B - Cambridge Street / C - (West) A460 Cannock Road

Approach: B - Cambridge Street

TIME	B to C							B to A							B to B						
	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	3	1	0	0	0	4.0	4	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	1	0	0	0	0	1.0	1	0	1	0	0	0	1.0	1	0	0	0	0	0	0.0	0
07:30 - 07:45	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	8	0	0	0	0	8.0	8	1	0	0	0	0	1.0	1	0	0	0	0	0	0.0	0
Hourly Total	14	1	0	0	0	15	15	1	1	0	0	0	2	2	0	0	0	0	0	0	0
08:00 - 08:15	11	0	0	0	0	11.0	11	4	0	0	0	0	4.0	4	0	0	0	0	0	0.0	0
08:15 - 08:30	7	1	0	0	0	8.0	8	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0
08:30 - 08:45	9	2	0	0	0	11.0	11	1	0	0	0	0	1.0	1	0	0	0	0	0	0.0	0
08:45 - 09:00	7	2	0	0	0	9.0	9	1	1	0	0	0	2.0	2	0	0	0	0	0	0.0	0
Hourly Total	34	5	0	0	0	39	39	8	1	0	0	0	9	9	0	0	0	0	0	0	0
Session Total	48	6	0	0	0	54	54	9	2	0	0	0	11	11	0	0	0	0	0	0	0
14:30 - 14:45	9	1	0	0	0	10.0	10	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0
14:45 - 15:00	10	0	0	0	0	10.0	10	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	19	1	0	0	0	20	20	2	0	0	0	0	2	2	0	0	0	0	0	0	0
15:00 - 15:15	12	0	0	0	0	13.0	13	4	1	1	0	0	5.0	5	0	0	0	0	0	0.0	0
15:15 - 15:30	16	0	0	0	0	16.0	16	7	0	0	0	0	7.0	7	0	0	0	0	0	0.0	0
15:30 - 15:45	8	1	1	0	0	10.0	10	3	0	0	0	0	3.0	3	0	0	0	0	0	0.0	0
15:45 - 16:00	12	0	0	0	0	12.0	12	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0
Hourly Total	48	2	1	0	0	62	61	16	1	1	0	0	19	18	0	0	0	0	0	0	0
16:00 - 16:15	12	1	0	0	0	13.0	13	3	0	0	0	0	3.0	3	0	0	0	0	0	0.0	0
16:15 - 16:30	6	0	0	0	0	6.0	6	1	0	0	0	0	1.0	1	0	0	0	0	0	0.0	0
Hourly Total	18	1	0	0	0	19	19	4	0	0	0	0	4	4	0	0	0	0	0	0	0
Session Total	85	4	1	0	0	91	90	22	1	1	0	0	25	24	0	0	0	0	0	0	0

TIME	From B						To B					
	CAR	LGV	OGV1	OGV2	BUS	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU TOTAL
07:00 - 07:15	3	1	0	0	0	4.0 4	3	0	0	0	0	3.0 3
07:15 - 07:30	1	1	0	0	0	2.0 2	5	1	0	0	0	6.0 6
07:30 - 07:45	2	0	0	0	0	2.0 2	8	1	0	0	0	9.0 9
07:45 - 08:00	9	0	0	0	0	9.0 9	12	1	0	0	0	13.0 13
Hourly Total	15	2	0	0	0	17 17	28	3	0	0	0	31 31
08:00 - 08:15	15	0	0	0	0	15.0 15	25	4	0	0	0	29.0 29
08:15 - 08:30	9	1	0	0	0	10.0 10	16	0	0	0	0	16.0 16
08:30 - 08:45	10	2	0	0	0	12.0 12	11	1	0	0	0	12.0 12
08:45 - 09:00	8	3	0	0	0	11.0 11	7	0	0	0	0	7.0 7
Hourly Total	42	6	0	0	0	48 48	61	5	0	0	0	66 66
Session Total	57	8	0	0	0	65 65	89	8	0	0	0	97 97
14:30 - 14:45	11	1	0	0	0	12.0 12	10	2	0	0	0	12.0 12
14:45 - 15:00	10	0	0	0	0	10.0 10	13	1	0	0	0	14.0 14
Hourly Total	21	1	0	0	0	22 22	23	3	0	0	0	26 26
15:00 - 15:15	16	2	1	0	0	19.0 19	10	0	0	0	0	10.0 10
15:15 - 15:30	23	0	0	0	0	23.0 23	11	1	0	0	0	12.0 12
15:30 - 15:45	11	1	1	0	0	13.0 13	7	1	0	0	0	8.0 8
15:45 - 16:00	14	0	0	0	0	14.0 14	8	1	0	0	0	9.0 9
Hourly Total	64	3	2	0	0	71 69	36	3	0	0	0	39 39
16:00 - 16:15	15	1	0	0	0	16.0 16	7	0	0	0	0	7.0 7
16:15 - 16:30	7	0	0	0	0	7.0 7	1	3	0	0	0	4.0 4
Hourly Total	22	1	0	0	0	23 23	8	3	0	0	0	11 11
Session Total	107	5	2	0	0	115 114	87	9	0	0	0	96 96



Wolverhampton - Manual Traffic Survey: Thursday, 17 December 2020

Produced by Streetwise Services Ltd.

Junction: A - (East) A460 Cannock Road / B - Cambridge Street / C - (West) A460 Cannock Road

Approach: C - (West) A460 Cannock Road

TIME	C to A							C to B							C to C						
	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	89	16	1	1	4	116.8	111	3	0	0	0	0	3.0	3	0	0	0	0	0	0.0	0
07:15 - 07:30	92	23	7	0	4	133.8	126	4	0	0	0	0	4.0	4	0	0	0	0	0	0.0	0
07:30 - 07:45	104	24	5	4	5	154.7	142	5	1	0	0	0	6.0	6	0	0	0	0	0	0.0	0
07:45 - 08:00	95	14	4	1	5	127.3	119	11	1	0	0	0	12.0	12	0	0	0	0	0	0.0	0
Hourly Total	389	77	17	6	18	531	499	23	2	0	0	0	25	25	0	0	0	0	0	0	0
08:00 - 08:15	96	17	5	1	5	134.8	125	23	4	0	0	0	27.0	27	0	0	0	0	0	0.0	0
08:15 - 08:30	91	17	7	3	9	143.4	127	16	0	0	0	0	16.0	16	0	0	0	0	0	0.0	0
08:30 - 08:45	110	6	6	1	4	135.3	127	10	1	0	0	0	11.0	11	0	0	0	0	0	0.0	0
08:45 - 09:00	82	11	0	4	8	118.2	105	6	0	0	0	0	8.0	8	0	0	0	0	0	0.0	0
Hourly Total	379	51	18	9	27	532	494	55	5	0	0	0	60	60	0	0	0	0	0	0	0
Session Total	769	128	35	15	45	1063	992	78	7	0	0	0	85	85	0	0	0	0	0	0	0
14:30 - 14:45	118	17	8	3	6	165.9	152	6	1	0	0	0	7.0	7	0	0	0	0	0	0.0	0
14:45 - 15:00	111	16	5	2	5	149.1	139	13	1	0	0	0	14.0	14	0	0	0	0	0	0.0	0
Hourly Total	229	33	13	5	11	315	291	19	2	0	0	0	21	21	0	0	0	0	0	0	0
15:00 - 15:15	142	16	1	0	4	187.6	163	7	0	0	0	0	7.0	7	0	0	0	0	0	0.0	0
15:15 - 15:30	112	8	1	0	5	131.5	126	6	1	0	0	0	7.0	7	0	0	0	0	0	0.0	0
15:30 - 15:45	118	15	3	1	6	151.8	143	5	1	0	0	0	6.0	6	0	0	0	0	0	0.0	0
15:45 - 16:00	113	23	5	1	4	153.8	146	6	1	0	0	0	7.0	7	0	0	0	0	0	0.0	0
Hourly Total	485	62	16	2	19	655	578	24	3	0	0	0	27	27	0	0	0	0	0	0	0
16:00 - 16:15	130	15	6	0	7	169.0	158	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0
16:15 - 16:30	108	19	5	0	9	152.5	141	1	2	0	0	0	3.0	3	0	0	0	0	0	0.0	0
Hourly Total	238	34	11	0	16	321	299	3	2	0	0	0	5	5	0	0	0	0	0	0	0
Session Total	952	129	34	7	46	1242	1168	46	7	0	0	0	93	93	0	0	0	0	0	0	0

TIME	From C						To C							
	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	92	16	1	1	4	119.8	114	76	18	8	2	12	138.8	118
07:15 - 07:30	96	23	7	0	4	137.5	130	106	31	6	1	8	164.3	152
07:30 - 07:45	109	25	5	4	5	160.7	148	93	20	3	2	12	146.1	130
07:45 - 08:00	106	15	4	1	5	139.3	131	123	31	3	1	8	174.8	166
Hourly Total	403	79	17	6	18	518	513	400	100	20	6	40	624	566
08:00 - 08:15	110	21	5	1	6	161.8	152	117	15	6	2	5	159.8	145
08:15 - 08:30	107	17	7	3	9	160.4	149	113	24	4	0	8	160.8	148
08:30 - 08:45	120	7	6	1	4	146.3	138	111	21	4	0	6	158.8	142
08:45 - 09:00	88	11	0	4	8	132.2	111	115	26	5	3	5	165.4	154
Hourly Total	434	56	18	9	27	592	544	456	86	19	5	24	621	590
Session Total	837	135	35	15	45	1110	1057	856	186	39	11	64	1250	1156
14:30 - 14:45	124	18	8	3	6	172.9	159	114	20	1	0	8	191.8	143
14:45 - 15:00	124	17	5	2	5	165.1	153	116	6	4	1	9	148.3	136
Hourly Total	248	35	13	5	11	337	312	230	26	5	1	17	340	279
15:00 - 15:15	149	16	1	0	4	174.5	170	100	14	5	3	6	149.4	137
15:15 - 15:30	118	9	1	0	5	138.8	133	113	12	4	2	7	148.8	138
15:30 - 15:45	123	16	3	1	6	157.8	149	101	17	1	0	6	131.8	126
15:45 - 16:00	119	24	5	1	4	160.8	153	120	10	3	0	6	144.8	139
Hourly Total	599	65	16	2	19	672	650	443	53	13	5	25	679	639
16:00 - 16:15	132	15	6	0	7	173.0	160	119	12	0	1	6	144.3	137
16:15 - 16:30	109	21	5	0	9	155.5	144	138	16	4	0	4	161.8	162
Hourly Total	241	36	11	0	16	328	304	256	28	4	1	10	312	299
Session Total	998	136	34	7	46	1295	1221	929	107	22	7	52	1190	1117



## ***Wolverhampton - Manual Traffic Survey: Thursday, 17 December 2020***

**Produced by Streetwise Services Ltd.**

**Junction: A - (East) A460 Cannock Road / B - Springfield Road / C - Hilton Street / D - (West) A460 Cannock Road**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0



Wolverhampton - Manual Traffic Survey: Thursday, 17 December 2020

Produced by Streetwise Services Ltd.

Junction: A - (East) A460 Cannock Road / B - Springfield Road / C - Hilton Street / D - (West) A460 Cannock Road

Approach: A - (East) A460 Cannock Road

A to B													A to C													A to D													A to A												
TIME	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL																							
07:00 - 07:15	5	2	1	0	0	6.5	8	21	1	0	0	0	22.0	22	16	10	4	1	11	138.3	124	0	0	0	0	0	6.0	0																							
07:15 - 07:30	4	0	0	0	0	4.0	4	20	0	1	0	0	21.0	21	14	14	0	0	7	124.1	117	1	0	0	0	0	1.0	1																							
07:30 - 07:45	4	0	0	0	0	4.0	4	26	1	1	0	1	34.0	36	10	20	4	1	13	147.1	131	0	0	0	0	0	6.0	0																							
07:45 - 08:00	6	0	0	0	0	6.0	6	38	13	0	0	0	51.0	51	104	17	2	1	5	142.3	134	0	0	0	0	0	6.0	0																							
Hourly Total	19	2	1	0	0	20.5	22	85	14	2	0	1	110	112	248	41	14	3	17	351.1	306	1	0	0	0	0	1	1																							
08:00 - 08:15	4	0	0	0	0	4.0	4	42	7	2	0	1	54.0	52	10	15	3	1	7	134.9	125	0	0	0	0	0	6.0	0																							
08:15 - 08:30	10	0	2	0	0	13.0	12	44	7	2	0	1	58.0	54	105	19	6	0	5	146.0	136	0	0	0	0	0	6.0	0																							
08:30 - 08:45	31	3	0	0	0	34.0	34	33	7	0	0	0	34.0	36	60	10	1	1	7	178.0	162	0	0	0	0	0	6.0	0																							
08:45 - 09:00	23	1	0	0	0	24.0	24	24	7	2	0	0	34.0	33	57	23	4	2	5	146.0	131	0	0	0	0	0	6.0	0																							
Hourly Total	68	4	2	0	0	75	74	142	28	6	0	2	163	173	337	52	14	4	25	559	502	0	0	0	0	0	6	0																							
Session Total	87	6	2	0	0	95	95	247	42	8	0	3	208	201	777	122	20	7	62	1094	1008	1	0	0	0	0	2	1																							
14:30 - 14:45	25	1	0	0	0	26.0	26	33	5	2	0	1	43.0	41	103	12	3	0	9	137.5	127	1	0	0	0	0	1.0	1																							
14:45 - 15:00	15	1	0	0	0	16.0	16	33	5	4	0	0	42.0	42	70	7	6	2	8	144.0	136	0	0	0	0	0	6.0	0																							
Hourly Total	40	2	0	0	0	42	42	66	11	6	0	1	85	84	181	19	9	2	17	281.5	268	1	0	0	0	0	7	1																							
15:00 - 15:15	12	0	0	0	0	12.0	12	35	7	0	0	1	44.0	44	62	11	4	3	7	129.9	117	0	0	0	0	0	6.0	0																							
15:15 - 15:30	12	1	1	0	1	16.0	15	27	1	0	0	1	39.0	39	77	12	2	2	5	108.0	98	1	0	0	0	0	1.0	1																							
15:30 - 15:45	12	0	0	0	0	12.0	12	33	3	0	1	0	36.3	37	102	11	1	0	7	128.5	121	0	0	0	0	0	6.0	0																							
15:45 - 16:00	6	1	1	0	0	10.0	10	30	6	0	0	0	36.0	36	55	7	1	0	7	115.0	106	0	0	0	0	0	6.0	0																							
Hourly Total	46	2	2	0	1	51	49	136	19	0	1	2	161	167	304	41	8	5	16	461	444	1	0	0	0	0	1	1																							
16:00 - 16:15	0	1	0	0	0	6.0	6	22	4	1	0	0	27.0	27	104	0	2	1	4	123.6	119	0	0	0	0	0	6.0	0																							
16:15 - 16:30	4	1	0	0	0	6.0	6	27	5	0	0	2	27.0	28	100	10	4	0	6	126.0	108	0	0	0	0	0	6.0	0																							
Hourly Total	9	2	0	0	0	9	11	49	9	1	0	2	61	61	212	10	6	1	10	240	227	0	0	0	0	0	6	0																							
Session Total	93	8	2	0	1	104	102	349	60	7	1	5	301	293	797	76	25	8	83	895	819	2	0	0	0	0	3	2																							

From A										To A					
TIME	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	
07:00 - 07:15	124	13	5	1	11	168.8	154	100	7	1	0	2	123.3	119	
07:15 - 07:30	116	14	6	0	7	145.0	133	110	13	1	1	3	122.0	128	
07:30 - 07:45	123	21	5	1	14	181.6	164	105	20	5	3	1	154.4	148	
07:45 - 08:00	152	30	2	1	6	193.3	181	100	20	4	0	0	142.0	126	
Hourly Total	516	74	18	2	38	705	692	442	65	11	2	4	515	514	
08:00 - 08:15	145	22	5	1	8	182.8	161	114	21	4	1	0	163.3	146	
08:15 - 08:30	159	26	10	0	7	214.0	202	100	17	5	2	0	164.1	141	
08:30 - 08:45	140	25	1	1	7	178.0	163	133	13	6	1	4	163.3	147	
08:45 - 09:00	144	31	6	2	5	186.6	168	105	13	2	3	0	144.8	121	
Hourly Total	587	104	22	4	27	707	704	462	64	17	7	25	620	576	
Session Total	1112	182	40	7	65	1290	1406	855	129	28	11	41	1102	1092	
14:30 - 14:45	102	16	5	0	10	207.5	196	136	13	7	3	5	176.4	164	
14:45 - 15:00	150	14	10	2	8	176.0	200	140	16	7	1	0	190.0	190	
Hourly Total	250	32	15	2	18	384	396	284	31	14	4	15	367	344	
15:00 - 15:15	119	18	4	3	8	169.8	172	116	20	2	0	4	207.0	200	
15:15 - 15:30	117	14	3	2	7	154.1	142	111	19	2	1	7	179.0	176	
15:30 - 15:45	147	14	1	1	7	176.8	170	132	19	1	1	0	184.8	158	
15:45 - 16:00	131	10	2	0	7	164.0	156	144	22	5	1	5	168.0	157	
Hourly Total	514	62	19	6	29	671	691	503	80	19	3	25	677	707	
16:00 - 16:15	131	13	3	1	4	168.8	152	134	10	3	1	7	160.8	154	
16:15 - 16:30	130	17	4	0	6	178.0	168	140	10	4	0	0	168.0	148	
Hourly Total	260	30	7	1	10	337	320	284	36	7	1	16	317	302	
Session Total	1092	124	32	9	69	1464	1516	1171	146	31	8	46	1478	1464	



Wolverhampton - Manual Traffic Survey: Thursday, 17 December 2020

Produced by Streetwise Services Ltd.

Junction: A - (East) A460 Cannock Road / B - Springfield Road / C - Hilton Street / D - (West) A460 Cannock Road

Approach: B - Springfield Road

B to C																B to D																B to A																B to B															
TIME	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL																																			
07:00 - 07:15	1	1	0	0	0	2.0	2	7	1	1	0	0	0	8.2	8	1	0	0	0	9.0	9	0	0	0	0	0	0	0.0	0																																		
07:15 - 07:30	2	0	0	0	0	2.0	2	7	4	0	0	0	0	11.0	11	0	1	0	0	7.0	7	0	0	0	0	0	0	0.0	0																																		
07:30 - 07:45	0	0	0	0	0	2.0	2	11	5	1	0	0	0	15.0	16	4	1	0	0	6.0	6	0	0	0	0	0	0	0.0	0																																		
07:45 - 08:00	0	1	0	0	0	1.0	1	12	2	1	0	0	0	16.0	16	0	1	1	0	0.0	0	0	0	0	0	0	0	0.0	0																																		
Hourly Total	3	2	0	0	0	7	7	27	10	3	0	0	0	50	58	13	2	1	0	1	20	24	0	0	0	0	0	0	0																																		
08:00 - 08:15	4	0	0	0	0	4.0	4	0	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0																																		
08:15 - 08:30	4	2	0	0	0	6.0	6	0	4	0	0	0	0	12.0	12	5	2	1	0	0.0	0	0	0	0	0	0	0	0.0	0																																		
08:30 - 08:45	0	0	0	0	0	8.0	8	13	0	1	0	0	0	14.0	14	10	1	1	0	17.0	17	1	0	0	0	0	0	1.0	1																																		
08:45 - 09:00	11	1	0	0	0	12.0	12	20	2	1	0	0	0	23.0	23	20	2	0	0	27.0	27	0	0	0	0	0	0	0.0	0																																		
Hourly Total	20	3	0	0	0	30	30	50	6	2	0	0	0	61	60	50	5	2	0	0	50	57	1	0	0	0	0	0	1																																		
Session Total	20	7	0	0	0	30	37	57	10	0	0	0	0	110	110	74	9	2	0	1	90	87	1	0	0	0	0	1	1																																		
14:30 - 14:45	2	0	0	0	0	2.0	2	14	1	0	0	0	0	16.0	16	11	1	0	0	12.0	12	0	0	0	0	0	0	0.0	0																																		
14:45 - 15:00	5	1	0	0	0	6.0	6	22	1	0	0	0	0	23.0	23	20	0	0	0	20.0	20	0	0	0	0	0	0	0.0	0																																		
Hourly Total	7	1	0	0	0	8	8	36	2	0	0	0	0	39	39	31	1	0	0	32	32	0	0	0	0	0	0	0	0																																		
15:00 - 15:15	4	0	0	0	0	7.0	7	17	0	0	0	0	0	17.0	17	17	1	0	0	20.0	20	0	0	0	0	0	0	0.0	0																																		
15:15 - 15:30	4	1	0	0	0	5.0	5	17	1	0	0	0	0	18.0	18	7	0	0	1	9.0	8	0	0	0	0	0	0	0.0	0																																		
15:30 - 15:45	8	2	0	0	0	10.0	10	18	0	0	0	0	0	21.0	21	18	2	0	0	26.0	26	0	0	0	0	0	0	0.0	0																																		
15:45 - 16:00	11	0	0	0	0	11.0	11	0	0	0	0	0	0	11.0	11	7	2	0	0	9.0	9	0	0	0	0	0	0	0.0	0																																		
Hourly Total	17	3	0	0	0	30	33	60	3	0	0	0	0	67	67	60	3	0	1	37	37	0	0	0	0	0	0	0	0																																		
16:00 - 16:15	3	0	0	0	0	3.0	3	10	3	0	0	0	0	13.0	13	10	2	0	0	0	0	0	0	0	0	0	0	0.0	0																																		
16:15 - 16:30	1	0	0	0	0	1.0	1	13	0	0	0	0	0	14.0	14	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0																																		
Hourly Total	4	0	0	0	0	4	4	23	3	0	0	0	0	26	26	18	4	0	0	0	0	0	0	0	0	0	0	0	0																																		
Session Total	24	9	0	0	0	34	37	118	16	0	0	0	0	130	130	99	12	0	0	1	110	110	0	0	0	0	0	0	0																																		

From B								To B							
TIME	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	
07:00 - 07:15	16	3	1	0	0	20.5	20	15	3	1	0	0	0	20.5	20
07:15 - 07:30	15	5	0	0	0	20.5	20	10	0	0	0	0	0	10.5	10
07:30 - 07:45	17	4	1	0	0	22.0	22	11	0	1	1	0	0	13.0	13
07:45 - 08:00	16	4	2	0	0	22.0	24	21	4	0	0	0	0	25.0	25
Hourly Total	64	16	4	0	0	75	77	56	7	2	0	0	0	65	67
08:00 - 08:15	18	2	0	0	0	20.0	20	12	1	0	0	0	0	13.0	13
08:15 - 08:30	17	8	1	0	0	26.5	26	24	2	5	1	1	1	37.0	35
08:30 - 08:45	35	3	2	0	0	41.0	40	40	4	5	0	1	0	47.5	46
08:45 - 09:00	36	5	1	0	0	42.0	42	42	3	1	0	0	0	46.0	46
Hourly Total	122	18	4	0	0	130	140	127	11	7	1	2	2	155	146
Session Total	192	34	9	0	0	240	255	186	18	9	1	2	2	222	210
14:30 - 14:45	27	2	0	0	0	29.0	29	43	3	1	0	0	0	47.0	47
14:45 - 15:00	50	2	0	0	0	52.0	52	20	3	0	0	0	0	25.0	25
Hourly Total	77	4	0	0	0	81	81	62	6	1	0	0	0	67	67
15:00 - 15:15	28	0	0	0	0	28.0	28	21	1	0	0	0	0	22.0	22
15:15 - 15:30	28	2	0	0	0	30.0	30	26	1	1	0	0	0	28.0	28
15:30 - 15:45	42	9	0	0	0	51.0	51	19	0	0	0	0	0	19.0	19
15:45 - 16:00	17	0	0	0	0	17.0	17	23	3	3	0	0	0	29.0	29
Hourly Total	124	23	0	0	0	150	159	89	5	4	0	0	0	104	105
16:00 - 16:15	23	0	0	0	0	23.0	23	17	1	0	0	0	0	18.0	18
16:15 - 16:30	20	4	0	0	0	24.0	24	14	2	1	0	0	0	17.0	17
Hourly Total	43	9	0	0	0	57	57	31	3	1	0	0	0	36	36
Session Total	245	36	0	0	0	290	302	192	14	6	0	2	2	209	209



Wolverhampton - Manual Traffic Survey: Thursday, 17 December 2020

Produced by Streetwise Services Ltd.

Junction: A - (East) A460 Cannock Road / B - Springfield Road / C - Hilton Street / D - (West) A460 Cannock Road

Approach: C - Hilton Street

TIME	C to D						C to A						C to B						C to C											
	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL		
07:00 - 07:15	0	0	0	0	0	6.0	6	2	0	0	0	0	2.0	2	0	0	0	0	0	0	6.0	0	0	0	0	0	0	6.0	0	
07:15 - 07:30	1	0	0	0	0	1.0	1	3	3	0	0	0	8.0	8	0	0	0	0	0	0	1.0	0	0	0	0	0	0	1.0	0	
07:30 - 07:45	1	0	1	0	0	2.0	2	3	3	0	0	0	4.0	4	1	0	0	0	0	0	1.0	1	0	0	0	0	1.0	1	0	
07:45 - 08:00	1	0	0	0	0	1.0	1	12	4	0	0	0	16.0	16	0	1	0	0	0	0	1.0	1	0	0	0	0	6.0	0	0	
Hourly Total	3	0	1	0	0	9.0	9	18	12	0	0	0	30	30	1	0	0	0	0	0	2	2	0	0	0	0	7	1	0	
08:00 - 08:15	2	1	0	0	0	3.0	3	12	4	1	0	0	17.0	17	4	0	0	0	0	0	4.0	4	0	0	0	0	6.0	0	0	
08:15 - 08:30	4	1	1	0	0	6.0	6	22	3	0	0	0	27.0	26	2	0	0	0	0	0	2.0	2	0	0	0	0	6.0	0	0	
08:30 - 08:45	3	2	0	0	0	5.0	5	18	5	0	0	0	23.0	23	4	1	0	0	0	0	5.0	5	0	0	0	0	6.0	0	0	
08:45 - 09:00	3	1	0	0	0	4.0	4	8	0	0	0	0	8.0	8	7	1	1	0	0	0	9.0	9	0	0	0	0	6.0	0	0	
Hourly Total	12	5	1	0	0	19	19	60	12	1	0	0	70	74	17	2	1	0	0	0	1	10	10	0	0	0	5	0	0	
Session Total	15	5	2	0	0	0	24	22	80	14	0	0	1	109	106	16	3	1	0	0	23	22	0	1	0	0	0	1	1	
14:30 - 14:45	6	1	0	0	0	7.0	7	15	2	0	0	0	17.0	17	3	0	0	0	0	0	3.0	3	1	0	0	0	1.0	1	0	
14:45 - 15:00	3	0	0	0	0	3.0	3	15	2	0	0	0	21.0	21	2	1	1	0	0	0	3.0	3	1	0	0	0	1.0	1	0	
Hourly Total	9	1	0	0	0	10	10	34	4	0	0	0	38	38	5	1	1	0	0	0	6	6	2	0	0	0	2	2	0	
15:00 - 15:15	3	0	0	0	0	3.0	3	25	2	1	0	0	26.0	26	1	0	0	0	0	0	1.0	1	0	0	0	0	6.0	0	0	
15:15 - 15:30	4	0	0	0	0	4.0	4	20	0	0	0	0	24.0	24	0	0	0	0	0	0	1.0	1	0	0	0	0	1.0	1	0	
15:30 - 15:45	6	0	0	0	0	6.0	6	12	3	0	0	0	15.0	15	0	0	0	0	0	0	6.0	6	0	0	0	0	6.0	0	0	
15:45 - 16:00	6	1	0	0	0	7.0	7	16	2	1	0	0	19.0	19	2	0	0	0	0	0	2.0	2	0	0	0	0	6.0	0	0	
Hourly Total	19	1	0	0	0	26	26	71	7	2	0	0	81	80	3	0	0	0	0	0	1	1	0	0	0	0	1	1	0	
16:00 - 16:15	2	1	0	0	0	3.0	3	20	0	0	0	0	23.0	23	1	0	0	0	0	0	1.0	1	0	0	0	0	6.0	0	0	
16:15 - 16:30	4	0	0	0	0	4.0	4	21	1	0	0	0	26.0	26	1	0	0	0	0	0	1.0	1	1	0	0	0	1.0	1	0	
Hourly Total	6	1	0	0	0	7	7	41	1	0	0	0	49	49	2	0	0	0	0	0	2	2	1	0	0	0	7	1	0	
Session Total	34	3	0	0	0	0	37	37	104	10	2	0	0	178	178	10	1	0	0	0	1	13	12	4	0	0	0	4	4	0

TIME	From C						To C								
	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	
07:00 - 07:15	2	0	0	0	0	2.0	2	24	2	0	0	0	0	26.0	26
07:15 - 07:30	4	3	0	0	0	7.0	7	20	0	1	0	0	0	21.0	21
07:30 - 07:45	5	6	1	0	0	12.0	12	30	2	1	0	0	0	33.0	33
07:45 - 08:00	13	5	0	0	0	18.0	18	38	16	0	0	0	0	54.0	54
Hourly Total	24	14	1	0	0	40	40	118	36	2	0	0	1	157	157
08:00 - 08:15	18	5	1	0	0	24.0	24	48	8	0	0	0	0	56.0	54
08:15 - 08:30	20	4	1	0	1	26.0	26	50	11	2	0	0	1	66.0	64
08:30 - 08:45	20	6	0	0	0	26.0	26	42	6	0	0	0	0	52.0	51
08:45 - 09:00	18	2	0	0	0	20.0	20	38	4	2	0	0	0	46.0	44
Hourly Total	89	19	3	0	1	115	112	179	36	6	0	0	2	237	229
Session Total	113	23	4	0	1	135	131	230	56	8	0	0	3	290	289
14:30 - 14:45	25	3	0	0	0	28.0	28	38	5	2	0	0	1	46.0	46
14:45 - 15:00	25	3	0	0	0	28.0	28	40	6	4	0	0	0	54.0	52
Hourly Total	50	6	0	0	0	56	56	78	11	6	0	0	1	102	98
15:00 - 15:15	27	2	1	0	0	30.0	30	42	0	0	0	0	1	54.0	50
15:15 - 15:30	25	10	0	0	1	37.0	36	34	2	0	0	0	1	49.0	37
15:30 - 15:45	18	3	0	0	0	21.0	21	44	6	0	0	1	0	32.0	31
15:45 - 16:00	24	3	1	0	0	28.0	28	52	11	0	0	0	0	63.0	49
Hourly Total	84	18	2	0	1	107	103	122	26	6	1	0	2	157	124
16:00 - 16:15	31	1	0	0	0	32.0	32	26	4	1	0	0	0	37.0	31
16:15 - 16:30	27	1	0	0	0	28.0	28	31	6	0	0	0	2	44.0	30
Hourly Total	58	2	0	0	0	60	60	57	10	1	0	0	2	72	59
Session Total	202	36	2	0	1	230	231	287	82	7	1	0	3	362	330



Wolverhampton - Manual Traffic Survey: Thursday, 17 December 2020

Produced by Streetwise Services Ltd.

Junction: A - (East) A460 Cannock Road / B - Springfield Road / C - Hilton Street / D - (West) A460 Cannock Road

Approach: D - (West) A460 Cannock Road

TIME	D to A							D to B							D to C							D to D						
	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL
07:00 - 07:15	90	0	1	0	2	181.5	96	11	1	0	0	0	12.0	12	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0
07:15 - 07:30	100	0	1	1	3	186.8	114	0	0	0	0	0	8.0	8	0	0	0	0	0	3.0	3	0	0	0	0	0	0.0	0
07:30 - 07:45	99	0	5	3	4	139.4	126	0	0	1	0	0	7.0	7	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0
07:45 - 08:00	89	0	5	0	5	117.5	111	0	0	0	0	0	16.0	16	0	2	0	0	0	2.0	2	0	0	0	0	0	0.0	0
Hourly Total	276	0	16	4	14	471	402	11	1	1	0	0	45	42	2	2	0	0	0	9	9	2	0	0	0	0	0	0
08:00 - 08:15	97	0	3	1	6	132.8	124	0	1	0	0	0	8.0	8	2	1	0	0	0	3.0	3	0	0	0	0	0	0.0	0
08:15 - 08:30	82	0	4	2	7	116.6	107	0	2	3	1	1	22.0	19	2	2	0	0	0	4.0	4	0	0	0	0	0	0.0	0
08:30 - 08:45	100	0	0	1	4	126.8	117	0	1	0	0	1	11.0	16	4	0	0	0	0	6.0	6	0	0	0	0	0	0.0	0
08:45 - 09:00	75	0	2	3	8	108.9	97	0	12	1	0	0	13.0	15	3	0	0	0	0	3.0	3	0	0	0	0	0	0.0	0
Hourly Total	252	0	10	7	25	485	445	11	5	4	1	2	55	53	11	3	0	0	0	16	16	0	0	0	0	0	0	0
Session Total	729	0	26	11	39	952	896	22	6	5	1	2	102	96	15	5	0	0	0	20	20	0	0	0	0	0	0	0
14:30 - 14:45	109	0	7	3	5	146.4	134	0	15	2	1	0	0	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0
14:45 - 15:00	106	0	7	1	6	146.8	136	0	12	1	0	0	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
Hourly Total	215	0	14	4	11	293	270	0	27	3	1	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0
15:00 - 15:15	136	0	1	0	4	160.8	146	0	8	1	0	0	9.0	9	3	0	0	0	0	3.0	3	0	0	0	0	0	0.0	0
15:15 - 15:30	110	0	2	1	6	139.3	129	0	14	0	0	0	14.0	18	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0
15:30 - 15:45	102	0	1	1	5	120.8	123	0	7	0	0	0	7.0	7	3	1	0	0	0	4.0	4	0	0	0	0	0	0.0	0
15:45 - 16:00	121	0	1	0	5	137.3	140	0	13	0	2	0	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
Hourly Total	452	0	8	5	20	557	539	0	42	1	2	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0
16:00 - 16:15	116	0	3	1	7	153.6	144	0	11	0	0	0	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0.0	0
16:15 - 16:30	113	0	4	0	9	149.8	136	0	1	1	0	0	11.0	11	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0
Hourly Total	229	0	7	1	16	304	280	0	12	1	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0
Session Total	916	0	33	8	47	1184	1112	0	74	4	0	0	0	10	10	10	0	0	0	18	18	0	0	0	0	0	0	0

TIME	From D							To D						
	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PCU	TOTAL
07:00 - 07:15	133	7	1	0	2	116.3	143	105	11	5	1	11	147.8	133
07:15 - 07:30	106	0	1	1	3	124.8	110	90	10	5	0	7	108.3	106
07:30 - 07:45	105	0	3	4	1	146.8	109	105	23	6	1	13	158.3	146
07:45 - 08:00	133	20	3	0	0	137.3	156	121	19	3	1	6	158.8	150
Hourly Total	444	27	5	5	6	425	494	321	49	15	2	27	373	444
08:00 - 08:15	133	19	3	1	0	146.8	153	110	18	3	1	7	148.8	139
08:15 - 08:30	95	16	7	3	8	146.4	130	117	24	7	0	6	163.5	134
08:30 - 08:45	117	6	6	1	0	146.3	137	102	17	3	1	7	138.3	119
08:45 - 09:00	88	12	2	3	8	125.8	113	120	26	5	2	5	146.1	108
Hourly Total	454	55	19	8	25	558	512	449	85	17	4	25	319	550
Session Total	822	110	28	12	31	1085	1014	879	156	36	7	52	920	1182
14:30 - 14:45	135	12	8	3	0	169.9	158	125	14	3	0	9	168.5	149
14:45 - 15:00	110	10	7	1	0	131.8	128	103	6	6	2	8	140.5	127
Hourly Total	245	22	15	4	0	301	286	228	20	9	2	17	309	276
15:00 - 15:15	147	16	1	0	4	172.8	168	112	11	4	3	7	169.9	157
15:15 - 15:30	129	9	2	1	0	153.3	147	96	13	2	2	5	158.6	136
15:30 - 15:45	112	15	1	1	0	146.8	134	124	16	1	0	7	155.5	148
15:45 - 16:00	135	21	6	1	0	177.3	168	108	10	1	0	7	173.5	156
Hourly Total	521	63	16	5	4	619	604	449	50	8	5	26	578	557
16:00 - 16:15	131	17	3	1	7	163.4	159	116	12	2	1	4	161.2	139
16:15 - 16:30	124	14	5	0	9	145.8	146	120	12	4	0	6	148.8	147
Hourly Total	255	31	8	1	16	309	305	241	24	6	1	10	309	286
Session Total	1020	122	33	8	47	1384	1339	999	96	23	8	53	1165	1388



## Appendix H      Modelling Results

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.1.7462 © Copyright TRL Limited, 2019				
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: A460 Cannock Road - Cambridge St PICADY.j9

Path: C:\PJA\Phil Jones Associates\SharedData - 05065 Thomas Telford UTC\3. Technical\3.2 Modelling

Report generation date: 02/02/2021 13:51:43

- »2021 Base, AM
- »2021 Base, PM
- »2026 Base, AM
- »2026 Base, PM
- »2026 Base + Committed, AM
- »2026 Base + Committed, PM
- »2026 Base + Committed + Expansion, AM
- »2026 Base + Committed + Expansion, PM

#### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021 Base									
Stream B-AC	D1	0.2	12.32	0.19	B	D2	0.3	12.14	0.22	B
Stream C-AB		0.3	7.79	0.17	A		0.1	7.21	0.08	A
	2026 Base									
Stream B-AC	D3	0.3	12.97	0.20	B	D4	0.3	12.81	0.24	B
Stream C-AB		0.3	7.85	0.19	A		0.1	7.28	0.08	A
	2026 Base + Committed									
Stream B-AC	D5	0.4	14.22	0.26	B	D6	0.4	13.40	0.27	B
Stream C-AB		0.3	7.86	0.20	A		0.1	7.24	0.11	A
	2026 Base + Committed + Expansion									
Stream B-AC	D7	3.1	51.23	0.78	F	D8	1.2	22.24	0.54	C
Stream C-AB		1.5	9.11	0.46	A		0.5	7.40	0.27	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

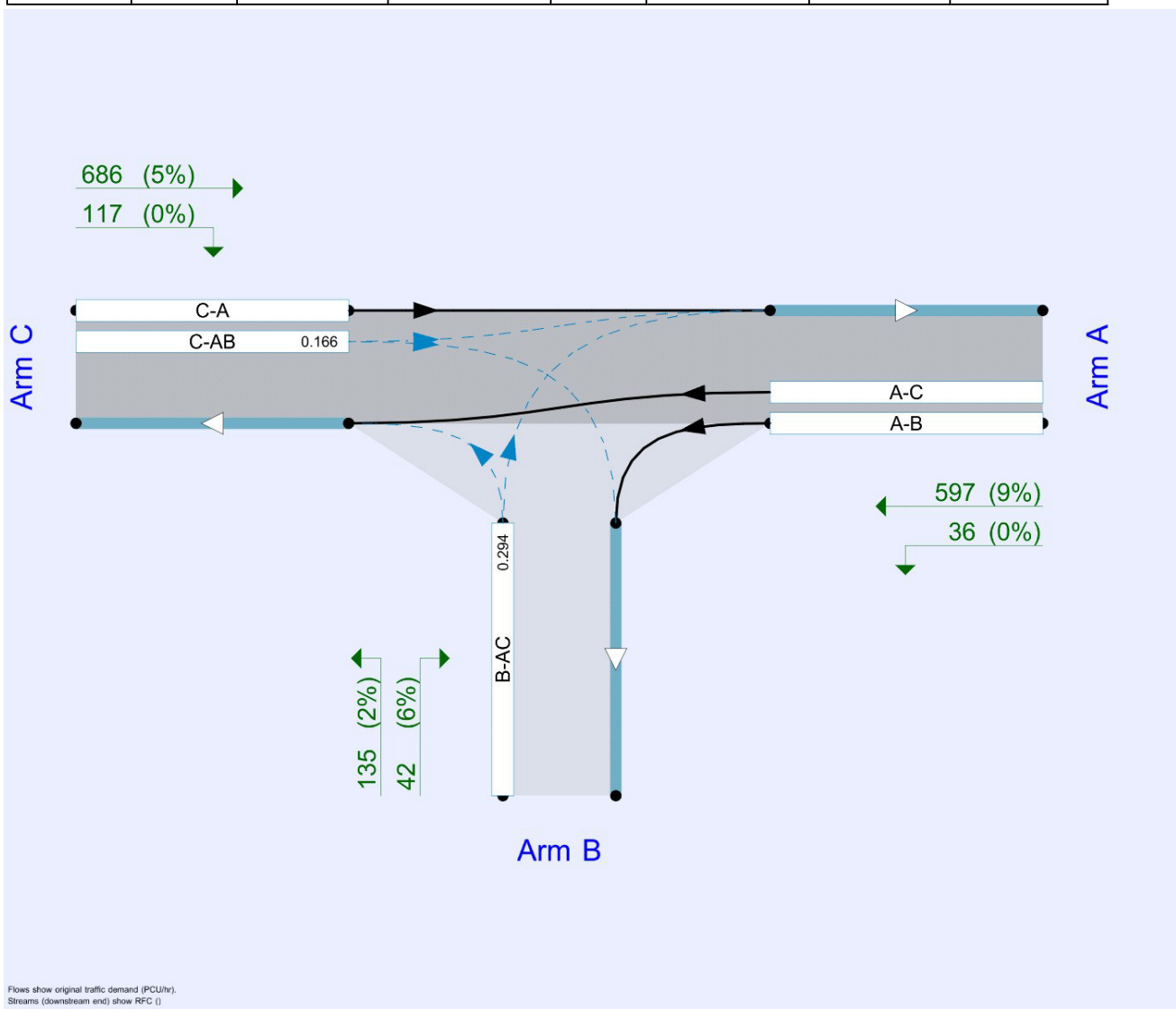
## File summary

### File Description

Title	A460 Cannock Road / Cambridge Street
Location	Wolverhampton
Site number	
Date	13/01/2021
Version	
Status	Existing
Identifier	
Client	
Jobnumber	05065
Enumerator	PJA\Daniel Bowditch
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



The junction diagram reflects the last run of Junctions.

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base	PM	ONE HOUR	14:45	16:15	15	✓
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base	PM	ONE HOUR	14:45	16:15	15	✓
D5	2026 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + Committed	PM	ONE HOUR	14:45	16:15	15	✓
D7	2026 Base + Committed + Expansion	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Base + Committed + Expansion	PM	ONE HOUR	14:45	16:15	15	✓

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2021 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.93	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A460 Cannock Road (east)		Major
B	Cambridge Street		Minor
C	A460 Cannock Road (west)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	2.20	131.0	✓	1.00

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	One lane	3.35	21	20

## 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	511	0.093	0.235	0.148	0.336
B-C	659	0.101	0.255	-	-
C-B	650	0.252	0.252	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	727	100.000
B		ONE HOUR	✓	61	100.000
C		ONE HOUR	✓	716	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A	B	C
	A	0	9	718
	B	12	0	49
	C	646	70	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	9
	B	0	0	0
	C	11	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-AC	0.19	12.32	0.2	B	56	84
C-AB	0.17	7.79	0.3	A	76	114
C-A					581	871
A-B					8	12
A-C					659	988

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	11	452	0.102	45	0.0	0.1	8.854	A
C-AB	58	14	562	0.103	57	0.0	0.1	7.191	A
C-A	481	120			481				
A-B	7	2			7				
A-C	541	135			541				

### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	415	0.132	55	0.1	0.2	9.997	A
C-AB	73	18	559	0.130	73	0.1	0.2	7.474	A
C-A	571	143			571				
A-B	8	2			8				
A-C	645	161			645				

### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	359	0.187	67	0.2	0.2	12.291	B
C-AB	98	25	569	0.173	98	0.2	0.3	7.779	A
C-A	690	173			690				
A-B	10	2			10				
A-C	791	198			791				

### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	359	0.187	67	0.2	0.2	12.317	B
C-AB	98	25	571	0.172	98	0.3	0.3	7.792	A
C-A	690	173			690				
A-B	10	2			10				
A-C	791	198			791				

### 08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	415	0.132	55	0.2	0.2	10.023	B
C-AB	73	18	563	0.129	73	0.3	0.2	7.490	A
C-A	571	143			571				
A-B	8	2			8				
A-C	645	161			645				

### 09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	11	451	0.102	46	0.2	0.1	8.883	A
C-AB	58	14	564	0.103	58	0.2	0.1	7.211	A
C-A	481	120			481				
A-B	7	2			7				
A-C	541	135			541				

# 2021 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	585	100.000
B		ONE HOUR	✓	78	100.000
C		ONE HOUR	✓	691	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	14	571
	B	20	0	58
	C	657	34	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	9
	B	6	0	2
	C	5	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-AC	0.22	12.14	0.3	B	72	107
C-AB	0.08	7.21	0.1	A	34	51
C-A					600	901
A-B					13	19
A-C					524	786

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	467	0.126	58	0.0	0.1	9.052	A
C-AB	27	7	562	0.048	27	0.0	0.1	6.729	A
C-A	494	123			494				
A-B	11	3			11				
A-C	430	107			430				

#### 15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	436	0.161	70	0.1	0.2	10.116	B
C-AB	33	8	552	0.059	33	0.1	0.1	6.947	A
C-A	589	147			589				
A-B	13	3			13				
A-C	513	128			513				

#### 15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	391	0.220	86	0.2	0.3	12.115	B
C-AB	42	10	543	0.077	42	0.1	0.1	7.212	A
C-A	719	180			719				
A-B	15	4			15				
A-C	629	157			629				

#### 15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	391	0.220	86	0.3	0.3	12.144	B
C-AB	42	10	543	0.077	42	0.1	0.1	7.213	A
C-A	719	180			719				
A-B	15	4			15				
A-C	629	157			629				

**15:45 - 16:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	436	0.161	70	0.3	0.2	10.148	B
C-AB	33	8	553	0.059	33	0.1	0.1	6.950	A
C-A	589	147			589				
A-B	13	3			13				
A-C	513	128			513				

**16:00 - 16:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	467	0.126	59	0.2	0.1	9.087	A
C-AB	27	7	563	0.047	27	0.1	0.1	6.734	A
C-A	494	123			494				
A-B	11	3			11				
A-C	430	107			430				

# 2026 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.98	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	760	100.000
B		ONE HOUR	✓	64	100.000
C		ONE HOUR	✓	750	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	9	751
	B	12	0	52
	C	676	74	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	9
	B	0	0	0
	C	11	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-AC	0.20	12.97	0.3	B	59	88
C-AB	0.19	7.85	0.3	A	82	124
C-A					606	909
A-B					8	12
A-C					689	1034

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	446	0.108	48	0.0	0.1	9.031	A
C-AB	62	15	562	0.110	61	0.0	0.1	7.257	A
C-A	503	126			503				
A-B	7	2			7				
A-C	565	141			565				

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	407	0.141	57	0.1	0.2	10.293	B
C-AB	78	20	561	0.140	78	0.1	0.2	7.544	A
C-A	596	149			596				
A-B	8	2			8				
A-C	675	169			675				

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	348	0.202	70	0.2	0.2	12.936	B
C-AB	107	27	575	0.186	107	0.2	0.3	7.838	A
C-A	719	180			719				
A-B	10	2			10				
A-C	827	207			827				

#### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	348	0.202	70	0.2	0.3	12.970	B
C-AB	107	27	577	0.186	107	0.3	0.3	7.852	A
C-A	719	180			719				
A-B	10	2			10				
A-C	827	207			827				

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	407	0.141	58	0.3	0.2	10.327	B
C-AB	78	20	565	0.139	79	0.3	0.2	7.566	A
C-A	596	149			596				
A-B	8	2			8				
A-C	675	169			675				

**09:00 - 09:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	446	0.108	48	0.2	0.1	9.063	A
C-AB	62	15	563	0.110	62	0.2	0.1	7.279	A
C-A	503	126			503				
A-B	7	2			7				
A-C	565	141			565				

# 2026 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.94	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	612	100.000
B		ONE HOUR	✓	82	100.000
C		ONE HOUR	✓	721	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	15	597
	B	21	0	61
	C	686	35	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	9
	B	6	0	2
	C	5	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-AC	0.24	12.81	0.3	B	75	113
C-AB	0.08	7.28	0.1	A	35	52
C-A					627	940
A-B					14	21
A-C					548	822

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	460	0.134	61	0.0	0.2	9.290	A
C-AB	28	7	559	0.049	27	0.0	0.1	6.783	A
C-A	515	129			515				
A-B	11	3			11				
A-C	449	112			449				

#### 15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	428	0.172	73	0.2	0.2	10.464	B
C-AB	34	8	549	0.062	34	0.1	0.1	7.006	A
C-A	614	154			614				
A-B	13	3			13				
A-C	537	134			537				

#### 15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	380	0.238	90	0.2	0.3	12.772	B
C-AB	43	11	540	0.080	43	0.1	0.1	7.275	A
C-A	750	188			750				
A-B	17	4			17				
A-C	657	164			657				

#### 15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	380	0.238	90	0.3	0.3	12.808	B
C-AB	43	11	541	0.080	43	0.1	0.1	7.279	A
C-A	750	188			750				
A-B	17	4			17				
A-C	657	164			657				

**15:45 - 16:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	428	0.172	74	0.3	0.2	10.503	B
C-AB	34	8	550	0.061	34	0.1	0.1	7.009	A
C-A	614	154			614				
A-B	13	3			13				
A-C	537	134			537				

**16:00 - 16:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	460	0.134	62	0.2	0.2	9.317	A
C-AB	28	7	560	0.049	28	0.1	0.1	6.789	A
C-A	515	129			515				
A-B	11	3			11				
A-C	449	112			449				

# 2026 Base + Committed, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.21	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	761	100.000
B		ONE HOUR	✓	82	100.000
C		ONE HOUR	✓	755	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	10	751
	B	16	0	66
	C	676	79	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	9
	B	0	0	0
	C	11	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-AC	0.26	14.22	0.4	B	75	113
C-AB	0.20	7.86	0.3	A	89	134
C-A					604	906
A-B					9	14
A-C					689	1034

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	443	0.139	61	0.0	0.2	9.418	A
C-AB	67	17	565	0.118	66	0.0	0.1	7.276	A
C-A	502	125			502				
A-B	8	2			8				
A-C	565	141			565				

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	403	0.183	73	0.2	0.2	10.907	B
C-AB	84	21	567	0.149	84	0.1	0.2	7.561	A
C-A	594	149			594				
A-B	9	2			9				
A-C	675	169			675				

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	343	0.263	90	0.2	0.3	14.159	B
C-AB	116	29	584	0.199	116	0.2	0.3	7.843	A
C-A	715	179			715				
A-B	11	3			11				
A-C	827	207			827				

#### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	343	0.263	90	0.3	0.4	14.220	B
C-AB	116	29	586	0.198	116	0.3	0.3	7.861	A
C-A	715	179			715				
A-B	11	3			11				
A-C	827	207			827				

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	403	0.183	74	0.4	0.2	10.958	B
C-AB	84	21	571	0.148	85	0.3	0.2	7.585	A
C-A	594	149			594				
A-B	9	2			9				
A-C	675	169			675				

**09:00 - 09:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	443	0.139	62	0.2	0.2	9.463	A
C-AB	67	17	567	0.117	67	0.2	0.2	7.302	A
C-A	502	125			502				
A-B	8	2			8				
A-C	565	141			565				

# 2026 Base + Committed, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.12	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + Committed	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	615	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	735	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	18	597
	B	23	0	68
	C	686	49	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	9
	B	6	0	2
	C	5	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-AC	0.27	13.40	0.4	B	84	125
C-AB	0.11	7.24	0.1	A	51	76
C-A					624	936
A-B					17	25
A-C					548	822

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	459	0.149	68	0.0	0.2	9.459	A
C-AB	39	10	569	0.069	39	0.0	0.1	6.811	A
C-A	514	128			514				
A-B	14	3			14				
A-C	449	112			449				

#### 15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	426	0.192	82	0.2	0.2	10.761	B
C-AB	49	12	563	0.086	49	0.1	0.1	7.018	A
C-A	612	153			612				
A-B	16	4			16				
A-C	537	134			537				

#### 15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	377	0.266	100	0.2	0.4	13.352	B
C-AB	64	16	564	0.113	63	0.1	0.1	7.239	A
C-A	746	186			746				
A-B	20	5			20				
A-C	657	164			657				

#### 15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	377	0.266	100	0.4	0.4	13.398	B
C-AB	64	16	564	0.113	64	0.1	0.1	7.241	A
C-A	746	186			746				
A-B	20	5			20				
A-C	657	164			657				

**15:45 - 16:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	426	0.192	82	0.4	0.2	10.808	B
C-AB	49	12	565	0.086	49	0.1	0.1	7.026	A
C-A	612	153			612				
A-B	16	4			16				
A-C	537	134			537				

**16:00 - 16:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	459	0.149	69	0.2	0.2	9.509	A
C-AB	39	10	569	0.069	39	0.1	0.1	6.822	A
C-A	514	128			514				
A-B	14	3			14				
A-C	449	112			449				

# 2026 Base + Committed + Expansion, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.21	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Base + Committed + Expansion	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	789	100.000
B		ONE HOUR	✓	212	100.000
C		ONE HOUR	✓	856	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	38	751
	B	44	0	168
	C	676	180	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	9
	B	0	0	0
	C	11	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-AC	0.78	51.23	3.1	F	195	292
C-AB	0.46	9.11	1.5	A	254	381
C-A					532	797
A-B					35	52
A-C					689	1034

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	40	423	0.377	157	0.0	0.6	13.434	B
C-AB	173	43	638	0.271	171	0.0	0.5	7.856	A
C-A	472	118			472				
A-B	29	7			29				
A-C	565	141			565				

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	48	376	0.506	189	0.6	1.0	19.050	C
C-AB	233	58	677	0.345	232	0.5	0.7	8.306	A
C-A	536	134			536				
A-B	34	9			34				
A-C	675	169			675				

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	233	58	301	0.776	226	1.0	2.8	44.315	E
C-AB	355	89	769	0.462	353	0.7	1.4	8.986	A
C-A	587	147			587				
A-B	42	10			42				
A-C	827	207			827				

#### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	233	58	300	0.777	232	2.8	3.1	51.228	F
C-AB	355	89	773	0.460	355	1.4	1.5	9.106	A
C-A	587	147			587				
A-B	42	10			42				
A-C	827	207			827				

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	48	376	0.507	199	3.1	1.1	21.189	C
C-AB	233	58	686	0.341	236	1.5	0.8	8.453	A
C-A	536	134			536				
A-B	34	9			34				
A-C	675	169			675				

**09:00 - 09:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	40	422	0.378	161	1.1	0.6	13.883	B
C-AB	173	43	642	0.269	174	0.8	0.5	7.960	A
C-A	472	118			472				
A-B	29	7			29				
A-C	565	141			565				

# 2026 Base + Committed + Expansion, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.14	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Base + Committed + Expansion	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	633	100.000
B		ONE HOUR	✓	177	100.000
C		ONE HOUR	✓	803	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
From		A	B	C
	A	0	36	597
	B	42	0	135
	C	686	117	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	9
	B	6	0	2
	C	5	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-AC	0.54	22.24	1.2	C	162	244
C-AB	0.27	7.40	0.5	A	140	209
C-A					597	896
A-B					33	50
A-C					548	822

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	453	0.294	132	0.0	0.4	11.476	B
C-AB	102	26	616	0.166	101	0.0	0.2	7.039	A
C-A	502	126			502				
A-B	27	7			27				
A-C	449	112			449				

#### 15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	40	416	0.382	158	0.4	0.6	14.312	B
C-AB	132	33	634	0.208	131	0.2	0.3	7.225	A
C-A	590	148			590				
A-B	32	8			32				
A-C	537	134			537				

#### 15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	49	361	0.540	193	0.6	1.1	21.728	C
C-AB	185	46	678	0.272	184	0.3	0.5	7.372	A
C-A	700	175			700				
A-B	40	10			40				
A-C	657	164			657				

#### 15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	49	361	0.540	195	1.1	1.2	22.244	C
C-AB	185	46	679	0.272	184	0.5	0.5	7.397	A
C-A	700	175			700				
A-B	40	10			40				
A-C	657	164			657				

**15:45 - 16:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	40	416	0.382	161	1.2	0.7	14.649	B
C-AB	132	33	636	0.207	133	0.5	0.3	7.260	A
C-A	590	148			590				
A-B	32	8			32				
A-C	537	134			537				

**16:00 - 16:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	453	0.294	134	0.7	0.4	11.664	B
C-AB	102	26	617	0.166	103	0.3	0.2	7.076	A
C-A	502	126			502				
A-B	27	7			27				
A-C	449	112			449				

<b>Junctions 9</b>	
<b>PICADY 9 - Priority Intersection Module</b>	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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**Filename:** A460 Cannock Road - Springfield Rd PICADY (Lane sim).j9

**Path:** C:\PJA\Phil Jones Associates\SharedData - 05065 Thomas Telford UTC\3. Technical\3.2 Modelling

**Report generation date:** 02/02/2021 14:09:17

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»2021, AM  
 »2021, PM  
 »2026, AM  
 »2026, PM  
 »2026 + Committed, AM  
 »2026 + Committed, PM  
 »2026 + Committed + Expansion, AM  
 »2026 + Committed + Expansion, PM

## Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2021									
Junction 1 - Arm A	D1	0.3	1.02		A	D2	0.1	0.31		A
Junction 1 - Arm B		1.7	21.89		C		1.6	18.91		C
Junction 1 - Arm C		0.3	1.80		A		0.2	0.96		A
Junction 2 - Arm A		0.7	8.96		A		0.4	8.32		A
Junction 2 - Arm B		2.0	49.95		E		1.8	46.30		E
Junction 2 - Arm C		0.6	5.75		A		0.4	5.75		A
	[Lane Simulation] - 2026									
Junction 1 - Arm A	D3	0.6	1.67		A	D4	0.2	0.60		A
Junction 1 - Arm B		1.8	25.47		D		1.5	20.09		C
Junction 1 - Arm C		0.6	2.37		A		0.4	1.09		A
Junction 2 - Arm A		0.9	18.84		C		0.5	8.10		A
Junction 2 - Arm B		5.3	124.44		F		2.1	55.55		F
Junction 2 - Arm C		0.6	6.03		A		0.5	5.92		A
	[Lane Simulation] - 2026 + Committed									
Junction 1 - Arm A	D5	0.4	1.29		A	D6	0.2	0.46		A
Junction 1 - Arm B		1.8	25.29		D		1.6	20.83		C
Junction 1 - Arm C		0.6	2.50		A		0.2	1.04		A
Junction 2 - Arm A		0.9	16.73		C		0.4	10.66		B
Junction 2 - Arm B		4.9	123.53		F		3.4	79.00		F
Junction 2 - Arm C		0.7	6.10		A		0.5	5.81		A
	[Lane Simulation] - 2026 + Committed + Expansion									
Junction 1 - Arm A	D7	0.6	1.92		A	D8	0.2	0.60		A
Junction 1 - Arm B		2.1	28.57		D		1.9	22.54		C
Junction 1 - Arm C		0.9	3.00		A		0.3	1.14		A
Junction 2 - Arm A		1.5	29.61		D		0.7	13.79		B
Junction 2 - Arm B		15.7	330.79		F		6.8	141.52		F
Junction 2 - Arm C		0.8	6.36		A		0.6	5.99		A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

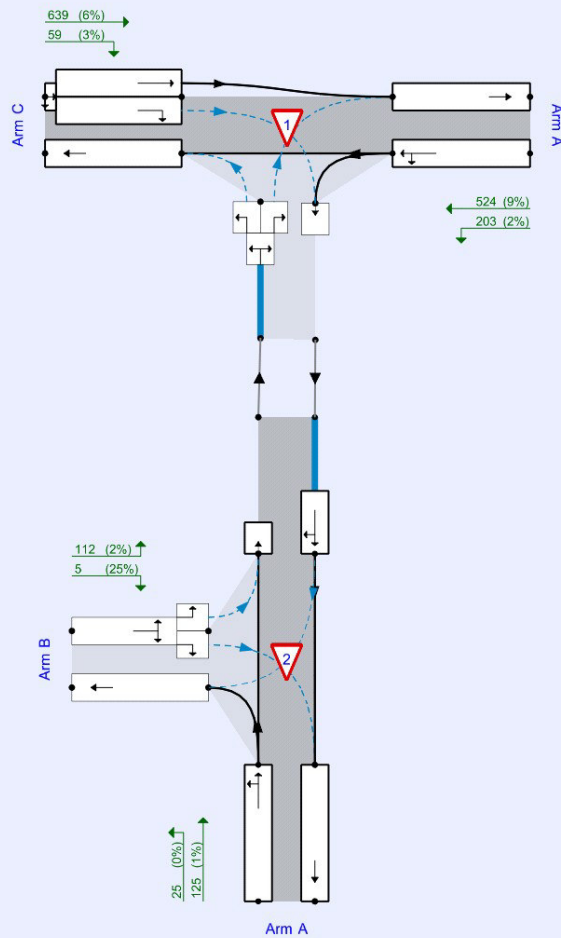
## File summary

### File Description

Title	
Location	
Site number	
Date	14/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Daniel Bowditch
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).  
Lane simulation visualisation time: 14:45:00

The junction diagram reflects the last run of Junctions.

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

## Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			563824104	123	8.82

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021	PM	ONE HOUR	14:45	16:15	15	✓
D3	2026	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026	PM	ONE HOUR	14:45	16:15	15	✓
D5	2026 + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 + Committed	PM	ONE HOUR	14:45	16:15	15	✓
D7	2026 + Committed + Expansion	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 + Committed + Expansion	PM	ONE HOUR	14:45	16:15	15	✓

## Analysis Set Details

ID	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	100.000	100.000

# 2021, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Minor arm flare	Junction 2 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A460 Cannock Road / Springfield Road	T-Junction	Two-way		3.77	A
2	Springfield Road / Hilton Street	T-Junction	Two-way		15.18	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Junction	Arm	Name	Description	Arm type
1	A	A460 Cannock Road (east)		Major
	B	Springfield Road (north)		Minor
	C	A460 Cannock Road (west)		Major
2	A	Springfield Road		Major
	B	Hilton Street		Minor
	C	untitled		Major

### Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1	C	7.20		✓	2.20	120.0	✓	4.00
2	C	7.80				120.0	✓	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

Junction	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)
1	B	One lane plus flare	10.00	6.25	5.01	4.47	4.18		1.00	53	31
2	B	One lane plus flare	6.80	4.00	3.00	3.00	3.00	✓	1.00	21	24

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	547	0.094	0.239	0.150	0.341
	B-C	624	0.091	0.229	-	-
	C-B	643	0.236	0.236	-	-

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	437	0.073	0.185	0.117	0.265
	B-C	677	0.096	0.242	-	-
	C-B	643	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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.

## Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1	A	Entry	1	1	B, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	B	Entry	1	1	C	✓	1.00		0	99999	
				2	A	✓	1.00		0	99999	
		Exit	1	1	(A, C)	✓	1.00				
				1		✓	1.00				
	C	Entry	1	1	A	✓	4.00		0	99999	
				2	B	✓	4.00		0	99999	
		Exit	1	1	(A, B)		Infinity				
2	A	Entry	1	1	B, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	B	Entry	1	1	C	✓	1.00		0	99999	
				2	A	✓	1.00		0	99999	
		Exit	1	1	(A, C)		Infinity				
				1			Infinity				
	C	Entry	1	1	A, B	✓	2.00		0	99999	
		Exit	1	1		✓	1.00				

### Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
1	A	1	1		✓	✓
			1			✓
	B	1	2	✓		
			1	✓		✓
	C	1	1	✓		
			2		✓	
		2	1	✓	✓	

### Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
2	A	1	1		✓	✓
	B	1	1			✓
			2	✓		
		2	1	✓		✓
	C	1	1	✓	✓	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	918	100.000
	B	✓				
	C		ONE HOUR	✓	667	100.000
2	A		ONE HOUR	✓	149	100.000
	B		ONE HOUR	✓	117	100.000
	C	✓				

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

		To		
		A	B	C
From	A	0	260	658
	B	135	0	80
	C	594	73	0

### Demand (PCU/hr)

#### Junction 2

		To		
		A	B	C
From	A	0	30	119
	B	21	0	96
	C	134	199	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

	To			
		A	B	C
	A	0	4	9
	B	3	0	4
From	C	10	10	0

### Heavy Vehicle Percentages

#### Junction 2

	To			
		A	B	C
	A	0	0	3
	B	5	0	3
From	C	7	4	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	1.02	0.3	A	846	1268
	B	21.89	1.7	C	194	292
	C	1.80	0.3	A	612	918
2	A	8.96	0.7	A	137	205
	B	49.95	2.0	E	108	162
	C	5.75	0.6	A	307	461

### Main Results for each time segment

#### 07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	695	174	694	690	542	0.0	0.0	0.256	A
	B	157	39	159	162	253	0.0	0.4	13.397	B
	C	498	125	498	504	557	0.0	0.1	1.137	A
2	A	112	28	112	114	117	0.0	0.0	0.713	A
	B	85	21	85	89	174	0.0	0.2	8.686	A
	C	254	63	251	247	157	0.0	0.4	5.166	A

#### 08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	834	208	833	828	669	0.0	0.2	0.508	A
	B	202	50	201	194	306	0.4	1.0	15.666	C
	C	602	151	602	596	661	0.1	0.3	1.344	A
2	A	135	34	135	134	144	0.0	0.1	1.993	A
	B	112	28	113	107	208	0.2	0.4	12.532	B
	C	308	77	306	305	200	0.4	0.5	5.499	A

### 08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1012	253	1011	1007	790	0.2	0.3	1.023	A
	B	225	56	222	219	364	1.0	1.7	21.858	C
	C	730	183	732	732	812	0.3	0.3	1.792	A
2	A	164	41	162	159	168	0.1	0.7	8.352	A
	B	129	32	122	118	250	0.4	2.0	38.120	E
	C	362	91	362	362	227	0.5	0.6	5.749	A

### 08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1009	252	1008	1007	788	0.3	0.3	0.782	A
	B	230	58	231	235	365	1.7	1.3	21.886	C
	C	725	181	728	724	814	0.3	0.3	1.800	A
2	A	168	42	165	163	168	0.7	0.6	8.956	A
	B	126	31	121	127	254	2.0	2.0	49.950	E
	C	366	92	368	364	231	0.6	0.6	5.711	A

### 08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	832	208	832	827	662	0.3	0.0	0.455	A
	B	197	49	198	205	306	1.3	0.9	17.060	C
	C	608	152	608	603	670	0.3	0.3	1.365	A
2	A	133	33	134	135	143	0.6	0.1	2.975	A
	B	107	27	108	112	205	2.0	0.4	22.755	C
	C	304	76	303	302	197	0.6	0.5	5.248	A

### 09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	693	173	692	690	550	0.0	0.0	0.160	A
	B	155	39	154	164	249	0.9	0.6	13.659	B
	C	506	126	504	504	552	0.3	0.2	1.068	A
2	A	108	27	108	113	116	0.1	0.0	0.951	A
	B	88	22	88	90	175	0.4	0.2	9.666	A
	C	249	62	250	253	155	0.5	0.3	5.097	A

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	695	694	690	0.0	0.0	0.256	A
		Exit	1	1		542	542	548	0.0	0.0	0.000	A
	B	Entry	1	1	C	59	60	62	0.0	0.1	8.402	A
				2	A	98	99	100	0.0	0.3	11.870	B
		Exit	1	1	(A, C)	157	158	164	0.0	0.0	2.843	A
				1		253	253	250	0.0	0.1	0.555	A
	C	Entry	1	1	A	443	443	448	0.0	0.0	0.000	A
				2	B	55	55	56	0.0	0.1	10.019	B
		Exit	1	1	(A, B)	498	498	504	0.0	0.0	0.008	A
				1		557	557	558	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	112	112	114	0.0	0.0	0.713	A
		Exit	1	1		117	117	116	0.0	0.0	0.000	A
	B	Entry	1	1	C	68	69	73	0.0	0.1	6.919	A
				2	A	16	16	16	0.0	0.0	10.505	B
		Exit	1	1	(A, C)	85	85	89	0.0	0.0	1.145	A
				1		174	174	171	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	254	251	247	0.0	0.4	5.166	A
		Exit	1	1		157	157	163	0.0	0.0	1.195	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	834	833	828	0.0	0.2	0.508	A
		Exit	1	1		669	669	654	0.0	0.0	0.000	A
	B	Entry	1	1	C	70	69	71	0.1	0.2	8.790	A
				2	A	131	132	123	0.3	0.4	12.970	B
		Exit	1	1	(A, C)	202	201	195	0.0	0.3	4.208	A
				1		307	306	305	0.1	0.1	0.764	A
	C	Entry	1	1	A	536	536	531	0.0	0.0	0.000	A
				2	B	66	66	66	0.1	0.3	11.995	B
		Exit	1	1	(A, B)	602	602	597	0.0	0.0	0.001	A
				1		661	661	659	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	135	135	134	0.0	0.1	1.993	A
		Exit	1	1		144	144	140	0.0	0.0	0.000	A
	B	Entry	1	1	C	92	93	88	0.1	0.2	8.200	A
				2	A	19	19	19	0.0	0.0	10.382	B
		Exit	1	1	(A, C)	112	111	107	0.0	0.2	3.946	A
				1		208	208	210	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	308	306	305	0.4	0.5	5.499	A
		Exit	1	1		201	200	195	0.0	0.2	2.238	A

**08:15 - 08:30**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	1012	1011	1007	0.2	0.3	1.023	A
		Exit	1	1		790	790	788	0.0	0.0	0.000	A
	B	Entry	1	1	C	84	84	82	0.2	0.3	9.834	A
				2	A	140	139	137	0.4	0.8	16.984	C
		Exit	1	1	(A, C)	225	225	220	0.3	0.6	7.524	A
				1		364	364	364	0.1	0.1	0.995	A
	C	Entry	1	1	A	651	651	651	0.0	0.0	0.000	A
				2	B	80	81	81	0.3	0.3	15.737	C
		Exit	1	1	(A, B)	730	731	732	0.0	0.0	0.053	A
				1		812	812	805	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	164	162	159	0.1	0.7	8.352	A
		Exit	1	1		168	168	167	0.0	0.0	0.000	A
	B	Entry	1	1	C	101	99	96	0.2	0.5	14.706	B
				2	A	23	23	22	0.0	0.1	11.242	B
		Exit	1	1	(A, C)	129	123	119	0.2	1.4	23.988	C
				1		250	250	251	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	362	362	362	0.5	0.6	5.749	A
		Exit	1	1		228	227	221	0.2	0.4	5.253	A

**08:30 - 08:45**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	1009	1008	1007	0.3	0.3	0.782	A
		Exit	1	1		788	788	790	0.0	0.0	0.000	A
	B	Entry	1	1	C	87	88	88	0.3	0.2	10.032	B
				2	A	142	142	147	0.8	0.7	16.535	C
		Exit	1	1	(A, C)	230	229	234	0.6	0.5	7.763	A
				1		365	365	362	0.1	0.1	0.946	A
	C	Entry	1	1	A	645	645	644	0.0	0.0	0.000	A
				2	B	80	82	80	0.3	0.3	15.919	C
		Exit	1	1	(A, B)	725	725	723	0.0	0.0	0.042	A
				1		814	814	814	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	168	165	163	0.7	0.6	8.956	A
		Exit	1	1		168	168	169	0.0	0.0	0.000	A
	B	Entry	1	1	C	99	98	105	0.5	0.5	15.141	C
				2	A	23	23	23	0.1	0.1	12.051	B
		Exit	1	1	(A, C)	126	122	127	1.4	1.4	35.303	E
				1		254	254	250	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	366	368	364	0.6	0.6	5.711	A
		Exit	1	1		232	231	234	0.4	0.4	5.538	A

**08:45 - 09:00**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	832	832	827	0.3	0.0	0.455	A
		Exit	1	1		662	662	665	0.0	0.0	0.000	A
	B	Entry	1	1	C	76	76	77	0.2	0.2	9.002	A
				2	A	123	122	129	0.7	0.5	13.813	B
		Exit	1	1	(A, C)	197	198	205	0.5	0.2	5.058	A
				1		306	306	301	0.1	0.0	0.666	A
	C	Entry	1	1	A	539	539	536	0.0	0.0	0.000	A
				2	B	69	68	67	0.3	0.3	11.937	B
		Exit	1	1	(A, B)	608	608	603	0.0	0.0	0.015	A
				1		670	670	670	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	133	134	135	0.6	0.1	2.975	A
		Exit	1	1		143	143	141	0.0	0.0	0.000	A
	B	Entry	1	1	C	90	90	95	0.5	0.2	9.699	A
				2	A	18	18	18	0.1	0.1	10.779	B
		Exit	1	1	(A, C)	107	108	111	1.4	0.1	13.209	B
				1		205	205	208	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	304	303	302	0.6	0.5	5.248	A
		Exit	1	1		196	197	203	0.4	0.1	3.009	A

**09:00 - 09:15**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	693	692	690	0.0	0.0	0.160	A
		Exit	1	1		550	550	555	0.0	0.0	0.000	A
	B	Entry	1	1	C	55	55	59	0.2	0.1	8.187	A
				2	A	100	100	106	0.5	0.3	11.870	B
		Exit	1	1	(A, C)	155	155	163	0.2	0.1	3.109	A
				1		249	249	253	0.0	0.0	0.537	A
	C	Entry	1	1	A	450	450	449	0.0	0.0	0.000	A
				2	B	56	55	55	0.3	0.2	9.884	A
		Exit	1	1	(A, B)	506	506	504	0.0	0.0	0.000	A
				1		552	552	551	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	108	108	113	0.1	0.0	0.951	A
		Exit	1	1		116	116	117	0.0	0.0	0.000	A
	B	Entry	1	1	C	72	71	73	0.2	0.2	7.085	A
				2	A	17	17	17	0.1	0.1	10.529	B
		Exit	1	1	(A, C)	88	89	90	0.1	0.0	1.957	A
				1		175	175	177	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	249	250	253	0.5	0.3	5.097	A
		Exit	1	1		155	155	162	0.1	0.0	1.379	A

# 2021, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Minor arm flare	Junction 2 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A460 Cannock Road / Springfield Road	T-Junction	Two-way		3.24	A
2	Springfield Road / Hilton Street	T-Junction	Two-way		15.44	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	727	100.000
	B	✓				
	C		ONE HOUR	✓	698	100.000
2	A		ONE HOUR	✓	150	100.000
	B		ONE HOUR	✓	117	100.000
	C	✓				

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

	To			
		A	B	C
From	A	0	203	524
	B	150	0	87
	C	639	59	0

### Demand (PCU/hr)

#### Junction 2

	To			
		A	B	C
From	A	0	25	125
	B	5	0	112
	C	99	163	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

	To			
		A	B	C
From	A	0	2	9
	B	2	0	1
	C	6	3	0

### Heavy Vehicle Percentages

#### Junction 2

	To			
		A	B	C
From	A	0	0	1
	B	25	0	2
	C	5	2	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.31	0.1	A	672	1008
	B	18.91	1.6	C	219	328
	C	0.96	0.2	A	642	964
2	A	8.32	0.4	A	138	208
	B	46.30	1.8	E	109	164
	C	5.75	0.4	A	246	369

## Main Results for each time segment

### 14:45 - 15:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	551	138	551	555	581	0.0	0.0	0.081	A
	B	175	44	173	178	199	0.0	0.7	12.325	B
	C	516	129	516	523	462	0.0	0.1	0.690	A
2	A	114	29	114	117	81	0.0	0.0	0.650	A
	B	85	21	84	88	142	0.0	0.2	8.669	A
	C	200	50	200	199	175	0.0	0.3	4.866	A

### 15:00 - 15:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	657	164	657	655	711	0.0	0.0	0.187	A
	B	216	54	213	207	243	0.7	1.0	13.947	B
	C	639	160	639	636	556	0.1	0.1	0.832	A
2	A	138	34	138	137	96	0.0	0.1	0.997	A
	B	109	27	107	100	179	0.2	0.4	10.662	B
	C	246	61	245	240	214	0.3	0.4	5.272	A

### 15:15 - 15:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	799	200	798	795	869	0.0	0.1	0.312	A
	B	260	65	257	251	283	1.0	1.6	18.040	C
	C	764	191	766	761	668	0.1	0.1	0.881	A
2	A	168	42	167	162	112	0.1	0.4	5.466	A
	B	133	33	131	125	211	0.4	1.8	33.542	D
	C	287	72	287	288	260	0.4	0.3	5.553	A

### 15:30 - 15:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	816	204	815	811	864	0.1	0.1	0.285	A
	B	265	66	265	269	290	1.6	1.4	18.911	C
	C	763	191	762	771	688	0.1	0.2	0.964	A
2	A	164	41	166	169	123	0.4	0.2	8.320	A
	B	133	33	135	132	209	1.8	1.5	46.297	E
	C	295	74	297	292	265	0.3	0.4	5.753	A

### 15:45 - 16:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	663	166	663	653	712	0.1	0.0	0.132	A
	B	213	53	209	221	250	1.4	1.0	15.012	C
	C	638	159	638	630	548	0.2	0.1	0.840	A
2	A	137	34	136	137	101	0.2	0.0	1.915	A
	B	102	26	103	109	180	1.5	0.3	16.680	C
	C	253	63	253	241	211	0.4	0.4	5.130	A

### 16:00 - 16:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	546	137	546	546	600	0.0	0.0	0.080	A
	B	184	46	183	184	196	1.0	0.7	12.160	B
	C	535	134	534	528	468	0.1	0.2	0.741	A
2	A	111	28	111	113	77	0.0	0.0	0.436	A
	B	94	23	92	91	140	0.3	0.2	8.592	A
	C	196	49	197	198	183	0.4	0.3	4.923	A

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

#### 14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	551	551	555	0.0	0.0	0.081	A
		Exit	1	1		581	581	592	0.0	0.0	0.000	A
	B	Entry	1	1	C	65	65	67	0.0	0.1	7.718	A
				2	A	110	108	111	0.0	0.4	10.750	B
		Exit	1	1	(A, C)	175	174	180	0.0	0.2	2.715	A
				1		199	199	199	0.0	0.1	0.301	A
	C	Entry	1	1	A	473	473	481	0.0	0.0	0.000	A
				2	B	43	44	42	0.0	0.1	8.249	A
		Exit	1	1	(A, B)	516	516	523	0.0	0.0	0.000	A
				1		462	462	465	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	114	114	117	0.0	0.0	0.650	A
		Exit	1	1		81	81	81	0.0	0.0	0.000	A
	B	Entry	1	1	C	80	81	84	0.0	0.1	6.681	A
				2	A	4	4	4	0.0	0.0	12.045	B
		Exit	1	1	(A, C)	85	84	88	0.0	0.1	1.787	A
				1		142	142	141	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	200	200	199	0.0	0.3	4.866	A
		Exit	1	1		176	175	181	0.0	0.1	1.200	A

**15:00 - 15:15**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	657	657	655	0.0	0.0	0.187	A
		Exit	1	1		711	711	710	0.0	0.0	0.000	A
	B	Entry	1	1	C	84	84	78	0.1	0.2	8.290	A
				2	A	131	128	129	0.4	0.5	11.797	B
		Exit	1	1	(A, C)	216	214	208	0.2	0.3	3.468	A
				1		243	243	238	0.1	0.0	0.501	A
	C	Entry	1	1	A	582	582	581	0.0	0.0	0.000	A
				2	B	57	57	55	0.1	0.1	9.372	A
		Exit	1	1	(A, B)	639	639	636	0.0	0.0	0.000	A
				1		556	556	550	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	138	138	137	0.0	0.1	0.997	A
		Exit	1	1		96	96	96	0.0	0.0	0.000	A
	B	Entry	1	1	C	102	101	95	0.1	0.3	7.634	A
				2	A	5	6	5	0.0	0.0	13.820	B
		Exit	1	1	(A, C)	109	108	100	0.1	0.1	2.742	A
				1		179	179	173	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	246	245	240	0.3	0.4	5.272	A
		Exit	1	1		215	214	208	0.1	0.1	1.615	A

**15:15 - 15:30**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	799	798	795	0.0	0.1	0.312	A
		Exit	1	1		869	869	857	0.0	0.0	0.000	A
	B	Entry	1	1	C	94	94	92	0.2	0.2	9.258	A
				2	A	164	163	159	0.5	0.9	13.886	B
		Exit	1	1	(A, C)	260	258	252	0.3	0.6	5.861	A
				1		283	283	284	0.0	0.0	0.649	A
	C	Entry	1	1	A	707	707	698	0.0	0.0	0.000	A
				2	B	58	59	63	0.1	0.1	10.277	B
		Exit	1	1	(A, B)	764	764	761	0.0	0.0	0.012	A
2	A	Entry	1	1	B, C	168	167	162	0.1	0.4	5.466	A
		Exit	1	1		112	112	113	0.0	0.0	0.000	A
	B	Entry	1	1	C	123	124	119	0.3	0.4	11.536	B
				2	A	7	7	6	0.0	0.0	12.283	B
		Exit	1	1	(A, C)	133	130	126	0.1	1.3	21.859	C
				1		211	211	208	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	287	287	288	0.4	0.3	5.553	A
		Exit	1	1		262	260	252	0.1	0.4	3.792	A

**15:30 - 15:45**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	816	815	811	0.1	0.1	0.285	A
		Exit	1	1		864	864	874	0.0	0.0	0.000	A
	B	Entry	1	1	C	97	97	99	0.2	0.3	8.938	A
				2	A	168	168	170	0.9	0.7	14.195	B
		Exit	1	1	(A, C)	265	265	269	0.6	0.4	6.635	A
				1		290	290	290	0.0	0.1	0.689	A
	C	Entry	1	1	A	697	697	704	0.0	0.0	0.000	A
				2	B	66	66	67	0.1	0.2	10.550	B
		Exit	1	1	(A, B)	763	763	772	0.0	0.0	0.003	A
				1		688	688	687	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	164	166	169	0.4	0.2	8.320	A
		Exit	1	1		123	123	115	0.0	0.0	0.000	A
	B	Entry	1	1	C	127	128	126	0.4	0.3	13.026	B
				2	A	6	7	6	0.0	0.0	13.203	B
		Exit	1	1	(A, C)	133	133	131	1.3	1.1	33.333	D
				1		209	209	210	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	295	297	292	0.3	0.4	5.753	A
		Exit	1	1		265	265	268	0.4	0.2	4.584	A

**15:45 - 16:00**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	663	663	653	0.1	0.0	0.132	A
		Exit	1	1		712	712	714	0.0	0.0	0.000	A
	B	Entry	1	1	C	80	78	82	0.3	0.2	8.295	A
				2	A	133	130	139	0.7	0.6	12.248	B
		Exit	1	1	(A, C)	213	212	221	0.4	0.2	4.266	A
				1		250	250	239	0.1	0.0	0.470	A
	C	Entry	1	1	A	581	581	575	0.0	0.0	0.000	A
				2	B	57	57	55	0.2	0.1	9.434	A
		Exit	1	1	(A, B)	638	638	630	0.0	0.0	0.000	A
				1		548	548	552	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	137	136	137	0.2	0.0	1.915	A
		Exit	1	1		101	101	96	0.0	0.0	0.000	A
	B	Entry	1	1	C	99	99	105	0.3	0.2	8.523	A
				2	A	4	4	4	0.0	0.0	12.790	B
		Exit	1	1	(A, C)	102	103	108	1.1	0.1	8.241	A
				1		180	180	172	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	253	253	241	0.4	0.4	5.130	A
		Exit	1	1		211	211	220	0.2	0.1	2.409	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	546	546	546	0.0	0.0	0.080	A
		Exit	1	1		600	600	598	0.0	0.0	0.000	A
	B	Entry	1	1	C	72	72	68	0.2	0.2	7.712	A
				2	A	112	112	116	0.6	0.4	10.698	B
		Exit	1	1	(A, C)	184	184	183	0.2	0.1	2.609	A
				1		196	196	196	0.0	0.0	0.348	A
	C	Entry	1	1	A	488	488	482	0.0	0.0	0.000	A
				2	B	46	46	46	0.1	0.2	8.238	A
		Exit	1	1	(A, B)	535	535	528	0.0	0.0	0.000	A
				1		468	468	465	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	111	111	113	0.0	0.0	0.436	A
		Exit	1	1		77	77	77	0.0	0.0	0.000	A
	B	Entry	1	1	C	90	89	87	0.2	0.2	6.709	A
				2	A	3	3	4	0.0	0.0	9.036	A
		Exit	1	1	(A, C)	94	94	91	0.1	0.0	1.793	A
				1		140	140	143	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	196	197	198	0.4	0.3	4.923	A
		Exit	1	1		183	183	183	0.1	0.0	1.006	A

# 2026, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Minor arm flare	Junction 2 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A460 Cannock Road / Springfield Road	T-Junction	Two-way		4.76	A
2	Springfield Road / Hilton Street	T-Junction	Two-way		32.34	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	960	100.000
	B	✓				
	C		ONE HOUR	✓	697	100.000
2	A		ONE HOUR	✓	156	100.000
	B		ONE HOUR	✓	121	100.000
	C	✓				

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

	To			
		A	B	C
From	A	0	272	688
	B	142	0	84
	C	621	76	0

### Demand (PCU/hr)

#### Junction 2

	To			
		A	B	C
From	A	0	31	125
	B	21	0	100
	C	140	208	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

	To			
		A	B	C
From	A	0	4	9
	B	3	0	4
	C	10	10	0

### Heavy Vehicle Percentages

#### Junction 2

	To			
		A	B	C
From	A	0	0	3
	B	5	0	3
	C	7	4	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	1.67	0.6	A	880	1319
	B	25.47	1.8	D	206	309
	C	2.37	0.6	A	646	968
2	A	18.84	0.9	C	142	213
	B	124.44	5.3	F	114	170
	C	6.03	0.6	A	325	487

## Main Results for each time segment

### 07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	722	180	721	722	578	0.0	0.1	0.254	A
	B	170	42	169	166	266	0.0	0.8	14.011	B
	C	531	133	530	530	576	0.0	0.2	1.166	A
2	A	118	29	118	118	126	0.0	0.0	0.509	A
	B	94	23	93	93	184	0.0	0.3	8.545	A
	C	266	67	268	260	168	0.0	0.3	5.069	A

### 08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	869	217	868	870	693	0.1	0.2	0.617	A
	B	207	52	207	199	314	0.8	1.0	15.846	C
	C	631	158	631	625	700	0.2	0.2	1.433	A
2	A	143	36	143	141	147	0.0	0.1	2.058	A
	B	107	27	110	106	216	0.3	0.4	14.443	B
	C	317	79	315	315	204	0.3	0.6	5.609	A

### 08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1067	267	1066	1056	842	0.2	0.6	1.436	A
	B	236	59	236	231	396	1.0	1.8	24.018	C
	C	784	196	781	767	846	0.2	0.5	1.966	A
2	A	170	43	166	166	187	0.1	0.9	11.362	B
	B	137	34	125	122	259	0.4	3.3	65.245	F
	C	392	98	392	380	236	0.6	0.6	5.911	A

### 08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1040	260	1045	1062	831	0.6	0.1	1.667	A
	B	254	63	256	247	390	1.8	1.7	25.467	D
	C	759	190	759	771	839	0.5	0.6	2.368	A
2	A	175	44	175	173	183	0.9	0.9	18.844	C
	B	140	35	131	129	264	3.3	5.3	124.444	F
	C	390	98	390	388	251	0.6	0.6	6.030	A

### 08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	865	216	865	870	683	0.1	0.1	0.414	A
	B	201	50	203	223	324	1.7	0.9	18.991	C
	C	627	157	627	632	688	0.6	0.2	1.521	A
2	A	135	34	135	143	150	0.9	0.1	5.809	A
	B	109	27	113	127	221	5.3	0.6	39.312	E
	C	323	81	323	317	200	0.6	0.6	5.381	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	715	179	715	718	588	0.1	0.1	0.272	A
	B	169	42	171	171	258	0.9	0.6	13.640	B
	C	542	135	540	532	580	0.2	0.2	1.160	A
2	A	110	28	110	114	121	0.1	0.0	1.040	A
	B	95	24	95	94	177	0.6	0.2	9.882	A
	C	260	65	260	266	168	0.6	0.3	5.204	A

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	722	721	722	0.0	0.1	0.254	A
		Exit	1	1		578	578	576	0.0	0.0	0.000	A
	B	Entry	1	1	C	63	62	62	0.0	0.2	8.435	A
				2	A	107	107	104	0.0	0.5	12.481	B
		Exit	1	1	(A, C)	170	170	169	0.0	0.2	3.024	A
				1		266	266	261	0.0	0.0	0.557	A
	C	Entry	1	1	A	472	472	472	0.0	0.0	0.000	A
				2	B	59	58	58	0.0	0.2	10.440	B
		Exit	1	1	(A, B)	531	531	530	0.0	0.0	0.007	A
				1		576	576	581	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	118	118	118	0.0	0.0	0.509	A
		Exit	1	1		126	126	122	0.0	0.0	0.000	A
	B	Entry	1	1	C	75	74	75	0.0	0.2	6.527	A
				2	A	19	19	17	0.0	0.1	10.990	B
		Exit	1	1	(A, C)	94	94	94	0.0	0.0	1.183	A
				1		184	184	179	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	266	268	260	0.0	0.3	5.069	A
		Exit	1	1		168	168	169	0.0	0.1	1.137	A

**08:00 - 08:15**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	869	868	870	0.1	0.2	0.617	A
		Exit	1	1		693	693	682	0.0	0.0	0.000	A
	B	Entry	1	1	C	74	75	74	0.2	0.2	8.769	A
				2	A	133	132	126	0.5	0.6	13.044	B
		Exit	1	1	(A, C)	207	207	200	0.2	0.3	4.351	A
				1		314	314	317	0.0	0.1	0.861	A
	C	Entry	1	1	A	561	561	557	0.0	0.0	0.000	A
				2	B	70	70	68	0.2	0.2	12.887	B
		Exit	1	1	(A, B)	631	631	625	0.0	0.0	0.018	A
				1		700	700	696	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	143	143	141	0.0	0.1	2.058	A
		Exit	1	1		147	147	145	0.0	0.0	0.000	A
	B	Entry	1	1	C	89	89	88	0.2	0.2	8.586	A
				2	A	20	21	18	0.1	0.1	11.538	B
		Exit	1	1	(A, C)	107	109	106	0.0	0.1	5.287	A
				1		216	216	218	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	317	315	315	0.3	0.6	5.609	A
		Exit	1	1		204	204	200	0.1	0.2	2.312	A

**08:15 - 08:30**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	1067	1066	1056	0.2	0.6	1.436	A
		Exit	1	1		842	842	829	0.0	0.0	0.000	A
	B	Entry	1	1	C	86	86	86	0.2	0.3	10.329	B
				2	A	150	150	145	0.6	0.8	18.027	C
		Exit	1	1	(A, C)	236	237	232	0.3	0.7	8.802	A
				1		396	396	381	0.1	0.1	1.112	A
	C	Entry	1	1	A	692	692	684	0.0	0.0	0.000	A
				2	B	91	89	83	0.2	0.4	16.954	C
		Exit	1	1	(A, B)	784	783	768	0.0	0.1	0.105	A
				1		846	846	843	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	170	166	166	0.1	0.9	11.362	B
		Exit	1	1		187	187	175	0.0	0.0	0.000	A
	B	Entry	1	1	C	103	103	101	0.2	0.6	17.970	C
				2	A	23	22	21	0.1	0.1	11.675	B
		Exit	1	1	(A, C)	137	126	123	0.1	2.7	47.745	E
				1		259	259	259	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	392	392	380	0.6	0.6	5.911	A
		Exit	1	1		237	236	232	0.2	0.5	6.471	A

## 08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	1040	1045	1062	0.6	0.1	1.667	A
		Exit	1	1		831	831	842	0.0	0.0	0.000	A
	B	Entry	1	1	C	96	96	91	0.3	0.3	10.467	B
				2	A	158	159	156	0.8	0.8	18.343	C
		Exit	1	1	(A, C)	254	254	247	0.7	0.6	10.049	B
				1		389	390	387	0.1	0.1	1.178	A
	C	Entry	1	1	A	672	672	686	0.0	0.0	0.000	A
				2	B	87	87	85	0.4	0.5	17.723	C
		Exit	1	1	(A, B)	759	759	772	0.1	0.1	0.409	A
				1		839	839	851	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	175	175	173	0.9	0.9	18.844	C
		Exit	1	1		183	183	179	0.0	0.0	0.000	A
	B	Entry	1	1	C	109	109	107	0.6	0.7	21.107	C
				2	A	21	22	22	0.1	0.1	11.800	B
		Exit	1	1	(A, C)	140	130	129	2.7	4.5	105.713	F
				1		264	264	266	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	390	390	388	0.6	0.6	6.030	A
		Exit	1	1		250	251	245	0.5	0.4	8.067	A

## 08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	865	865	870	0.1	0.1	0.414	A
		Exit	1	1		683	683	702	0.0	0.0	0.000	A
	B	Entry	1	1	C	75	76	83	0.3	0.2	9.464	A
				2	A	127	128	140	0.8	0.5	14.669	B
		Exit	1	1	(A, C)	201	202	221	0.6	0.3	6.276	A
				1		324	324	317	0.1	0.1	0.734	A
	C	Entry	1	1	A	555	555	562	0.0	0.0	0.000	A
				2	B	72	73	70	0.5	0.2	12.931	B
		Exit	1	1	(A, B)	627	627	631	0.1	0.0	0.109	A
				1		688	688	706	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	135	135	143	0.9	0.1	5.809	A
		Exit	1	1		150	150	151	0.0	0.0	0.000	A
	B	Entry	1	1	C	93	93	105	0.7	0.3	11.548	B
				2	A	19	19	21	0.1	0.1	10.850	B
		Exit	1	1	(A, C)	109	112	125	4.5	0.3	28.675	D
				1		221	221	217	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	323	323	317	0.6	0.6	5.381	A
		Exit	1	1		199	200	219	0.4	0.1	4.213	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	715	715	718	0.1	0.1	0.272	A
		Exit	1	1		588	588	581	0.0	0.0	0.000	A
	B	Entry	1	1	C	65	65	65	0.2	0.1	8.599	A
				2	A	105	106	107	0.5	0.3	11.732	B
		Exit	1	1	(A, C)	169	170	171	0.3	0.1	3.112	A
				1		258	258	264	0.1	0.0	0.620	A
	C	Entry	1	1	A	482	482	475	0.0	0.0	0.000	A
				2	B	60	59	58	0.2	0.2	10.694	B
		Exit	1	1	(A, B)	542	542	532	0.0	0.0	0.005	A
				1		580	580	576	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	110	110	114	0.1	0.0	1.040	A
		Exit	1	1		121	121	123	0.0	0.0	0.000	A
	B	Entry	1	1	C	80	81	78	0.3	0.1	7.296	A
				2	A	15	14	17	0.1	0.1	10.873	B
		Exit	1	1	(A, C)	95	94	93	0.3	0.0	2.041	A
				1		177	177	182	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	260	260	266	0.6	0.3	5.204	A
		Exit	1	1		168	168	170	0.1	0.0	1.457	A

# 2026, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Minor arm flare	Junction 2 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A460 Cannock Road / Springfield Road	T-Junction	Two-way		3.56	A
2	Springfield Road / Hilton Street	T-Junction	Two-way		17.32	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	759	100.000
	B	✓				
	C		ONE HOUR	✓	730	100.000
2	A		ONE HOUR	✓	157	100.000
	B		ONE HOUR	✓	122	100.000
	C	✓				

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

	To			
		A	B	C
From	A	0	212	547
	B	157	0	91
	C	668	62	0

### Demand (PCU/hr)

#### Junction 2

	To			
		A	B	C
From	A	0	26	131
	B	5	0	117
	C	104	170	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

	To			
		A	B	C
From	A	0	2	9
	B	2	0	1
	C	6	3	0

### Heavy Vehicle Percentages

#### Junction 2

	To			
		A	B	C
From	A	0	0	1
	B	25	0	2
	C	5	2	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.60	0.2	A	699	1048
	B	20.09	1.5	C	225	337
	C	1.09	0.4	A	669	1004
2	A	8.10	0.5	A	142	213
	B	55.55	2.1	F	111	166
	C	5.92	0.5	A	257	385

## Main Results for each time segment

### 14:45 - 15:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	565	141	565	573	617	0.0	0.0	0.100	A
	B	186	46	186	183	202	0.0	0.7	12.496	B
	C	548	137	547	556	479	0.0	0.2	0.794	A
2	A	116	29	116	119	80	0.0	0.0	0.606	A
	B	93	23	93	91	149	0.0	0.2	8.161	A
	C	204	51	205	206	185	0.0	0.3	5.212	A

### 15:00 - 15:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	678	169	678	678	726	0.0	0.0	0.156	A
	B	220	55	221	216	249	0.7	0.9	14.621	B
	C	647	162	647	646	571	0.2	0.2	0.843	A
2	A	138	34	138	141	98	0.0	0.0	1.516	A
	B	108	27	109	104	182	0.2	0.3	13.606	B
	C	250	63	251	246	219	0.3	0.3	5.273	A

### 15:15 - 15:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	844	211	843	833	904	0.0	0.2	0.343	A
	B	265	66	266	261	305	0.9	1.4	18.458	C
	C	807	202	807	802	706	0.2	0.2	1.051	A
2	A	171	43	170	172	122	0.0	0.5	6.429	A
	B	134	34	128	126	219	0.3	1.9	36.083	E
	C	308	77	308	301	265	0.3	0.5	5.623	A

### 15:30 - 15:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	835	209	836	837	910	0.2	0.2	0.601	A
	B	278	70	279	270	310	1.4	1.5	20.087	C
	C	806	201	803	806	699	0.2	0.4	1.095	A
2	A	180	45	178	173	123	0.5	0.5	8.095	A
	B	133	33	135	132	223	1.9	2.1	55.554	F
	C	311	78	312	310	279	0.5	0.5	5.918	A

### 15:45 - 16:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	695	174	695	679	734	0.2	0.1	0.178	A
	B	218	54	220	230	252	1.5	0.7	15.793	C
	C	653	163	653	659	583	0.4	0.2	0.831	A
2	A	135	34	135	140	101	0.5	0.0	2.930	A
	B	106	27	108	114	180	2.1	0.3	22.533	C
	C	254	64	254	251	218	0.5	0.5	5.215	A

### 16:00 - 16:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	577	144	577	570	623	0.1	0.0	0.065	A
	B	183	46	182	190	213	0.7	0.7	12.693	B
	C	556	139	557	557	479	0.2	0.1	0.756	A
2	A	114	28	113	119	89	0.0	0.0	0.888	A
	B	91	23	91	94	146	0.3	0.3	9.342	A
	C	214	53	213	213	182	0.5	0.3	4.813	A

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

#### 14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	565	565	573	0.0	0.0	0.100	A
		Exit	1	1		617	617	621	0.0	0.0	0.000	A
	B	Entry	1	1	C	72	72	70	0.0	0.1	7.553	A
				2	A	114	114	113	0.0	0.3	11.144	B
		Exit	1	1	(A, C)	186	186	185	0.0	0.2	2.731	A
				1		202	202	206	0.0	0.0	0.444	A
	C	Entry	1	1	A	503	503	508	0.0	0.0	0.000	A
				2	B	45	44	48	0.0	0.2	8.927	A
		Exit	1	1	(A, B)	548	548	556	0.0	0.0	0.000	A
				1		479	479	484	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	116	116	119	0.0	0.0	0.606	A
		Exit	1	1		80	80	81	0.0	0.0	0.000	A
	B	Entry	1	1	C	89	89	87	0.0	0.2	6.555	A
				2	A	4	4	4	0.0	0.0	11.287	B
		Exit	1	1	(A, C)	93	93	92	0.0	0.1	1.420	A
				1		149	149	150	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	204	205	206	0.0	0.3	5.212	A
		Exit	1	1		185	185	185	0.0	0.1	1.074	A

**15:00 - 15:15**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	678	678	678	0.0	0.0	0.156	A
		Exit	1	1		726	726	725	0.0	0.0	0.000	A
	B	Entry	1	1	C	80	81	81	0.1	0.2	8.304	A
				2	A	140	140	135	0.3	0.4	12.024	B
		Exit	1	1	(A, C)	220	220	217	0.2	0.3	3.981	A
				1		249	249	244	0.0	0.0	0.483	A
	C	Entry	1	1	A	586	586	590	0.0	0.0	0.000	A
				2	B	61	61	56	0.2	0.2	9.434	A
		Exit	1	1	(A, B)	647	647	646	0.0	0.0	0.000	A
				1		571	571	571	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	138	138	141	0.0	0.0	1.516	A
		Exit	1	1		98	98	98	0.0	0.0	0.000	A
	B	Entry	1	1	C	105	105	101	0.2	0.2	7.913	A
				2	A	4	4	4	0.0	0.1	14.642	B
		Exit	1	1	(A, C)	108	109	105	0.1	0.1	5.444	A
				1		182	182	176	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	250	251	246	0.3	0.3	5.273	A
		Exit	1	1		219	219	217	0.1	0.1	2.050	A

**15:15 - 15:30**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	844	843	833	0.0	0.2	0.343	A
		Exit	1	1		904	904	896	0.0	0.0	0.000	A
	B	Entry	1	1	C	100	99	99	0.2	0.3	8.856	A
				2	A	165	167	162	0.4	0.7	14.223	B
		Exit	1	1	(A, C)	265	266	262	0.3	0.5	6.270	A
				1		306	305	298	0.0	0.1	0.720	A
	C	Entry	1	1	A	738	738	734	0.0	0.0	0.000	A
				2	B	70	70	68	0.2	0.2	11.149	B
		Exit	1	1	(A, B)	807	807	802	0.0	0.0	0.077	A
				1		706	706	702	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	171	170	172	0.0	0.5	6.429	A
		Exit	1	1		122	122	120	0.0	0.0	0.000	A
	B	Entry	1	1	C	123	123	121	0.2	0.5	12.795	B
				2	A	5	5	5	0.1	0.0	12.025	B
		Exit	1	1	(A, C)	134	128	127	0.1	1.4	23.105	C
				1		219	219	215	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	308	308	301	0.3	0.5	5.623	A
		Exit	1	1		265	265	263	0.1	0.3	4.241	A

**15:30 - 15:45**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	835	836	837	0.2	0.2	0.601	A
		Exit	1	1		910	910	906	0.0	0.0	0.000	A
	B	Entry	1	1	C	103	103	101	0.3	0.3	9.267	A
				2	A	176	176	169	0.7	0.7	15.024	C
		Exit	1	1	(A, C)	278	279	271	0.5	0.5	7.201	A
				1		309	310	307	0.1	0.0	0.809	A
	C	Entry	1	1	A	734	734	736	0.0	0.0	0.000	A
				2	B	70	69	69	0.2	0.3	11.605	B
		Exit	1	1	(A, B)	806	804	806	0.0	0.1	0.055	A
				1		699	699	700	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	180	178	173	0.5	0.5	8.095	A
		Exit	1	1		123	123	123	0.0	0.0	0.000	A
	B	Entry	1	1	C	130	130	127	0.5	0.5	14.094	B
				2	A	5	5	5	0.0	0.0	12.527	B
		Exit	1	1	(A, C)	133	134	132	1.4	1.6	41.682	E
				1		223	223	221	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	311	312	310	0.5	0.5	5.918	A
		Exit	1	1		278	279	271	0.3	0.4	5.108	A

**15:45 - 16:00**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	695	695	679	0.2	0.1	0.178	A
		Exit	1	1		734	734	749	0.0	0.0	0.000	A
	B	Entry	1	1	C	79	79	84	0.3	0.2	8.659	A
				2	A	140	140	147	0.7	0.4	12.554	B
		Exit	1	1	(A, C)	218	219	228	0.5	0.2	4.687	A
				1		251	252	250	0.0	0.1	0.495	A
	C	Entry	1	1	A	593	593	602	0.0	0.0	0.000	A
				2	B	60	60	57	0.3	0.2	9.380	A
		Exit	1	1	(A, B)	653	653	659	0.1	0.0	0.008	A
2	A	Entry	1	1	B, C	135	135	140	0.5	0.0	2.930	A
		Exit	1	1		101	101	99	0.0	0.0	0.000	A
	B	Entry	1	1	C	103	104	110	0.5	0.2	9.159	A
				2	A	4	4	4	0.0	0.0	13.216	B
		Exit	1	1	(A, C)	106	107	113	1.6	0.1	13.513	B
				1		180	180	180	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	254	254	251	0.5	0.5	5.215	A
		Exit	1	1		217	218	227	0.4	0.1	2.734	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	577	577	570	0.1	0.0	0.065	A
		Exit	1	1		623	623	627	0.0	0.0	0.000	A
	B	Entry	1	1	C	67	66	70	0.2	0.2	7.648	A
				2	A	116	116	119	0.4	0.4	11.032	B
		Exit	1	1	(A, C)	183	183	190	0.2	0.2	2.965	A
				1		213	213	210	0.1	0.0	0.318	A
	C	Entry	1	1	A	508	508	508	0.0	0.0	0.000	A
				2	B	48	49	49	0.2	0.1	8.461	A
		Exit	1	1	(A, B)	556	556	557	0.0	0.0	0.000	A
				1		479	479	479	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	114	113	119	0.0	0.0	0.888	A
		Exit	1	1		89	89	86	0.0	0.0	0.000	A
	B	Entry	1	1	C	86	86	90	0.2	0.2	6.965	A
				2	A	5	4	4	0.0	0.1	12.686	B
		Exit	1	1	(A, C)	91	91	94	0.1	0.0	2.223	A
				1		146	146	150	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	214	213	213	0.5	0.3	4.813	A
		Exit	1	1		182	182	189	0.1	0.1	1.336	A

# 2026 + Committed, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Minor arm flare	Junction 2 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A460 Cannock Road / Springfield Road	T-Junction	Two-way		4.63	A
2	Springfield Road / Hilton Street	T-Junction	Two-way		31.62	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	968	100.000
	B	✓				
	C		ONE HOUR	✓	702	100.000
2	A		ONE HOUR	✓	156	100.000
	B		ONE HOUR	✓	124	100.000
	C	✓				

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

	To			
		A	B	C
From	A	0	279	689
	B	143	0	84
	C	624	78	0

### Demand (PCU/hr)

#### Junction 2

	To			
		A	B	C
From	A	0	31	125
	B	21	0	103
	C	140	217	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

	To			
		A	B	C
From	A	0	4	9
	B	3	0	4
	C	10	10	0

### Heavy Vehicle Percentages

#### Junction 2

	To			
		A	B	C
From	A	0	0	3
	B	5	0	3
	C	7	4	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	1.29	0.4	A	888	1332
	B	25.29	1.8	D	210	315
	C	2.50	0.6	A	644	966
2	A	16.73	0.9	C	144	216
	B	123.53	4.9	F	114	172
	C	6.10	0.7	A	328	492

## Main Results for each time segment

### 07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	727	182	727	736	579	0.0	0.0	0.332	A
	B	175	44	176	173	272	0.0	0.7	14.615	B
	C	526	132	527	529	580	0.0	0.2	1.295	A
2	A	119	30	119	122	120	0.0	0.1	1.378	A
	B	95	24	94	94	190	0.0	0.4	10.129	B
	C	272	68	272	274	174	0.0	0.4	5.361	A

### 08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	869	217	870	867	688	0.0	0.1	0.508	A
	B	208	52	206	203	318	0.7	1.0	16.445	C
	C	625	156	625	628	694	0.2	0.3	1.366	A
2	A	144	36	144	140	144	0.1	0.1	2.150	A
	B	115	29	113	112	224	0.4	0.6	14.879	B
	C	320	80	319	317	208	0.4	0.5	5.691	A

### 08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1065	266	1065	1066	839	0.1	0.4	1.268	A
	B	244	61	243	232	396	1.0	1.7	23.336	C
	C	773	193	772	768	846	0.3	0.6	2.209	A
2	A	172	43	173	167	176	0.1	0.7	11.544	B
	B	137	34	128	124	276	0.6	3.4	69.295	F
	C	395	99	394	392	244	0.5	0.7	6.097	A

### 08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1059	265	1059	1059	845	0.4	0.3	1.286	A
	B	249	62	247	244	391	1.7	1.8	25.290	D
	C	773	193	775	769	845	0.6	0.4	2.501	A
2	A	172	43	169	170	181	0.7	0.9	16.734	C
	B	134	34	136	130	268	3.4	4.9	123.532	F
	C	391	98	392	391	248	0.7	0.6	5.981	A

### 08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	872	218	869	871	700	0.3	0.3	0.615	A
	B	212	53	210	229	320	1.8	1.1	19.296	C
	C	637	159	637	635	697	0.4	0.3	1.573	A
2	A	141	35	140	144	148	0.9	0.2	6.874	A
	B	111	28	116	129	218	4.9	0.8	45.987	E
	C	321	80	321	317	212	0.6	0.5	5.643	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	738	184	738	735	578	0.3	0.1	0.369	A
	B	171	43	172	177	271	1.1	0.7	14.506	B
	C	530	132	530	531	591	0.3	0.2	1.204	A
2	A	115	29	115	119	124	0.2	0.1	1.342	A
	B	93	23	94	96	184	0.8	0.2	11.159	B
	C	271	68	270	273	171	0.5	0.4	5.258	A

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	727	727	736	0.0	0.0	0.332	A
		Exit	1	1		579	579	578	0.0	0.0	0.000	A
	B	Entry	1	1	C	66	66	65	0.0	0.2	8.659	A
				2	A	110	110	108	0.0	0.4	12.654	B
		Exit	1	1	(A, C)	175	176	175	0.0	0.2	3.444	A
				1		272	272	275	0.0	0.0	0.641	A
	C	Entry	1	1	A	469	469	470	0.0	0.0	0.000	A
				2	B	57	58	59	0.0	0.2	11.430	B
		Exit	1	1	(A, B)	526	526	529	0.0	0.0	0.006	A
				1		580	580	584	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	119	119	122	0.0	0.1	1.378	A
		Exit	1	1		120	120	125	0.0	0.0	0.000	A
	B	Entry	1	1	C	80	79	78	0.0	0.2	7.438	A
				2	A	15	15	16	0.0	0.1	10.697	B
		Exit	1	1	(A, C)	95	95	95	0.0	0.1	2.109	A
				1		190	190	190	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	272	272	274	0.0	0.4	5.361	A
		Exit	1	1		174	174	175	0.0	0.1	1.619	A

**08:00 - 08:15**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	869	870	867	0.0	0.1	0.508	A
		Exit	1	1		688	688	687	0.0	0.0	0.000	A
	B	Entry	1	1	C	75	75	75	0.2	0.2	8.969	A
				2	A	132	131	128	0.4	0.5	13.534	B
		Exit	1	1	(A, C)	208	207	204	0.2	0.3	4.575	A
				1		319	318	319	0.0	0.1	0.830	A
	C	Entry	1	1	A	557	557	559	0.0	0.0	0.000	A
				2	B	68	68	69	0.2	0.3	12.241	B
		Exit	1	1	(A, B)	625	625	629	0.0	0.0	0.010	A
				1		694	694	692	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	144	144	140	0.1	0.1	2.150	A
		Exit	1	1		144	144	145	0.0	0.0	0.000	A
	B	Entry	1	1	C	93	92	93	0.2	0.2	8.788	A
				2	A	21	21	20	0.1	0.1	10.811	B
		Exit	1	1	(A, C)	115	114	112	0.1	0.3	5.699	A
				1		224	224	220	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	320	319	317	0.4	0.5	5.691	A
		Exit	1	1		208	208	204	0.1	0.2	2.428	A

**08:15 - 08:30**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	1065	1065	1066	0.1	0.4	1.268	A
		Exit	1	1		839	839	830	0.0	0.0	0.000	A
	B	Entry	1	1	C	89	89	86	0.2	0.3	10.395	B
				2	A	155	154	146	0.5	0.8	17.448	C
		Exit	1	1	(A, C)	244	244	234	0.3	0.6	8.466	A
				1		396	396	393	0.1	0.1	1.181	A
	C	Entry	1	1	A	684	684	684	0.0	0.0	0.000	A
				2	B	89	88	84	0.3	0.5	17.778	C
		Exit	1	1	(A, B)	773	773	769	0.0	0.1	0.254	A
				1		846	846	843	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	172	173	167	0.1	0.7	11.544	B
		Exit	1	1		176	176	178	0.0	0.0	0.000	A
	B	Entry	1	1	C	107	106	102	0.2	0.6	17.580	C
				2	A	22	22	22	0.1	0.1	11.573	B
		Exit	1	1	(A, C)	137	129	126	0.3	2.7	52.286	F
				1		276	276	270	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	395	394	392	0.5	0.7	6.097	A
		Exit	1	1		244	244	235	0.2	0.5	6.214	A

**08:30 - 08:45**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	1059	1059	1059	0.4	0.3	1.286	A
		Exit	1	1		845	845	838	0.0	0.0	0.000	A
	B	Entry	1	1	C	91	90	90	0.3	0.3	10.675	B
				2	A	157	157	155	0.8	0.8	18.248	C
		Exit	1	1	(A, C)	249	248	244	0.6	0.7	9.779	A
				1		391	391	391	0.1	0.1	1.112	A
	C	Entry	1	1	A	689	689	683	0.0	0.0	0.000	A
				2	B	85	86	86	0.5	0.4	18.163	C
		Exit	1	1	(A, B)	773	773	769	0.1	0.0	0.471	A
				1		845	845	844	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	172	169	170	0.7	0.9	16.734	C
		Exit	1	1		181	181	177	0.0	0.0	0.000	A
	B	Entry	1	1	C	112	111	107	0.6	0.7	20.810	C
				2	A	25	25	23	0.1	0.1	11.607	B
		Exit	1	1	(A, C)	134	137	130	2.7	4.1	104.760	F
				1		268	268	269	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	391	392	391	0.7	0.6	5.981	A
		Exit	1	1		248	248	244	0.5	0.6	7.675	A

**08:45 - 09:00**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	872	869	871	0.3	0.3	0.615	A
		Exit	1	1		700	700	708	0.0	0.0	0.000	A
	B	Entry	1	1	C	79	79	86	0.3	0.2	9.644	A
				2	A	132	132	144	0.8	0.6	14.826	B
		Exit	1	1	(A, C)	212	212	228	0.7	0.3	6.452	A
				1		320	320	316	0.1	0.1	0.810	A
	C	Entry	1	1	A	569	569	565	0.0	0.0	0.000	A
				2	B	68	69	70	0.4	0.3	13.848	B
		Exit	1	1	(A, B)	637	637	634	0.0	0.0	0.061	A
				1		697	697	710	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	141	140	144	0.9	0.2	6.874	A
		Exit	1	1		148	148	147	0.0	0.0	0.000	A
	B	Entry	1	1	C	96	97	108	0.7	0.3	12.275	B
				2	A	19	19	21	0.1	0.0	10.916	B
		Exit	1	1	(A, C)	111	115	128	4.1	0.5	34.717	D
				1		218	218	218	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	321	321	317	0.6	0.5	5.643	A
		Exit	1	1		212	212	227	0.6	0.2	4.329	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	738	738	735	0.3	0.1	0.369	A
		Exit	1	1		578	578	584	0.0	0.0	0.000	A
	B	Entry	1	1	C	64	65	65	0.2	0.1	8.662	A
				2	A	107	107	112	0.6	0.4	12.336	B
		Exit	1	1	(A, C)	171	171	176	0.3	0.2	3.555	A
				1		271	271	273	0.1	0.0	0.641	A
	C	Entry	1	1	A	471	471	472	0.0	0.0	0.000	A
				2	B	59	59	59	0.3	0.2	10.723	B
		Exit	1	1	(A, B)	530	530	531	0.0	0.0	0.016	A
				1		591	591	587	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	115	115	119	0.2	0.1	1.342	A
		Exit	1	1		124	124	124	0.0	0.0	0.000	A
	B	Entry	1	1	C	76	77	79	0.3	0.1	7.401	A
				2	A	17	17	17	0.0	0.1	9.722	A
		Exit	1	1	(A, C)	93	94	95	0.5	0.0	3.489	A
				1		184	184	189	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	271	270	273	0.5	0.4	5.258	A
		Exit	1	1		171	171	175	0.2	0.1	1.688	A

# 2026 + Committed, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Minor arm flare	Junction 2 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A460 Cannock Road / Springfield Road	T-Junction	Two-way		3.66	A
2	Springfield Road / Hilton Street	T-Junction	Two-way		23.78	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 + Committed	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	765	100.000
	B	✓				
	C		ONE HOUR	✓	733	100.000
2	A		ONE HOUR	✓	157	100.000
	B		ONE HOUR	✓	129	100.000
	C	✓				

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

	To			
		A	B	C
From	A	0	215	550
	B	162	0	92
	C	670	63	0

### Demand (PCU/hr)

#### Junction 2

	To			
		A	B	C
From	A	0	26	131
	B	5	0	124
	C	104	174	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

	To			
		A	B	C
From	A	0	2	9
	B	2	0	1
	C	6	3	0

### Heavy Vehicle Percentages

#### Junction 2

	To			
		A	B	C
From	A	0	0	1
	B	25	0	2
	C	5	2	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.46	0.2	A	706	1060
	B	20.83	1.6	C	234	350
	C	1.04	0.2	A	672	1008
2	A	10.66	0.4	B	144	216
	B	79.00	3.4	F	119	178
	C	5.81	0.5	A	260	389

## Main Results for each time segment

### 14:45 - 15:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	580	145	580	576	629	0.0	0.0	0.134	A
	B	191	48	192	194	211	0.0	0.6	12.449	B
	C	556	139	557	556	487	0.0	0.1	0.744	A
2	A	115	29	115	121	83	0.0	0.0	0.790	A
	B	99	25	99	99	153	0.0	0.3	9.162	A
	C	213	53	213	210	191	0.0	0.3	5.077	A

### 15:00 - 15:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	691	173	690	687	738	0.0	0.0	0.202	A
	B	228	57	228	225	254	0.6	0.9	14.897	B
	C	651	163	651	654	576	0.1	0.2	0.831	A
2	A	142	35	142	141	101	0.0	0.1	1.988	A
	B	114	28	116	114	185	0.3	0.4	14.113	B
	C	258	64	256	250	228	0.3	0.4	5.360	A

### 15:15 - 15:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	847	212	846	841	914	0.0	0.2	0.394	A
	B	279	70	278	267	309	0.9	1.6	19.321	C
	C	805	201	805	803	707	0.2	0.2	1.019	A
2	A	173	43	174	171	124	0.1	0.4	7.246	A
	B	143	36	141	132	225	0.4	2.4	50.065	F
	C	313	78	313	307	279	0.4	0.5	5.639	A

### 15:30 - 15:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	857	214	857	849	920	0.2	0.1	0.463	A
	B	278	69	277	278	308	1.6	1.6	20.832	C
	C	809	202	809	806	716	0.2	0.2	1.043	A
2	A	170	43	173	174	121	0.4	0.4	10.660	B
	B	143	36	136	137	222	2.4	3.4	79.005	F
	C	309	77	310	310	277	0.5	0.5	5.813	A

### 15:45 - 16:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	679	170	679	689	746	0.1	0.0	0.200	A
	B	232	58	230	244	246	1.6	1.1	16.644	C
	C	656	164	656	656	573	0.2	0.1	0.871	A
2	A	143	36	142	142	97	0.4	0.2	4.146	A
	B	116	29	117	128	178	3.4	0.6	29.849	D
	C	248	62	248	251	232	0.5	0.4	5.366	A

### 16:00 - 16:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	584	146	584	579	631	0.0	0.0	0.134	A
	B	194	49	194	200	215	1.1	0.6	12.935	B
	C	556	139	556	552	488	0.1	0.1	0.753	A
2	A	120	30	120	120	84	0.2	0.0	1.034	A
	B	97	24	98	100	156	0.6	0.2	10.171	B
	C	217	54	216	212	194	0.4	0.4	5.097	A

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

#### 14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	580	580	576	0.0	0.0	0.134	A
		Exit	1	1		629	629	631	0.0	0.0	0.000	A
	B	Entry	1	1	C	71	70	72	0.0	0.1	7.816	A
				2	A	121	121	122	0.0	0.4	10.708	B
		Exit	1	1	(A, C)	191	192	196	0.0	0.1	2.807	A
				1		212	211	209	0.0	0.0	0.410	A
	C	Entry	1	1	A	508	508	509	0.0	0.0	0.000	A
				2	B	48	49	48	0.0	0.1	8.413	A
		Exit	1	1	(A, B)	556	556	557	0.0	0.0	0.000	A
				1		487	487	486	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	115	115	121	0.0	0.0	0.790	A
		Exit	1	1		83	83	84	0.0	0.0	0.000	A
	B	Entry	1	1	C	95	95	95	0.0	0.2	6.962	A
				2	A	4	4	4	0.0	0.0	14.319	B
		Exit	1	1	(A, C)	99	99	100	0.0	0.1	1.959	A
				1		153	153	150	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	213	213	210	0.0	0.3	5.077	A
		Exit	1	1		190	191	196	0.0	0.0	1.235	A

**15:00 - 15:15**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	691	690	687	0.0	0.0	0.202	A
		Exit	1	1		738	738	741	0.0	0.0	0.000	A
	B	Entry	1	1	C	84	84	82	0.1	0.2	8.204	A
				2	A	144	144	143	0.4	0.5	12.144	B
		Exit	1	1	(A, C)	228	228	226	0.1	0.3	4.180	A
				1		255	254	248	0.0	0.0	0.527	A
	C	Entry	1	1	A	594	594	598	0.0	0.0	0.000	A
				2	B	57	56	56	0.1	0.2	9.396	A
		Exit	1	1	(A, B)	651	651	654	0.0	0.0	0.000	A
				1		576	576	577	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	142	142	141	0.0	0.1	1.988	A
		Exit	1	1		101	101	98	0.0	0.0	0.000	A
	B	Entry	1	1	C	110	110	109	0.2	0.3	8.534	A
				2	A	6	6	5	0.0	0.0	12.633	B
		Exit	1	1	(A, C)	114	116	114	0.1	0.1	5.402	A
				1		185	185	181	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	258	256	250	0.3	0.4	5.360	A
		Exit	1	1		228	228	226	0.0	0.1	2.261	A

**15:15 - 15:30**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	847	846	841	0.0	0.2	0.394	A
		Exit	1	1		914	914	905	0.0	0.0	0.000	A
	B	Entry	1	1	C	103	102	96	0.2	0.3	9.082	A
				2	A	176	176	170	0.5	0.7	14.410	B
		Exit	1	1	(A, C)	279	279	268	0.3	0.6	6.831	A
				1		308	309	304	0.0	0.1	0.725	A
	C	Entry	1	1	A	738	738	735	0.0	0.0	0.000	A
				2	B	68	68	68	0.2	0.2	11.327	B
		Exit	1	1	(A, B)	805	805	803	0.0	0.0	0.024	A
				1		707	707	701	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	173	174	171	0.1	0.4	7.246	A
		Exit	1	1		124	124	120	0.0	0.0	0.000	A
	B	Entry	1	1	C	135	136	127	0.3	0.5	13.794	B
				2	A	5	5	5	0.0	0.0	12.184	B
		Exit	1	1	(A, C)	143	140	133	0.1	1.8	35.903	E
				1		225	225	220	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	313	313	307	0.4	0.5	5.639	A
		Exit	1	1		279	279	269	0.1	0.4	4.766	A

**15:30 - 15:45**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	857	857	849	0.2	0.1	0.463	A
		Exit	1	1		920	920	916	0.0	0.0	0.000	A
	B	Entry	1	1	C	100	99	99	0.3	0.3	9.078	A
				2	A	178	178	178	0.7	0.8	15.217	C
		Exit	1	1	(A, C)	278	278	278	0.6	0.6	7.843	A
				1		307	308	307	0.1	0.0	0.781	A
	C	Entry	1	1	A	741	741	738	0.0	0.0	0.000	A
				2	B	67	67	68	0.2	0.2	11.606	B
		Exit	1	1	(A, B)	809	809	806	0.0	0.0	0.036	A
				1		716	716	710	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	170	173	174	0.4	0.4	10.660	B
		Exit	1	1		121	121	121	0.0	0.0	0.000	A
	B	Entry	1	1	C	131	131	132	0.5	0.6	16.028	C
				2	A	6	5	5	0.0	0.0	14.356	B
		Exit	1	1	(A, C)	143	137	138	1.8	2.7	63.377	F
				1		222	222	223	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	309	310	310	0.5	0.5	5.813	A
		Exit	1	1		276	277	277	0.4	0.4	5.871	A

**15:45 - 16:00**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	679	679	689	0.1	0.0	0.200	A
		Exit	1	1		746	746	754	0.0	0.0	0.000	A
	B	Entry	1	1	C	82	82	88	0.3	0.2	8.634	A
				2	A	149	148	156	0.8	0.6	12.894	B
		Exit	1	1	(A, C)	232	231	243	0.6	0.3	5.323	A
				1		246	246	249	0.0	0.1	0.526	A
	C	Entry	1	1	A	598	598	599	0.0	0.0	0.000	A
				2	B	58	58	57	0.2	0.1	9.705	A
		Exit	1	1	(A, B)	656	656	656	0.0	0.0	0.004	A
2	A	Entry	1	1	B, C	143	142	142	0.4	0.2	4.146	A
		Exit	1	1		97	97	99	0.0	0.0	0.000	A
	B	Entry	1	1	C	113	113	123	0.6	0.3	10.219	B
				2	A	4	5	5	0.0	0.0	13.238	B
		Exit	1	1	(A, C)	116	117	127	2.7	0.3	19.978	C
				1		178	178	180	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	248	248	251	0.5	0.4	5.366	A
		Exit	1	1		232	232	241	0.4	0.2	3.381	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	584	584	579	0.0	0.0	0.134	A
		Exit	1	1		631	631	633	0.0	0.0	0.000	A
	B	Entry	1	1	C	70	70	71	0.2	0.2	7.780	A
				2	A	124	124	128	0.6	0.3	10.879	B
		Exit	1	1	(A, C)	194	194	199	0.3	0.1	3.192	A
				1		215	215	210	0.1	0.0	0.417	A
	C	Entry	1	1	A	507	507	505	0.0	0.0	0.000	A
				2	B	48	48	47	0.1	0.1	8.640	A
		Exit	1	1	(A, B)	556	556	552	0.0	0.0	0.000	A
				1		488	488	488	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	120	120	120	0.2	0.0	1.034	A
		Exit	1	1		84	84	83	0.0	0.0	0.000	A
	B	Entry	1	1	C	94	94	96	0.3	0.1	7.070	A
				2	A	3	3	4	0.0	0.0	12.187	B
		Exit	1	1	(A, C)	97	97	99	0.3	0.0	3.024	A
				1		156	156	152	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	217	216	212	0.4	0.4	5.097	A
		Exit	1	1		194	194	197	0.2	0.1	1.483	A

# 2026 + Committed + Expansion, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Minor arm flare	Junction 2 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A460 Cannock Road / Springfield Road	T-Junction	Two-way		5.61	A
2	Springfield Road / Hilton Street	T-Junction	Two-way		79.42	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 + Committed + Expansion	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1012	100.000
	B	✓				
	C		ONE HOUR	✓	730	100.000
2	A		ONE HOUR	✓	160	100.000
	B		ONE HOUR	✓	142	100.000
	C	✓				

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

	To			
		A	B	C
From	A	0	298	714
	B	162	0	88
	C	648	82	0

### Demand (PCU/hr)

#### Junction 2

	To			
		A	B	C
From	A	0	31	129
	B	21	0	121
	C	144	236	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

	To			
		A	B	C
From	A	0	4	9
	B	3	0	4
	C	10	10	0

### Heavy Vehicle Percentages

#### Junction 2

	To			
		A	B	C
From	A	0	0	3
	B	5	0	3
	C	7	4	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	1.92	0.6	A	933	1399
	B	28.57	2.1	D	226	339
	C	3.00	0.9	A	670	1006
2	A	29.61	1.5	D	146	220
	B	330.79	15.7	F	130	196
	C	6.36	0.8	A	349	524

## Main Results for each time segment

### 07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	766	192	767	768	605	0.0	0.1	0.474	A
	B	189	47	190	187	294	0.0	0.8	15.297	C
	C	543	136	543	552	601	0.0	0.2	1.364	A
2	A	118	29	118	121	128	0.0	0.0	1.337	A
	B	105	26	107	108	204	0.0	0.3	11.405	B
	C	293	73	294	287	188	0.0	0.5	5.587	A

### 08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	903	226	903	907	733	0.1	0.2	0.713	A
	B	225	56	225	220	341	0.8	1.2	17.894	C
	C	661	165	661	648	715	0.2	0.3	1.614	A
2	A	141	35	141	142	148	0.0	0.2	3.475	A
	B	127	32	128	127	239	0.3	0.7	19.045	C
	C	342	86	343	337	225	0.5	0.6	5.891	A

### 08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1131	283	1132	1112	869	0.2	0.6	1.752	A
	B	246	61	243	240	420	1.2	2.1	26.102	D
	C	804	201	806	803	891	0.3	0.6	2.998	A
2	A	178	44	175	172	177	0.2	1.4	18.220	C
	B	156	39	122	124	293	0.7	8.2	157.596	F
	C	419	105	420	411	246	0.6	0.7	6.356	A

### 08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	1120	280	1121	1112	893	0.6	0.5	1.916	A
	B	253	63	252	255	411	2.1	2.1	28.573	D
	C	813	203	813	805	882	0.6	0.9	2.846	A
2	A	176	44	177	177	174	1.4	1.5	29.607	D
	B	157	39	129	129	290	8.2	15.7	330.791	F
	C	410	103	410	416	252	0.7	0.8	6.314	A

### 08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	915	229	917	916	753	0.5	0.1	0.740	A
	B	255	64	257	272	344	2.1	1.4	21.606	C
	C	656	164	656	656	733	0.9	0.2	1.725	A
2	A	146	36	148	150	155	1.5	0.2	11.873	B
	B	129	32	160	171	243	15.7	5.1	174.550	F
	C	344	86	345	346	255	0.8	0.5	5.798	A

**09:00 - 09:15**

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	760	190	760	761	604	0.1	0.1	0.446	A
	B	190	48	191	209	286	1.4	0.8	15.872	C
	C	546	137	546	548	606	0.2	0.2	1.272	A
2	A	120	30	120	121	128	0.2	0.0	2.165	A
	B	108	27	111	126	200	5.1	0.6	30.286	D
	C	286	71	287	286	189	0.5	0.4	5.586	A

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

**Lanes: Main Results for each time segment**
**07:45 - 08:00**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	766	767	768	0.0	0.1	0.474	A
		Exit	1	1		605	605	611	0.0	0.0	0.000	A
	B	Entry	1	1	C	66	66	66	0.0	0.2	8.990	A
				2	A	124	124	121	0.0	0.4	12.745	B
		Exit	1	1	(A, C)	189	190	190	0.0	0.1	3.864	A
				1		294	294	290	0.0	0.1	0.763	A
	C	Entry	1	1	A	481	481	490	0.0	0.0	0.000	A
				2	B	62	62	62	0.0	0.2	11.902	B
		Exit	1	1	(A, B)	543	543	553	0.0	0.0	0.011	A
				1		601	601	606	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	118	118	121	0.0	0.0	1.337	A
		Exit	1	1		128	128	125	0.0	0.0	0.000	A
	B	Entry	1	1	C	90	91	93	0.0	0.2	7.529	A
				2	A	16	16	15	0.0	0.1	10.912	B
		Exit	1	1	(A, C)	105	106	109	0.0	0.1	3.379	A
				1		204	204	201	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	293	294	287	0.0	0.5	5.587	A
		Exit	1	1		187	188	191	0.0	0.1	1.839	A

**08:00 - 08:15**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	903	903	907	0.1	0.2	0.713	A
		Exit	1	1		733	733	720	0.0	0.0	0.000	A
	B	Entry	1	1	C	81	80	78	0.2	0.2	9.551	A
				2	A	144	144	143	0.4	0.6	13.918	B
		Exit	1	1	(A, C)	225	225	221	0.1	0.4	5.479	A
				1		340	341	338	0.1	0.1	0.932	A
	C	Entry	1	1	A	589	589	577	0.0	0.0	0.000	A
				2	B	73	72	71	0.2	0.3	13.812	B
		Exit	1	1	(A, B)	661	661	649	0.0	0.0	0.086	A
				1		715	715	718	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	141	141	142	0.0	0.2	3.475	A
		Exit	1	1		148	148	146	0.0	0.0	0.000	A
	B	Entry	1	1	C	111	110	108	0.2	0.3	9.913	A
				2	A	17	17	18	0.1	0.0	10.546	B
		Exit	1	1	(A, C)	127	128	128	0.1	0.3	8.838	A
				1		239	239	238	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	342	343	337	0.5	0.6	5.891	A
		Exit	1	1		224	225	222	0.1	0.2	3.188	A

**08:15 - 08:30**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	1131	1132	1112	0.2	0.6	1.752	A
		Exit	1	1		869	869	867	0.0	0.0	0.000	A
	B	Entry	1	1	C	89	87	86	0.2	0.4	10.988	B
				2	A	156	156	154	0.6	0.9	18.649	C
		Exit	1	1	(A, C)	246	244	241	0.4	0.8	10.129	B
				1		420	420	414	0.1	0.1	1.285	A
	C	Entry	1	1	A	714	714	713	0.0	0.0	0.000	A
				2	B	91	92	90	0.3	0.5	20.389	C
		Exit	1	1	(A, B)	804	805	804	0.0	0.1	0.697	A
				1		891	891	873	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	178	175	172	0.2	1.4	18.220	C
		Exit	1	1		177	177	175	0.0	0.0	0.000	A
	B	Entry	1	1	C	106	105	105	0.3	0.9	22.953	C
				2	A	17	18	19	0.0	0.0	12.018	B
		Exit	1	1	(A, C)	156	123	126	0.3	7.3	134.729	F
				1		293	293	288	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	419	420	411	0.6	0.7	6.356	A
		Exit	1	1		247	246	242	0.2	0.7	8.008	A

**08:30 - 08:45**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	1120	1121	1112	0.6	0.5	1.916	A
		Exit	1	1		893	893	881	0.0	0.0	0.000	A
	B	Entry	1	1	C	87	85	91	0.4	0.3	11.047	B
				2	A	166	167	164	0.9	0.9	19.622	C
		Exit	1	1	(A, C)	253	253	255	0.8	0.9	11.926	B
				1		411	411	416	0.1	0.1	1.299	A
	C	Entry	1	1	A	726	726	717	0.0	0.0	0.000	A
				2	B	88	87	88	0.5	0.7	20.816	C
		Exit	1	1	(A, B)	813	814	806	0.1	0.2	0.552	A
				1		882	882	875	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	176	177	177	1.4	1.5	29.607	D
		Exit	1	1		174	174	175	0.0	0.0	0.000	A
	B	Entry	1	1	C	109	109	110	0.9	0.9	28.137	D
				2	A	20	20	19	0.0	0.1	12.292	B
		Exit	1	1	(A, C)	157	129	129	7.3	14.7	308.475	F
				1		290	290	293	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	410	410	416	0.7	0.8	6.314	A
		Exit	1	1		252	252	254	0.7	0.7	10.174	B

**08:45 - 09:00**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	915	917	916	0.5	0.1	0.740	A
		Exit	1	1		753	753	757	0.0	0.0	0.000	A
	B	Entry	1	1	C	86	87	95	0.3	0.3	10.044	B
				2	A	170	170	177	0.9	0.7	15.271	C
		Exit	1	1	(A, C)	255	256	270	0.9	0.5	8.272	A
				1		344	344	347	0.1	0.1	0.973	A
	C	Entry	1	1	A	583	583	579	0.0	0.0	0.000	A
				2	B	73	74	77	0.7	0.2	14.511	B
		Exit	1	1	(A, B)	656	656	654	0.2	0.0	0.057	A
				1		733	733	741	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	146	148	150	1.5	0.2	11.873	B
		Exit	1	1		155	155	157	0.0	0.0	0.000	A
	B	Entry	1	1	C	136	137	147	0.9	0.5	15.415	C
				2	A	23	24	25	0.1	0.1	11.664	B
		Exit	1	1	(A, C)	129	159	170	14.7	4.5	161.407	F
				1		243	243	244	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	344	345	346	0.8	0.5	5.798	A
		Exit	1	1		255	255	268	0.7	0.4	6.334	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	760	760	761	0.1	0.1	0.446	A
		Exit	1	1		604	604	622	0.0	0.0	0.000	A
	B	Entry	1	1	C	70	70	73	0.3	0.1	8.925	A
				2	A	120	121	135	0.7	0.4	12.628	B
		Exit	1	1	(A, C)	190	190	207	0.5	0.2	4.564	A
				1		286	286	286	0.1	0.0	0.764	A
	C	Entry	1	1	A	484	484	487	0.0	0.0	0.000	A
				2	B	62	62	61	0.2	0.2	11.473	B
		Exit	1	1	(A, B)	546	546	548	0.0	0.0	0.002	A
				1		606	606	610	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	120	120	121	0.2	0.0	2.165	A
		Exit	1	1		128	128	125	0.0	0.0	0.000	A
	B	Entry	1	1	C	93	92	107	0.5	0.2	9.102	A
				2	A	18	18	19	0.1	0.1	10.657	B
		Exit	1	1	(A, C)	108	112	125	4.5	0.3	21.591	C
				1		200	200	203	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	286	287	286	0.5	0.4	5.586	A
		Exit	1	1		189	189	205	0.4	0.1	2.670	A

# 2026 + Committed + Expansion, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	Junction 2 - Arm C - Exit Side - Lane level 1 - Lane 1	Blocking back into Junction 2 may occur for some time segments due to queued vehicles trying to exit on Arm C. Treat capacities at downstream junctions with caution.
Warning	Minor arm flare	Junction 2 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A460 Cannock Road / Springfield Road	T-Junction	Two-way		4.09	A
2	Springfield Road / Hilton Street	T-Junction	Two-way		40.32	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 + Committed + Expansion	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	794	100.000
	B	✓				
	C		ONE HOUR	✓	751	100.000
2	A		ONE HOUR	✓	159	100.000
	B		ONE HOUR	✓	141	100.000
	C	✓				

## Origin-Destination Data

### Demand (PCU/hr)

#### Junction 1

	To			
		A	B	C
From	A	0	227	567
	B	174	0	95
	C	686	65	0

### Demand (PCU/hr)

#### Junction 2

	To			
		A	B	C
From	A	0	26	133
	B	5	0	136
	C	106	186	0

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

	To			
		A	B	C
From	A	0	2	9
	B	2	0	1
	C	6	3	0

### Heavy Vehicle Percentages

#### Junction 2

	To			
		A	B	C
From	A	0	0	1
	B	25	0	2
	C	5	2	0

## Results

### Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.60	0.2	A	729	1093
	B	22.54	1.9	C	248	372
	C	1.14	0.3	A	687	1031
2	A	13.79	0.7	B	147	221
	B	141.52	6.8	F	130	196
	C	5.99	0.6	A	271	406

## Main Results for each time segment

### 14:45 - 15:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	596	149	596	602	650	0.0	0.0	0.206	A
	B	204	51	204	202	225	0.0	0.8	13.398	B
	C	569	142	569	565	494	0.0	0.1	0.827	A
2	A	122	31	122	123	87	0.0	0.1	1.049	A
	B	108	27	106	106	164	0.0	0.4	9.925	A
	C	227	57	226	222	204	0.0	0.3	5.168	A

### 15:00 - 15:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	709	177	710	713	775	0.0	0.0	0.228	A
	B	240	60	241	237	265	0.8	1.0	15.514	C
	C	678	170	679	677	589	0.1	0.1	0.831	A
2	A	143	36	144	142	101	0.1	0.1	2.610	A
	B	126	32	124	124	195	0.4	0.8	17.195	C
	C	267	67	267	264	239	0.3	0.4	5.431	A

### 15:15 - 15:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	880	220	880	873	938	0.0	0.2	0.595	A
	B	293	73	291	277	319	1.0	1.8	20.867	C
	C	822	205	821	822	734	0.1	0.3	1.078	A
2	A	174	44	175	173	125	0.1	0.7	10.883	B
	B	162	41	149	141	230	0.8	4.8	85.108	F
	C	323	81	324	320	292	0.4	0.6	5.902	A

### 15:30 - 15:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	878	219	875	875	946	0.2	0.2	0.595	A
	B	288	72	288	287	321	1.8	1.9	22.540	C
	C	830	208	829	834	725	0.3	0.3	1.145	A
2	A	176	44	176	172	124	0.7	0.7	13.788	B
	B	155	39	147	148	233	4.8	6.8	141.518	F
	C	325	81	324	328	289	0.6	0.6	5.989	A

### 15:45 - 16:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	712	178	714	713	772	0.2	0.0	0.264	A
	B	253	63	253	270	259	1.9	1.2	17.593	C
	C	667	167	667	672	603	0.3	0.1	0.959	A
2	A	147	37	147	146	98	0.7	0.2	5.181	A
	B	123	31	134	150	194	6.8	1.1	60.954	F
	C	262	65	262	267	253	0.6	0.4	5.546	A

### 16:00 - 16:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	598	149	598	598	645	0.0	0.0	0.131	A
	B	208	52	207	209	220	1.2	0.8	13.450	B
	C	559	140	560	564	499	0.1	0.1	0.777	A
2	A	120	30	120	120	86	0.2	0.0	1.323	A
	B	109	27	109	110	157	1.1	0.3	11.781	B
	C	222	56	221	223	207	0.4	0.3	5.216	A

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

#### 14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	596	596	602	0.0	0.0	0.206	A
		Exit	1	1		650	650	646	0.0	0.0	0.000	A
	B	Entry	1	1	C	72	71	71	0.0	0.2	8.126	A
				2	A	133	133	131	0.0	0.4	11.218	B
		Exit	2	1	(A, C)	204	204	204	0.0	0.2	3.271	A
	C	Entry	1	1	A	517	517	516	0.0	0.0	0.000	A
				2	B	52	52	50	0.0	0.1	9.056	A
		Exit	2	1	(A, B)	569	569	566	0.0	0.0	0.001	A
	Exit	1	1	1		494	494	501	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	122	122	123	0.0	0.1	1.049	A
		Exit	1	1		87	87	86	0.0	0.0	0.000	A
	B	Entry	1	1	C	103	102	102	0.0	0.2	7.206	A
				2	A	4	4	4	0.0	0.0	12.990	B
		Exit	2	1	(A, C)	108	107	107	0.0	0.1	2.540	A
	C	Entry	1	1		164	164	160	0.0	0.0	0.000	A
				1	A, B	227	226	222	0.0	0.3	5.168	A
		Exit	1	1		204	204	205	0.0	0.1	1.453	A
	Exit	1	1	1								

**15:00 - 15:15**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	709	710	713	0.0	0.0	0.228	A
		Exit	1	1		775	775	772	0.0	0.0	0.000	A
	B	Entry	1	1	C	88	88	85	0.2	0.2	8.443	A
				2	A	153	153	152	0.4	0.5	12.374	B
		Exit	1	1	(A, C)	240	240	237	0.2	0.3	4.555	A
				1		265	265	262	0.0	0.0	0.569	A
	C	Entry	1	1	A	623	623	621	0.0	0.0	0.000	A
				2	B	55	56	56	0.1	0.1	9.650	A
		Exit	1	1	(A, B)	678	678	677	0.0	0.0	0.000	A
				1		589	589	592	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	143	144	142	0.1	0.1	2.610	A
		Exit	1	1		101	101	100	0.0	0.0	0.000	A
	B	Entry	1	1	C	120	120	119	0.2	0.3	8.991	A
				2	A	5	5	4	0.0	0.0	12.866	B
		Exit	1	1	(A, C)	126	125	124	0.1	0.4	8.038	A
				1		195	195	192	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	267	267	264	0.3	0.4	5.431	A
		Exit	1	1		239	239	237	0.1	0.2	2.628	A

**15:15 - 15:30**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	880	880	873	0.0	0.2	0.595	A
		Exit	1	1		938	938	930	0.0	0.0	0.000	A
	B	Entry	1	1	C	103	103	99	0.2	0.3	9.410	A
				2	A	189	188	178	0.5	0.8	15.087	C
		Exit	1	1	(A, C)	293	292	279	0.3	0.7	7.795	A
				1		320	319	317	0.0	0.1	0.861	A
	C	Entry	1	1	A	750	750	752	0.0	0.0	0.000	A
				2	B	72	71	70	0.1	0.3	12.027	B
		Exit	1	1	(A, B)	822	822	822	0.0	0.0	0.011	A
				1		734	734	725	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	174	175	173	0.1	0.7	10.883	B
		Exit	1	1		125	125	124	0.0	0.0	0.000	A
	B	Entry	1	1	C	145	145	136	0.3	0.7	16.295	C
				2	A	4	4	6	0.0	0.0	13.536	B
		Exit	1	1	(A, C)	162	150	142	0.4	4.1	68.358	F
				1		230	230	230	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	323	324	320	0.4	0.6	5.902	A
		Exit	1	1		293	292	280	0.2	0.6	5.798	A

**15:30 - 15:45**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	878	875	875	0.2	0.2	0.595	A
		Exit	1	1		946	946	947	0.0	0.0	0.000	A
	B	Entry	1	1	C	100	100	101	0.3	0.3	9.649	A
				2	A	188	188	186	0.8	0.9	15.816	C
		Exit	1	1	(A, C)	288	288	287	0.7	0.7	8.905	A
				1		322	321	324	0.1	0.1	0.862	A
	C	Entry	1	1	A	758	758	761	0.0	0.0	0.000	A
				2	B	72	71	73	0.3	0.3	12.575	B
		Exit	1	1	(A, B)	830	830	834	0.0	0.0	0.018	A
				1		725	725	724	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	176	176	172	0.7	0.7	13.788	B
		Exit	1	1		124	124	124	0.0	0.0	0.000	A
	B	Entry	1	1	C	141	141	143	0.7	0.7	18.355	C
				2	A	6	6	5	0.0	0.0	12.492	B
		Exit	1	1	(A, C)	155	147	148	4.1	6.0	124.012	F
				1		233	233	237	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	325	324	328	0.6	0.6	5.989	A
		Exit	1	1		289	289	287	0.6	0.6	7.029	A

**15:45 - 16:00**

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	712	714	713	0.2	0.0	0.264	A
		Exit	1	1		772	772	786	0.0	0.0	0.000	A
	B	Entry	1	1	C	91	91	95	0.3	0.2	8.858	A
				2	A	162	163	175	0.9	0.6	13.048	B
		Exit	1	1	(A, C)	253	253	269	0.7	0.4	6.082	A
				1		259	259	264	0.1	0.0	0.603	A
	C	Entry	1	1	A	609	609	612	0.0	0.0	0.000	A
				2	B	58	58	60	0.3	0.1	10.461	B
		Exit	1	1	(A, B)	667	667	671	0.0	0.0	0.010	A
				1		603	603	605	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	147	147	146	0.7	0.2	5.181	A
		Exit	1	1		98	98	101	0.0	0.0	0.000	A
	B	Entry	1	1	C	130	130	145	0.7	0.4	11.800	B
				2	A	4	4	5	0.0	0.0	12.540	B
		Exit	1	1	(A, C)	123	134	148	6.0	0.6	49.843	E
				1		194	194	195	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	262	262	267	0.6	0.4	5.546	A
		Exit	1	1		252	253	267	0.6	0.2	4.175	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	598	598	598	0.0	0.0	0.131	A
		Exit	1	1		645	645	651	0.0	0.0	0.000	A
	B	Entry	1	1	C	74	75	74	0.2	0.1	8.026	A
				2	A	133	132	135	0.6	0.4	11.082	B
		Exit	1	1	(A, C)	208	208	208	0.4	0.2	3.476	A
				1		220	220	222	0.0	0.0	0.466	A
	C	Entry	1	1	A	513	513	516	0.0	0.0	0.000	A
				2	B	47	47	48	0.1	0.1	8.992	A
		Exit	1	1	(A, B)	559	559	564	0.0	0.0	0.001	A
				1		499	499	499	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	120	120	120	0.2	0.0	1.323	A
		Exit	1	1		86	86	86	0.0	0.0	0.000	A
	B	Entry	1	1	C	105	105	105	0.4	0.2	7.465	A
				2	A	4	4	4	0.0	0.0	11.938	B
		Exit	1	1	(A, C)	109	109	109	0.6	0.1	4.309	A
				1		157	157	161	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	222	221	223	0.4	0.3	5.216	A
		Exit	1	1		207	207	207	0.2	0.1	1.750	A