

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 4.4: Right from Thursby Road to Caldbeck Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1000 - 1015	0	0	0	0	1	0	0	0	1	1.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1100 - 1115	0	0	1	0	1	0	0	0	2	2.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
1200 - 1215	0	0	0	0	2	0	0	0	2	2.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	19	0	5	0	0	0	24	24.00
Session Average	0.00	0.00	0.40	0.00	0.10	0.00	0.00	0.00	0.50	0.50

617-18 Bromborough
Classified Junction Count

Site 4 of 6
Caldbeck Road (East)
Thursby Road
Caldbeck Road (West)

Lat/Long
lat 53.337553° lon -2.976757°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 4.5: Eastbound from Caldbeck Road (West) to Caldbeck Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	7	1	0	0	18	18.50
0715 - 0730	0	1	19	0	5	0	0	0	25	24.40
0730 - 0745	0	0	34	0	5	2	0	2	43	46.00
0745 - 0800	1	0	74	0	10	0	0	1	86	86.20
Hourly Total	1	1	137	0	27	3	0	3	172	175.10
Hourly Average	0.25	0.25	34.25	0.00	6.75	0.75	0.00	0.75	43.00	43.78
0800 - 0815	1	0	38	0	5	4	0	2	50	53.20
0815 - 0830	1	0	63	0	9	2	2	1	78	81.80
0830 - 0845	1	0	53	0	5	1	0	2	62	63.70
0845 - 0900	0	1	60	0	5	1	1	1	69	71.20
Hourly Total	3	1	214	0	24	8	3	6	259	269.90
Hourly Average	0.75	0.25	53.50	0.00	6.00	2.00	0.75	1.50	64.75	67.48
0900 - 0915	0	0	57	0	5	0	0	1	63	64.00
0915 - 0930	0	0	50	0	5	1	1	2	59	62.80
0930 - 0945	0	0	29	0	8	0	1	2	40	43.30
0945 - 1000	0	1	50	0	9	3	0	1	64	65.90
Hourly Total	0	1	186	0	27	4	2	6	226	236.00
Hourly Average	0.00	0.25	46.50	0.00	6.75	1.00	0.50	1.50	56.50	59.00
1000 - 1015	1	0	34	0	6	1	0	2	44	45.70
1015 - 1030	0	0	24	0	7	2	1	1	35	38.30
1030 - 1045	0	1	31	0	6	3	0	2	43	45.90
1045 - 1100	0	0	32	0	5	1	0	1	39	40.50
Hourly Total	1	1	121	0	24	7	1	6	161	170.40
Hourly Average	0.25	0.25	30.25	0.00	6.00	1.75	0.25	1.50	40.25	42.60
1100 - 1115	0	0	32	0	7	1	1	1	42	44.80
1115 - 1130	0	1	32	0	9	2	1	2	47	50.70
1130 - 1145	0	0	21	0	3	1	0	0	25	25.50
1145 - 1200	1	0	20	0	4	2	1	3	31	35.50
Hourly Total	1	1	105	0	23	6	3	6	145	156.50
Hourly Average	0.25	0.25	26.25	0.00	5.75	1.50	0.75	1.50	36.25	39.13
1200 - 1215	0	0	31	0	5	4	0	1	41	44.00
1215 - 1230	0	1	40	0	1	4	1	1	48	51.70
1230 - 1245	0	0	45	0	7	1	0	2	55	57.50
1245 - 1300	0	0	37	0	2	1	0	2	42	44.50
Hourly Total	0	1	153	0	15	10	1	6	186	197.70
Hourly Average	0.00	0.25	38.25	0.00	3.75	2.50	0.25	1.50	46.50	49.43
1300 - 1315	0	0	30	0	6	1	0	2	39	41.50
1315 - 1330	0	0	34	1	3	1	1	1	41	43.80
1330 - 1345	0	0	39	0	9	0	0	1	49	50.00
1345 - 1400	0	0	55	0	6	2	0	2	65	68.00
Hourly Total	0	0	158	1	24	4	1	6	194	203.30
Hourly Average	0.00	0.00	39.50	0.25	6.00	1.00	0.25	1.50	48.50	50.83
1400 - 1415	0	0	37	0	4	0	0	1	42	43.00
1415 - 1430	0	0	40	0	2	0	0	2	44	46.00
1430 - 1445	0	0	44	0	11	0	0	2	57	59.00
1445 - 1500	0	0	33	0	3	2	1	1	40	43.30
Hourly Total	0	0	154	0	20	2	1	6	183	191.30
Hourly Average	0.00	0.00	38.50	0.00	5.00	0.50	0.25	1.50	45.75	47.83
1500 - 1515	1	0	31	1	6	0	0	2	41	42.20
1515 - 1530	0	0	34	1	7	0	0	1	43	44.00
1530 - 1545	0	0	29	0	4	0	2	1	36	39.60
1545 - 1600	0	0	37	0	7	0	0	2	46	48.00
Hourly Total	1	0	131	2	24	0	2	6	166	173.80
Hourly Average	0.25	0.00	32.75	0.50	6.00	0.00	0.50	1.50	41.50	43.45
1600 - 1615	0	0	49	0	2	0	0	1	52	53.00
1615 - 1630	0	1	38	0	4	1	0	2	46	47.90
1630 - 1645	0	0	36	1	5	0	0	2	44	46.00
1645 - 1700	0	0	45	0	2	1	0	1	49	50.50
Hourly Total	0	1	168	1	13	2	0	6	191	197.40
Hourly Average	0.00	0.25	42.00	0.25	3.25	0.50	0.00	1.50	47.75	49.35
1700 - 1715	0	0	43	0	3	0	0	1	47	48.00
1715 - 1730	1	0	47	0	0	0	0	3	51	53.20
1730 - 1745	0	0	48	0	5	0	1	2	56	59.30
1745 - 1800	0	0	39	0	2	0	0	1	42	43.00
Hourly Total	1	0	177	0	10	0	1	7	196	203.50
Hourly Average	0.25	0.00	44.25	0.00	2.50	0.00	0.25	1.75	49.00	50.88
1800 - 1815	0	0	44	0	1	0	0	2	47	49.00
1815 - 1830	0	1	49	1	1	0	0	1	53	53.40
1830 - 1845	0	0	40	0	2	1	0	2	45	47.50
1845 - 1900	0	0	42	0	0	0	0	2	44	46.00
Hourly Total	0	1	175	1	4	1	0	7	189	195.90
Hourly Average	0.00	0.25	43.75	0.25	1.00	0.25	0.00	1.75	47.25	48.98
Session Total	8	8	1879	5	235	47	15	71	2268	2370.80
Session Average	0.17	0.17	39.15	0.10	4.90	0.98	0.31	1.48	47.25	49.39

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 4.5: Eastbound from Caldbeck Road (West) to Caldbeck Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	3	0	2	1	0	0	7	6.70
0715 - 0730	0	0	2	0	0	0	0	1	3	4.00
0730 - 0745	0	0	11	0	1	0	0	0	12	12.00
0745 - 0800	0	0	34	0	1	0	0	1	36	37.00
Hourly Total	1	0	50	0	4	1	0	2	58	59.70
Hourly Average	0.25	0.00	12.50	0.00	1.00	0.25	0.00	0.50	14.50	14.93
0800 - 0815	0	0	19	0	0	0	1	0	20	21.30
0815 - 0830	0	0	23	0	2	0	0	1	26	27.00
0830 - 0845	0	0	21	0	1	0	1	2	25	28.30
0845 - 0900	0	1	32	0	5	0	0	1	39	39.40
Hourly Total	0	1	95	0	8	0	2	4	110	116.00
Hourly Average	0.00	0.25	23.75	0.00	2.00	0.00	0.50	1.00	27.50	29.00
0900 - 0915	0	0	42	0	0	0	0	1	43	44.00
0915 - 0930	0	0	37	0	0	0	1	1	39	41.30
0930 - 0945	0	0	44	0	2	0	0	1	47	48.00
0945 - 1000	0	0	61	0	3	0	0	1	65	66.00
Hourly Total	0	0	184	0	5	0	1	4	194	199.30
Hourly Average	0.00	0.00	46.00	0.00	1.25	0.00	0.25	1.00	48.50	49.83
1000 - 1015	0	0	46	0	0	1	1	1	49	51.80
1015 - 1030	0	0	36	0	3	0	0	1	40	41.00
1030 - 1045	0	1	40	0	1	1	0	1	44	44.90
1045 - 1100	0	0	54	1	3	1	0	0	59	59.50
Hourly Total	0	1	176	1	7	3	1	3	192	197.20
Hourly Average	0.00	0.25	44.00	0.25	1.75	0.75	0.25	0.75	48.00	49.30
1100 - 1115	0	0	32	0	6	0	1	2	41	44.30
1115 - 1130	0	0	45	0	0	0	0	0	45	45.00
1130 - 1145	1	0	38	1	6	0	1	1	48	49.50
1145 - 1200	0	0	54	0	3	2	0	2	61	64.00
Hourly Total	1	0	169	1	15	2	2	5	195	202.80
Hourly Average	0.25	0.00	42.25	0.25	3.75	0.50	0.50	1.25	48.75	50.70
1200 - 1215	0	0	52	1	2	0	0	1	56	57.00
1215 - 1230	0	0	37	0	2	0	0	1	40	41.00
1230 - 1245	0	0	43	0	2	1	0	0	46	46.50
1245 - 1300	0	0	60	0	2	0	0	0	62	62.00
Hourly Total	0	0	192	1	8	1	0	2	204	206.50
Hourly Average	0.00	0.00	48.00	0.25	2.00	0.25	0.00	0.50	51.00	51.63
1300 - 1315	0	0	57	0	3	0	0	1	61	62.00
1315 - 1330	0	0	37	0	5	0	0	2	44	46.00
1330 - 1345	0	1	41	0	2	0	0	0	44	43.40
1345 - 1400	0	2	40	0	1	0	0	1	44	43.80
Hourly Total	0	3	175	0	11	0	0	4	193	195.20
Hourly Average	0.00	0.75	43.75	0.00	2.75	0.00	0.00	1.00	48.25	48.80
1400 - 1415	1	1	41	0	0	0	0	2	45	45.60
1415 - 1430	0	0	47	0	1	0	1	1	50	52.30
1430 - 1445	0	0	42	0	2	2	0	1	47	49.00
1445 - 1500	0	0	50	0	3	2	1	0	51	52.30
Hourly Total	1	1	180	0	3	2	2	4	193	199.20
Hourly Average	0.25	0.25	45.00	0.00	0.75	0.50	0.50	1.00	48.25	49.80
1500 - 1515	0	0	30	0	3	0	0	1	34	35.00
1515 - 1530	0	0	36	0	1	1	0	1	39	40.50
1530 - 1545	0	0	36	0	2	0	0	1	39	40.00
1545 - 1600	0	0	37	0	1	0	0	0	38	38.00
Hourly Total	0	0	139	0	7	1	0	3	150	153.50
Hourly Average	0.00	0.00	34.75	0.00	1.75	0.25	0.00	0.75	37.50	38.38
1600 - 1615	0	0	32	0	3	0	0	2	37	39.00
1615 - 1630	0	1	33	0	1	0	0	0	35	34.40
1630 - 1645	0	0	42	0	2	0	0	2	46	48.00
1645 - 1700	0	0	39	0	2	0	0	1	42	43.00
Hourly Total	0	1	146	0	8	0	0	5	160	164.40
Hourly Average	0.00	0.25	36.50	0.00	2.00	0.00	0.00	1.25	40.00	41.10
1700 - 1715	0	0	36	0	1	0	0	1	38	39.00
1715 - 1730	0	0	34	0	0	1	0	1	36	37.50
1730 - 1745	0	0	31	0	2	0	0	1	34	35.00
1745 - 1800	0	0	20	0	4	0	0	1	25	26.00
Hourly Total	0	0	121	0	7	1	0	4	133	137.50
Hourly Average	0.00	0.00	30.25	0.00	1.75	0.25	0.00	1.00	33.25	34.38
1800 - 1815	0	0	37	0	0	0	0	1	38	39.00
1815 - 1830	0	0	27	0	1	0	0	1	29	30.00
1830 - 1845	0	1	29	0	0	0	0	0	30	29.40
1845 - 1900	0	0	32	0	1	0	1	2	36	39.30
Hourly Total	0	1	125	0	2	0	1	4	133	137.70
Hourly Average	0.00	0.25	31.25	0.00	0.50	0.00	0.25	1.00	33.25	34.43
Session Total	3	8	1752	3	85	11	9	44	1915	1969.00
Session Average	0.06	0.17	36.50	0.06	1.77	0.23	0.19	0.92	39.90	41.02

617-18 Bromborough
Classified Junction Count

Site 4 of 6
Caldbeck Road (East)
Thursby Road
Caldbeck Road (West)

Lat/Long
lat 53.337553° lon -2.976757°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 4.6: Right from Caldbeck Road (West) to Thursby Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	10	0	3	0	0	0	13	13.00
0730 - 0745	0	0	18	0	5	0	0	0	23	23.00
0745 - 0800	0	0	21	0	7	0	1	0	29	30.30
Hourly Total	0	0	52	0	16	0	1	0	69	70.30
Hourly Average	0.00	0.00	13.00	0.00	4.00	0.00	0.25	0.00	17.25	17.58
0800 - 0815	0	0	17	1	10	1	0	0	29	29.50
0815 - 0830	0	0	35	0	2	1	0	0	38	38.50
0830 - 0845	1	0	29	0	7	1	1	0	39	40.00
0845 - 0900	0	0	27	0	4	0	1	0	32	33.30
Hourly Total	1	0	108	1	23	3	2	0	138	141.30
Hourly Average	0.25	0.00	27.00	0.25	5.75	0.75	0.50	0.00	34.50	35.33
0900 - 0915	0	0	8	0	4	0	1	0	13	14.30
0915 - 0930	0	0	7	0	1	0	0	0	8	8.00
0930 - 0945	0	0	6	0	3	0	0	0	9	9.00
0945 - 1000	0	0	6	0	4	1	0	0	11	11.50
Hourly Total	0	0	27	0	12	1	1	0	41	42.80
Hourly Average	0.00	0.00	6.75	0.00	3.00	0.25	0.25	0.00	10.25	10.70
1000 - 1015	0	0	5	0	5	2	0	0	12	13.00
1015 - 1030	0	0	5	0	3	1	0	0	9	9.50
1030 - 1045	0	0	12	0	4	2	0	0	18	19.00
1045 - 1100	0	0	4	0	3	1	0	0	8	8.50
Hourly Total	0	0	26	0	15	6	0	0	47	50.00
Hourly Average	0.00	0.00	6.50	0.00	3.75	1.50	0.00	0.00	11.75	12.50
1100 - 1115	0	0	1	0	5	2	0	0	8	9.00
1115 - 1130	0	0	5	0	3	2	0	0	10	11.00
1130 - 1145	0	0	5	0	3	0	0	0	8	8.00
1145 - 1200	0	0	8	0	1	2	0	0	11	12.00
Hourly Total	0	0	19	0	12	6	0	0	37	40.00
Hourly Average	0.00	0.00	4.75	0.00	3.00	1.50	0.00	0.00	9.25	10.00
1200 - 1215	0	0	8	0	4	0	0	0	12	12.00
1215 - 1230	0	0	5	0	7	1	0	0	13	13.50
1230 - 1245	0	0	3	0	1	0	1	0	5	6.30
1245 - 1300	0	0	7	0	1	1	0	0	9	9.50
Hourly Total	0	0	23	0	13	2	1	0	39	41.30
Hourly Average	0.00	0.00	5.75	0.00	3.25	0.50	0.25	0.00	9.75	10.33
1300 - 1315	0	0	10	0	1	2	0	0	13	14.00
1315 - 1330	1	0	5	0	4	0	1	0	11	11.50
1330 - 1345	0	0	6	0	2	2	0	0	10	11.00
1345 - 1400	0	0	10	0	4	0	0	0	14	14.00
Hourly Total	1	0	31	0	11	4	1	0	48	50.50
Hourly Average	0.25	0.00	7.75	0.00	2.75	1.00	0.25	0.00	12.00	12.63
1400 - 1415	0	0	6	0	7	0	0	0	13	13.00
1415 - 1430	0	0	4	0	1	1	1	0	7	8.80
1430 - 1445	0	0	6	0	5	1	0	0	12	12.50
1445 - 1500	0	0	3	0	1	2	0	0	6	7.00
Hourly Total	0	0	19	0	14	4	1	0	38	41.30
Hourly Average	0.00	0.00	4.75	0.00	3.50	1.00	0.25	0.00	9.50	10.33
1500 - 1515	0	0	5	0	7	1	0	0	13	13.50
1515 - 1530	0	0	0	0	2	0	0	0	2	2.00
1530 - 1545	0	0	5	0	2	1	1	0	9	10.80
1545 - 1600	0	0	3	0	2	2	0	0	7	8.00
Hourly Total	0	0	13	0	13	4	1	0	31	34.30
Hourly Average	0.00	0.00	3.25	0.00	3.25	1.00	0.25	0.00	7.75	8.58
1600 - 1615	0	0	4	0	3	0	0	0	7	7.00
1615 - 1630	0	0	4	0	3	0	0	0	7	7.00
1630 - 1645	0	0	6	0	2	0	0	0	8	8.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	14	0	8	0	0	0	22	22.00
Hourly Average	0.00	0.00	3.50	0.00	2.00	0.00	0.00	0.00	5.50	5.50
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	1	0	1	0	0	0	2	2.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	1	0	1	0	0	0	0	0	2	1.20
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	5	0	0	0	0	0	6	5.20
Hourly Average	0.25	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.50	1.30
Session Total	3	0	347	1	138	30	8	0	527	550.00
Session Average	0.06	0.00	7.23	0.02	2.88	0.63	0.17	0.00	10.98	11.46

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 4.6: Right from Caldbeck Road (West) to Thursby Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	5	0	3	1	0	0	9	9.50
Hourly Total	0	0	5	0	4	1	0	0	10	10.50
Hourly Average	0.00	0.00	1.25	0.00	1.00	0.25	0.00	0.00	2.50	2.63
0800 - 0815	0	0	2	0	3	0	0	0	5	5.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	4	0	3	0	0	0	7	7.00
0845 - 0900	0	0	2	0	2	1	0	0	5	5.50
Hourly Total	0	0	8	0	8	1	0	0	17	17.50
Hourly Average	0.00	0.00	2.00	0.00	2.00	0.25	0.00	0.00	4.25	4.38
0900 - 0915	0	0	5	0	2	0	0	0	7	7.00
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
0930 - 0945	0	0	5	0	1	0	0	0	6	6.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	11	0	5	0	0	0	16	16.00
Hourly Average	0.00	0.00	2.75	0.00	1.25	0.00	0.00	0.00	4.00	4.00
1000 - 1015	0	0	5	0	1	0	0	0	6	6.00
1015 - 1030	0	0	5	0	3	1	0	0	9	9.50
1030 - 1045	1	0	3	0	1	0	0	0	5	4.20
1045 - 1100	0	0	2	0	3	0	0	0	5	5.00
Hourly Total	1	0	15	0	8	1	0	0	25	24.70
Hourly Average	0.25	0.00	3.75	0.00	2.00	0.25	0.00	0.00	6.25	6.18
1100 - 1115	0	0	3	0	2	0	0	0	5	5.00
1115 - 1130	0	0	3	0	2	0	0	0	5	5.00
1130 - 1145	0	0	3	0	1	0	0	0	4	4.00
1145 - 1200	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	12	0	6	0	0	0	18	18.00
Hourly Average	0.00	0.00	3.00	0.00	1.50	0.00	0.00	0.00	4.50	4.50
1200 - 1215	0	0	6	0	1	0	0	0	7	7.00
1215 - 1230	0	0	2	0	2	0	0	0	4	4.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	9	0	4	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.25	0.00	1.00	0.00	0.00	0.00	3.25	3.25
1300 - 1315	0	0	3	0	1	0	0	0	4	4.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	4	0	0	0	0	0	4	4.00
1430 - 1445	0	0	2	0	1	0	0	0	3	3.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	1	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	3	0	1	0	0	0	4	4.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	2	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.00	2.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	2	0	0	0	2	2.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Session Total	1	0	87	0	42	3	0	0	133	133.70
Session Average	0.02	0.00	1.81	0.00	0.88	0.06	0.00	0.00	2.77	2.79

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.1: Left from Caldbeck Road (East) to Local Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	10	0	0	1	0	0	11	11.50
0730 - 0745	0	0	6	0	1	1	0	0	8	8.50
0745 - 0800	1	0	19	0	4	0	0	0	24	23.20
Hourly Total	1	0	37	0	6	2	0	0	46	46.20
Hourly Average	0.25	0.00	9.25	0.00	1.50	0.50	0.00	0.00	11.50	11.55
0800 - 0815	1	0	13	0	1	1	0	1	17	17.70
0815 - 0830	0	0	20	0	2	0	0	0	22	22.00
0830 - 0845	1	0	21	0	1	0	0	0	23	22.20
0845 - 0900	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	2	0	71	0	4	1	0	1	79	78.90
Hourly Average	0.50	0.00	17.75	0.00	1.00	0.25	0.00	0.25	19.75	19.73
0900 - 0915	0	0	9	0	2	1	0	0	12	12.50
0915 - 0930	0	0	14	0	2	0	0	1	17	18.00
0930 - 0945	0	0	12	0	1	0	0	0	13	13.00
0945 - 1000	0	0	12	0	4	0	0	0	16	16.00
Hourly Total	0	0	47	0	9	1	0	1	58	59.50
Hourly Average	0.00	0.00	11.75	0.00	2.25	0.25	0.00	0.25	14.50	14.88
1000 - 1015	0	0	14	0	2	0	0	0	16	16.00
1015 - 1030	0	0	8	0	2	1	0	1	12	13.50
1030 - 1045	0	0	8	0	4	0	0	0	12	12.00
1045 - 1100	0	0	12	0	1	1	0	0	14	14.50
Hourly Total	0	0	42	0	9	2	0	1	54	56.00
Hourly Average	0.00	0.00	10.50	0.00	2.25	0.50	0.00	0.25	13.50	14.00
1100 - 1115	0	0	7	0	2	0	0	1	10	11.00
1115 - 1130	0	0	18	0	1	1	0	0	20	20.50
1130 - 1145	0	0	18	0	2	1	0	0	21	21.50
1145 - 1200	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	0	56	0	7	2	0	1	66	68.00
Hourly Average	0.00	0.00	14.00	0.00	1.75	0.50	0.00	0.25	16.50	17.00
1200 - 1215	0	0	24	0	3	0	0	1	28	29.00
1215 - 1230	0	0	25	0	1	1	0	0	27	27.50
1230 - 1245	0	0	34	0	2	0	1	0	37	38.30
1245 - 1300	0	0	34	0	1	0	0	0	35	35.00
Hourly Total	0	0	117	0	7	1	1	1	127	129.80
Hourly Average	0.00	0.00	29.25	0.00	1.75	0.25	0.25	0.25	31.75	32.45
1300 - 1315	0	0	39	0	3	0	0	0	42	42.00
1315 - 1330	0	0	45	0	4	0	1	0	50	51.30
1330 - 1345	0	0	32	0	2	0	0	0	34	34.00
1345 - 1400	0	0	25	0	2	0	0	0	27	27.00
Hourly Total	0	0	141	0	11	0	1	0	153	154.30
Hourly Average	0.00	0.00	35.25	0.00	2.75	0.00	0.25	0.00	38.25	38.58
1400 - 1415	0	0	30	0	0	0	0	0	30	30.00
1415 - 1430	0	0	18	0	2	0	0	1	21	22.00
1430 - 1445	0	0	15	0	1	0	0	0	16	16.00
1445 - 1500	0	0	10	0	2	0	1	0	13	14.30
Hourly Total	0	0	73	0	5	0	1	1	80	82.30
Hourly Average	0.00	0.00	18.25	0.00	1.25	0.00	0.25	0.25	20.00	20.58
1500 - 1515	0	0	28	0	2	0	0	0	30	30.00
1515 - 1530	0	0	15	0	2	0	0	0	17	17.00
1530 - 1545	0	0	19	0	1	0	0	0	20	20.00
1545 - 1600	0	0	28	0	3	0	0	0	31	31.00
Hourly Total	0	0	90	0	8	0	0	0	98	98.00
Hourly Average	0.00	0.00	22.50	0.00	2.00	0.00	0.00	0.00	24.50	24.50
1600 - 1615	0	0	16	0	1	0	0	1	18	19.00
1615 - 1630	0	0	27	0	1	0	0	0	28	28.00
1630 - 1645	0	0	22	0	0	0	0	0	22	22.00
1645 - 1700	0	0	25	0	2	0	0	0	27	27.00
Hourly Total	0	0	90	0	4	0	0	1	95	96.00
Hourly Average	0.00	0.00	22.50	0.00	1.00	0.00	0.00	0.25	23.75	24.00
1700 - 1715	0	0	32	0	1	0	0	0	33	33.00
1715 - 1730	0	0	27	0	2	0	0	1	30	31.00
1730 - 1745	0	0	18	0	2	0	0	0	20	20.00
1745 - 1800	0	1	32	0	1	0	0	0	34	33.40
Hourly Total	0	1	109	0	6	0	0	1	117	117.40
Hourly Average	0.00	0.25	27.25	0.00	1.50	0.00	0.00	0.25	29.25	29.35
1800 - 1815	1	0	22	0	1	0	0	1	25	25.20
1815 - 1830	0	0	13	0	0	0	0	0	13	13.00
1830 - 1845	0	0	6	0	0	0	0	0	6	6.00
1845 - 1900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	1	0	48	0	1	0	0	1	51	51.20
Hourly Average	0.25	0.00	12.00	0.00	0.25	0.00	0.00	0.25	12.75	12.80
Session Total	4	1	921	0	77	9	3	9	1024	1037.60
Session Average	0.08	0.02	19.19	0.00	1.60	0.19	0.06	0.19	21.33	21.62

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 5.1: Left from Caldbeck Road (East) to Local Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	1	1	2.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	1	0	4	0	0	0	0	1	6	6.20
Hourly Average	0.25	0.00	1.00	0.00	0.00	0.00	0.00	0.25	1.50	1.55
0800 - 0815	0	0	2	0	0	0	0	1	3	4.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	4	0	1	0	0	0	5	5.00
0845 - 0900	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	14	0	3	0	0	1	18	19.00
Hourly Average	0.00	0.00	3.50	0.00	0.75	0.00	0.00	0.25	4.50	4.75
0900 - 0915	0	0	6	0	0	0	0	1	7	8.00
0915 - 0930	0	0	6	0	0	0	0	0	6	6.00
0930 - 0945	0	0	7	0	2	0	0	0	9	9.00
0945 - 1000	0	0	30	0	0	0	0	0	30	30.00
Hourly Total	0	0	49	0	2	0	0	1	52	53.00
Hourly Average	0.00	0.00	12.25	0.00	0.50	0.00	0.00	0.25	13.00	13.25
1000 - 1015	0	0	12	0	1	0	0	1	14	15.00
1015 - 1030	0	0	6	0	1	0	0	0	7	7.00
1030 - 1045	0	0	14	0	1	0	0	0	15	15.00
1045 - 1100	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	0	0	53	0	4	0	0	1	58	59.00
Hourly Average	0.00	0.00	13.25	0.00	1.00	0.00	0.00	0.25	14.50	14.75
1100 - 1115	0	0	12	0	2	0	0	1	15	16.00
1115 - 1130	0	0	12	0	1	1	0	0	14	14.50
1130 - 1145	0	0	9	0	1	0	0	0	10	10.00
1145 - 1200	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	43	0	4	1	0	1	49	50.50
Hourly Average	0.00	0.00	10.75	0.00	1.00	0.25	0.00	0.25	12.25	12.63
1200 - 1215	0	0	23	0	1	0	0	1	25	26.00
1215 - 1230	0	0	17	0	0	0	0	0	17	17.00
1230 - 1245	0	0	20	0	0	0	0	0	20	20.00
1245 - 1300	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	0	0	81	0	1	0	0	1	83	84.00
Hourly Average	0.00	0.00	20.25	0.00	0.25	0.00	0.00	0.25	20.75	21.00
1300 - 1315	1	0	17	0	2	0	0	1	21	21.20
1315 - 1330	0	0	27	0	1	0	0	0	28	28.00
1330 - 1345	0	0	17	0	0	0	0	0	17	17.00
1345 - 1400	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	1	0	79	0	4	0	0	1	85	85.20
Hourly Average	0.25	0.00	19.75	0.00	1.00	0.00	0.00	0.25	21.25	21.30
1400 - 1415	0	0	15	0	0	0	0	1	16	17.00
1415 - 1430	0	0	21	0	2	0	0	0	23	23.00
1430 - 1445	0	0	14	0	0	0	0	0	14	14.00
1445 - 1500	0	0	23	0	0	0	0	0	23	23.00
Hourly Total	0	0	73	0	2	0	0	1	76	77.00
Hourly Average	0.00	0.00	18.25	0.00	0.50	0.00	0.00	0.25	19.00	19.25
1500 - 1515	0	0	23	0	0	0	0	0	23	23.00
1515 - 1530	0	0	18	0	1	0	0	2	21	23.00
1530 - 1545	0	0	21	0	2	0	0	0	23	23.00
1545 - 1600	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	0	79	0	3	0	0	2	84	86.00
Hourly Average	0.00	0.00	19.75	0.00	0.75	0.00	0.00	0.50	21.00	21.50
1600 - 1615	0	0	8	0	0	0	0	1	9	10.00
1615 - 1630	0	0	20	0	1	0	0	0	21	21.00
1630 - 1645	0	0	15	0	1	0	0	0	16	16.00
1645 - 1700	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	57	0	3	0	0	1	61	62.00
Hourly Average	0.00	0.00	14.25	0.00	0.75	0.00	0.00	0.25	15.25	15.50
1700 - 1715	0	0	14	0	0	0	0	1	15	16.00
1715 - 1730	0	0	12	0	1	0	0	0	13	13.00
1730 - 1745	0	1	11	0	0	0	0	0	12	11.40
1745 - 1800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	1	43	0	1	0	0	1	46	46.40
Hourly Average	0.00	0.25	10.75	0.00	0.25	0.00	0.00	0.25	11.50	11.60
1800 - 1815	0	0	11	0	0	0	0	1	12	13.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	3	0	1	0	0	0	4	4.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	16	0	1	0	0	1	18	19.00
Hourly Average	0.00	0.00	4.00	0.00	0.25	0.00	0.00	0.25	4.50	4.75
Session Total	2	1	591	0	28	1	0	13	636	647.30
Session Average	0.04	0.02	12.31	0.00	0.58	0.02	0.00	0.27	13.25	13.49

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.2: Westbound from Caldbeck Road (East) to Caldbeck Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	2	0	0	0	2	2.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	1	0	0	1	1.50
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.00	0.75	0.88
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	2	0	0	0	2	2.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	0	4	1	0	0	7	7.50
Session Average	0.00	0.00	0.04	0.00	0.08	0.02	0.00	0.00	0.15	0.16

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.3: Right from Caldbeck Road (East) to Welton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	32	0	2	0	0	1	35	36.00
0715 - 0730	0	1	28	0	6	0	1	2	38	40.70
0730 - 0745	0	0	47	0	9	0	0	0	56	56.00
0745 - 0800	0	0	40	0	2	0	0	2	44	46.00
Hourly Total	0	1	147	0	19	0	1	5	173	178.70
Hourly Average	0.00	0.25	36.75	0.00	4.75	0.00	0.25	1.25	43.25	44.68
0800 - 0815	0	0	52	0	9	1	0	2	64	66.50
0815 - 0830	0	0	44	0	7	0	0	2	53	55.00
0830 - 0845	1	0	58	1	5	2	0	1	68	69.20
0845 - 0900	0	1	66	0	12	1	0	2	82	83.90
Hourly Total	1	1	220	1	33	4	0	7	267	274.60
Hourly Average	0.25	0.25	55.00	0.25	8.25	1.00	0.00	1.75	66.75	68.65
0900 - 0915	0	1	86	0	11	0	1	1	100	101.70
0915 - 0930	0	0	88	0	11	0	0	2	101	103.00
0930 - 0945	1	0	95	0	4	1	0	1	102	102.70
0945 - 1000	0	0	108	0	6	0	1	2	117	120.30
Hourly Total	1	1	377	0	32	1	2	6	420	427.70
Hourly Average	0.25	0.25	94.25	0.00	8.00	0.25	0.50	1.50	105.00	106.93
1000 - 1015	0	1	123	1	4	1	1	1	132	134.20
1015 - 1030	0	0	141	0	15	1	1	2	160	163.80
1030 - 1045	0	0	139	1	5	4	0	1	150	153.00
1045 - 1100	0	1	156	0	7	0	0	2	166	167.40
Hourly Total	0	2	559	2	31	6	2	6	608	618.40
Hourly Average	0.00	0.50	139.75	0.50	7.75	1.50	0.50	1.50	152.00	154.60
1100 - 1115	1	0	162	0	5	0	0	2	170	171.20
1115 - 1130	0	0	202	1	11	1	0	2	217	219.50
1130 - 1145	0	0	183	0	7	1	0	1	192	193.50
1145 - 1200	0	0	198	0	5	1	2	2	208	213.10
Hourly Total	1	0	745	1	28	3	2	7	787	797.30
Hourly Average	0.25	0.00	186.25	0.25	7.00	0.75	0.50	1.75	196.75	199.33
1200 - 1215	0	0	184	0	10	1	0	0	195	195.50
1215 - 1230	0	1	193	0	14	1	1	2	212	215.20
1230 - 1245	0	0	199	0	5	0	0	1	205	206.00
1245 - 1300	0	0	206	1	12	0	1	2	222	225.30
Hourly Total	0	1	782	1	41	2	2	5	834	842.00
Hourly Average	0.00	0.25	195.50	0.25	10.25	0.50	0.50	1.25	208.50	210.50
1300 - 1315	0	3	203	0	4	0	0	1	211	210.20
1315 - 1330	0	0	219	0	8	0	0	2	229	231.00
1330 - 1345	0	1	200	0	4	2	1	1	209	211.70
1345 - 1400	0	0	219	0	9	2	0	1	231	233.00
Hourly Total	0	4	841	0	25	4	1	5	880	885.90
Hourly Average	0.00	1.00	210.25	0.00	6.25	1.00	0.25	1.25	220.00	221.48
1400 - 1415	0	0	194	0	10	1	0	2	207	209.50
1415 - 1430	0	1	193	1	13	0	0	2	210	211.40
1430 - 1445	0	1	217	0	9	0	0	1	228	228.40
1445 - 1500	0	0	223	0	8	0	0	2	233	235.00
Hourly Total	0	2	827	1	40	1	0	7	878	884.30
Hourly Average	0.00	0.50	206.75	0.25	10.00	0.25	0.00	1.75	219.50	221.08
1500 - 1515	0	0	205	0	11	0	0	0	216	216.00
1515 - 1530	1	1	170	0	7	0	0	4	183	185.60
1530 - 1545	0	0	198	2	8	0	1	1	210	212.30
1545 - 1600	0	2	214	0	11	0	0	2	229	229.80
Hourly Total	1	3	787	2	37	0	1	7	838	843.70
Hourly Average	0.25	0.75	196.75	0.50	9.25	0.00	0.25	1.75	209.50	210.93
1600 - 1615	1	0	193	1	9	0	1	1	206	207.50
1615 - 1630	0	0	194	0	8	2	0	2	206	209.00
1630 - 1645	0	0	220	0	3	0	0	0	223	223.00
1645 - 1700	0	0	170	1	8	0	0	2	181	183.00
Hourly Total	1	0	777	2	28	2	1	5	816	822.50
Hourly Average	0.25	0.00	194.25	0.50	7.00	0.50	0.25	1.25	204.00	205.63
1700 - 1715	0	0	159	0	9	2	0	2	172	175.00
1715 - 1730	0	1	187	0	6	0	0	1	195	195.40
1730 - 1745	0	0	213	0	6	0	0	3	222	225.00
1745 - 1800	0	0	204	0	4	0	0	1	209	210.00
Hourly Total	0	1	763	0	25	2	0	7	798	805.40
Hourly Average	0.00	0.25	190.75	0.00	6.25	0.50	0.00	1.75	199.50	201.35
1800 - 1815	1	0	201	1	4	1	0	1	209	209.70
1815 - 1830	0	0	211	0	6	0	0	2	219	221.00
1830 - 1845	0	0	193	0	2	0	0	0	195	195.00
1845 - 1900	0	0	172	1	2	0	0	1	176	177.00
Hourly Total	1	0	777	2	14	1	0	4	799	802.70
Hourly Average	0.25	0.00	194.25	0.50	3.50	0.25	0.00	1.00	199.75	200.68
Session Total	6	16	7602	12	353	26	12	71	8098	8183.20
Session Average	0.13	0.33	158.38	0.25	7.35	0.54	0.25	1.48	168.71	170.48

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 5.3: Right from Caldbeck Road (East) to Welton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	15	0	4	0	0	0	19	19.00
0715 - 0730	0	0	19	0	3	1	0	1	24	25.50
0730 - 0745	1	0	14	0	4	0	0	0	19	18.20
0745 - 0800	1	0	29	0	9	0	0	1	40	40.20
Hourly Total	2	0	77	0	20	1	0	2	102	102.90
Hourly Average	0.50	0.00	19.25	0.00	5.00	0.25	0.00	0.50	25.50	25.73
0800 - 0815	0	0	27	0	5	0	0	1	33	34.00
0815 - 0830	0	0	45	0	3	2	0	1	51	53.00
0830 - 0845	0	0	44	0	1	0	0	1	46	47.00
0845 - 0900	0	0	61	0	8	0	0	1	70	71.00
Hourly Total	0	0	177	0	17	2	0	4	200	205.00
Hourly Average	0.00	0.00	44.25	0.00	4.25	0.50	0.00	1.00	50.00	51.25
0900 - 0915	0	0	75	0	5	0	0	1	81	82.00
0915 - 0930	0	2	100	0	4	1	0	1	108	108.30
0930 - 0945	0	0	115	0	4	1	0	1	121	122.50
0945 - 1000	0	0	137	0	2	0	1	1	141	143.30
Hourly Total	0	2	427	0	15	2	1	4	451	456.10
Hourly Average	0.00	0.50	106.75	0.00	3.75	0.50	0.25	1.00	112.75	114.03
1000 - 1015	0	0	143	0	5	0	0	1	149	150.00
1015 - 1030	0	0	176	0	8	1	0	1	186	187.50
1030 - 1045	0	0	170	0	6	0	0	1	177	178.00
1045 - 1100	1	0	165	0	8	1	0	1	176	176.70
Hourly Total	1	0	654	0	27	2	0	4	688	692.20
Hourly Average	0.25	0.00	163.50	0.00	6.75	0.50	0.00	1.00	172.00	173.05
1100 - 1115	1	0	188	0	3	1	0	1	194	194.70
1115 - 1130	0	0	213	0	4	0	0	1	218	219.00
1130 - 1145	0	0	204	1	2	0	0	1	208	209.00
1145 - 1200	0	1	218	0	7	0	0	1	227	227.40
Hourly Total	1	1	823	1	16	1	0	4	847	850.10
Hourly Average	0.25	0.25	205.75	0.25	4.00	0.25	0.00	1.00	211.75	212.53
1200 - 1215	0	0	210	0	8	0	0	1	220	222.30
1215 - 1230	0	1	253	0	3	0	0	1	258	258.40
1230 - 1245	0	0	210	0	8	0	0	0	218	218.00
1245 - 1300	0	0	263	0	4	0	0	2	269	271.00
Hourly Total	0	1	936	0	23	0	0	4	965	969.70
Hourly Average	0.00	0.25	234.00	0.00	5.75	0.00	0.25	1.00	241.25	242.43
1300 - 1315	0	0	244	0	6	0	0	1	251	252.00
1315 - 1330	0	0	266	0	7	0	0	0	273	273.00
1330 - 1345	0	0	235	0	7	0	0	2	244	246.00
1345 - 1400	0	0	226	0	6	0	0	1	233	234.00
Hourly Total	0	0	971	0	26	0	0	4	1001	1005.00
Hourly Average	0.00	0.00	242.75	0.00	6.50	0.00	0.00	1.00	250.25	251.25
1400 - 1415	0	0	241	0	8	0	0	1	250	251.00
1415 - 1430	0	0	265	0	5	0	1	0	271	272.30
1430 - 1445	0	0	241	0	8	0	0	1	250	251.00
1445 - 1500	1	1	233	0	5	0	0	1	241	240.60
Hourly Total	1	1	980	0	26	0	1	3	1012	1014.90
Hourly Average	0.25	0.25	245.00	0.00	6.50	0.00	0.25	0.75	253.00	253.73
1500 - 1515	0	1	236	0	1	0	0	2	240	241.40
1515 - 1530	0	0	263	0	1	0	0	1	265	266.00
1530 - 1545	0	1	267	0	3	0	0	1	272	272.40
1545 - 1600	0	0	258	1	1	1	0	0	261	261.50
Hourly Total	0	2	1024	1	6	1	0	4	1038	1041.30
Hourly Average	0.00	0.50	256.00	0.25	1.50	0.25	0.00	1.00	259.50	260.33
1600 - 1615	0	0	225	1	2	0	0	2	230	232.00
1615 - 1630	0	0	262	0	7	0	0	1	270	271.00
1630 - 1645	0	0	237	1	6	0	0	1	245	246.00
1645 - 1700	0	0	254	0	2	0	0	0	256	256.00
Hourly Total	0	0	978	2	17	0	0	4	1001	1005.00
Hourly Average	0.00	0.00	244.50	0.50	4.25	0.00	0.00	1.00	250.25	251.25
1700 - 1715	0	0	259	0	3	0	0	2	264	266.00
1715 - 1730	1	0	233	0	2	1	0	1	238	238.70
1730 - 1745	0	0	243	0	3	0	0	1	247	248.00
1745 - 1800	0	0	230	0	3	0	0	1	234	235.00
Hourly Total	1	0	965	0	11	1	0	5	983	987.70
Hourly Average	0.25	0.00	241.25	0.00	2.75	0.25	0.00	1.25	245.75	246.93
1800 - 1815	0	1	212	0	7	0	0	1	221	221.40
1815 - 1830	0	1	189	0	9	0	0	1	200	200.40
1830 - 1845	1	1	179	0	9	0	1	1	192	192.90
1845 - 1900	0	0	119	0	4	0	0	1	124	125.00
Hourly Total	1	3	699	0	29	0	1	4	737	739.70
Hourly Average	0.25	0.75	174.75	0.00	7.25	0.00	0.25	1.00	184.25	184.93
Session Total	7	10	8711	4	233	10	4	46	9025	9069.60
Session Average	0.15	0.21	181.48	0.08	4.85	0.21	0.08	0.96	188.02	188.95

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.4: Left from Local Access to Caldbeck Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	1	1	0	0	3	3.50
Hourly Total	0	0	3	0	2	1	0	0	6	6.50
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.25	0.00	0.00	1.50	1.63
1000 - 1015	0	0	1	0	1	0	0	0	2	2.00
1015 - 1030	0	0	1	0	1	1	1	0	4	5.80
1030 - 1045	0	0	2	0	0	1	0	0	3	3.50
1045 - 1100	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	4	0	3	2	1	0	10	12.30
Hourly Average	0.00	0.00	1.00	0.00	0.75	0.50	0.25	0.00	2.50	3.08
1100 - 1115	0	0	1	0	1	0	0	0	2	2.00
1115 - 1130	0	0	1	0	1	0	0	0	2	2.00
1130 - 1145	0	0	0	0	1	0	0	0	1	1.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	3	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.00	1.25	1.25
1200 - 1215	0	0	0	0	1	0	0	0	1	1.00
1215 - 1230	0	0	1	0	1	0	0	0	2	2.00
1230 - 1245	0	0	2	0	0	0	0	0	2	2.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	2	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.25	1.25
1300 - 1315	0	0	0	0	1	0	0	0	1	1.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	3	0	1	1	0	0	5	5.50
1345 - 1400	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	5	0	3	1	0	0	9	9.50
Hourly Average	0.00	0.00	1.25	0.00	0.75	0.25	0.00	0.00	2.25	2.38
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	23	0	13	4	1	0	41	44.30
Session Average	0.00	0.00	0.48	0.00	0.27	0.08	0.02	0.00	0.85	0.92

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.5: Northbound from Local Access to Welton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	3	2	0	0	11	12.00
0715 - 0730	0	0	5	0	1	2	0	0	8	9.00
0730 - 0745	0	0	5	0	2	1	0	0	8	8.50
0745 - 0800	0	0	15	0	3	0	0	0	18	18.00
Hourly Total	0	0	31	0	9	5	0	0	45	47.50
Hourly Average	0.00	0.00	7.75	0.00	2.25	1.25	0.00	0.00	11.25	11.88
0800 - 0815	0	0	11	0	5	1	0	0	17	17.50
0815 - 0830	0	0	10	0	4	1	0	0	15	15.50
0830 - 0845	0	0	16	0	7	1	0	0	24	24.50
0845 - 0900	0	0	13	0	7	2	0	0	22	23.00
Hourly Total	0	0	50	0	23	5	0	0	78	80.50
Hourly Average	0.00	0.00	12.50	0.00	5.75	1.25	0.00	0.00	19.50	20.13
0900 - 0915	0	0	16	0	11	2	1	0	30	32.30
0915 - 0930	0	0	20	0	6	2	0	0	28	29.00
0930 - 0945	0	0	11	0	9	1	1	0	22	23.80
0945 - 1000	0	0	12	0	6	1	1	0	20	21.80
Hourly Total	0	0	59	0	32	6	3	0	100	106.90
Hourly Average	0.00	0.00	14.75	0.00	8.00	1.50	0.75	0.00	25.00	26.73
1000 - 1015	0	0	15	0	14	0	0	0	29	29.00
1015 - 1030	0	0	19	0	6	5	0	0	30	32.50
1030 - 1045	0	0	28	0	18	1	0	0	47	47.50
1045 - 1100	0	0	31	0	6	2	0	0	39	40.00
Hourly Total	0	0	93	0	44	8	0	0	145	149.00
Hourly Average	0.00	0.00	23.25	0.00	11.00	2.00	0.00	0.00	36.25	37.25
1100 - 1115	0	0	16	0	7	4	0	0	27	29.00
1115 - 1130	0	0	23	0	2	1	2	0	28	31.10
1130 - 1145	0	0	34	0	5	1	0	0	40	40.50
1145 - 1200	0	0	24	0	7	1	0	0	32	32.50
Hourly Total	0	0	97	0	21	7	2	0	127	133.10
Hourly Average	0.00	0.00	24.25	0.00	5.25	1.75	0.50	0.00	31.75	33.28
1200 - 1215	0	0	46	0	4	2	2	0	54	57.60
1215 - 1230	0	0	38	0	6	0	0	0	44	44.00
1230 - 1245	1	0	37	0	4	3	0	0	45	45.70
1245 - 1300	0	2	43	0	5	1	0	0	51	50.30
Hourly Total	1	2	164	0	19	6	2	0	194	197.60
Hourly Average	0.25	0.50	41.00	0.00	4.75	1.50	0.50	0.00	48.50	49.40
1300 - 1315	0	1	53	0	2	0	0	0	56	55.40
1315 - 1330	0	0	30	0	5	0	0	0	35	35.00
1330 - 1345	0	0	39	0	4	1	0	0	44	44.50
1345 - 1400	0	0	23	1	6	1	1	0	32	33.80
Hourly Total	0	1	145	1	17	2	1	0	167	168.70
Hourly Average	0.00	0.25	36.25	0.25	4.25	0.50	0.25	0.00	41.75	42.18
1400 - 1415	0	0	44	0	7	1	0	0	52	52.50
1415 - 1430	0	1	27	0	3	0	1	0	32	32.70
1430 - 1445	0	0	26	0	5	1	0	0	32	32.50
1445 - 1500	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	1	114	0	17	2	1	0	135	136.70
Hourly Average	0.00	0.25	28.50	0.00	4.25	0.50	0.25	0.00	33.75	34.18
1500 - 1515	0	0	40	0	5	2	0	0	47	48.00
1515 - 1530	0	0	35	0	3	1	0	0	39	39.50
1530 - 1545	0	0	25	0	5	0	0	0	30	30.00
1545 - 1600	0	0	28	0	4	1	0	0	33	33.50
Hourly Total	0	0	128	0	17	4	0	0	149	151.00
Hourly Average	0.00	0.00	32.00	0.00	4.25	1.00	0.00	0.00	37.25	37.75
1600 - 1615	1	0	31	0	2	0	2	0	36	37.80
1615 - 1630	0	0	26	0	5	0	0	0	31	31.00
1630 - 1645	0	0	32	0	7	1	0	0	40	40.50
1645 - 1700	1	0	34	0	1	0	0	0	36	35.20
Hourly Total	2	0	123	0	15	1	2	0	143	144.50
Hourly Average	0.50	0.00	30.75	0.00	3.75	0.25	0.50	0.00	35.75	36.13
1700 - 1715	0	0	51	0	2	0	0	0	53	53.00
1715 - 1730	1	0	21	0	0	0	0	0	22	21.20
1730 - 1745	0	0	27	0	0	0	0	0	27	27.00
1745 - 1800	0	0	22	0	3	0	0	0	25	25.00
Hourly Total	1	0	121	0	5	0	0	0	127	126.20
Hourly Average	0.25	0.00	30.25	0.00	1.25	0.00	0.00	0.00	31.75	31.55
1800 - 1815	0	0	18	0	1	0	0	0	19	19.00
1815 - 1830	0	0	23	0	1	0	0	0	24	24.00
1830 - 1845	0	0	24	0	1	0	0	0	25	25.00
1845 - 1900	1	0	18	0	1	0	0	0	20	19.20
Hourly Total	1	0	83	0	4	0	0	0	88	87.20
Hourly Average	0.25	0.00	20.75	0.00	1.00	0.00	0.00	0.00	22.00	21.80
Session Total	5	4	1208	1	223	46	11	0	1498	1528.90
Session Average	0.10	0.08	25.17	0.02	4.65	0.96	0.23	0.00	31.21	31.85

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 5.5: Northbound from Local Access to Welton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	1	0	0	0	7	7.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	5	0	0	0	0	0	5	5.00
0745 - 0800	0	0	3	0	0	1	0	0	4	4.50
Hourly Total	0	0	14	0	1	1	0	0	16	16.50
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.25	0.00	0.00	4.00	4.13
0800 - 0815	0	0	4	0	2	0	0	0	6	6.00
0815 - 0830	0	0	4	0	4	0	0	0	8	8.00
0830 - 0845	0	0	8	0	1	0	0	0	9	9.00
0845 - 0900	1	0	6	0	2	1	0	0	10	9.70
Hourly Total	1	0	22	0	9	1	0	0	33	32.70
Hourly Average	0.25	0.00	5.50	0.00	2.25	0.25	0.00	0.00	8.25	8.18
0900 - 0915	0	0	23	0	3	0	0	0	26	26.00
0915 - 0930	0	0	15	0	2	0	0	0	17	17.00
0930 - 0945	0	0	15	0	3	0	0	0	18	18.00
0945 - 1000	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	0	66	0	10	0	0	0	76	76.00
Hourly Average	0.00	0.00	16.50	0.00	2.50	0.00	0.00	0.00	19.00	19.00
1000 - 1015	0	0	48	0	3	0	0	0	51	51.00
1015 - 1030	0	0	19	0	1	0	0	0	20	20.00
1030 - 1045	0	0	18	0	3	0	0	0	21	21.00
1045 - 1100	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	0	103	0	8	0	0	0	111	111.00
Hourly Average	0.00	0.00	25.75	0.00	2.00	0.00	0.00	0.00	27.75	27.75
1100 - 1115	0	0	40	0	0	0	0	0	40	40.00
1115 - 1130	0	0	16	0	4	0	0	0	20	20.00
1130 - 1145	0	0	15	0	5	0	0	0	20	20.00
1145 - 1200	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	0	0	92	0	9	0	0	0	101	101.00
Hourly Average	0.00	0.00	23.00	0.00	2.25	0.00	0.00	0.00	25.25	25.25
1200 - 1215	0	0	29	0	2	1	0	0	32	32.50
1215 - 1230	0	0	19	0	1	1	0	0	21	21.50
1230 - 1245	0	0	18	1	2	0	0	0	21	21.00
1245 - 1300	0	0	31	0	1	0	0	0	32	32.00
Hourly Total	0	0	97	1	6	2	0	0	106	107.00
Hourly Average	0.00	0.00	24.25	0.25	1.50	0.50	0.00	0.00	26.50	26.75
1300 - 1315	0	0	27	0	0	0	0	0	27	27.00
1315 - 1330	0	0	27	0	3	0	0	0	30	30.00
1330 - 1345	0	0	24	0	1	0	0	0	25	25.00
1345 - 1400	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	0	0	99	0	4	0	0	0	103	103.00
Hourly Average	0.00	0.00	24.75	0.00	1.00	0.00	0.00	0.00	25.75	25.75
1400 - 1415	0	0	20	1	0	0	0	0	21	21.00
1415 - 1430	0	0	14	0	3	0	0	0	17	17.00
1430 - 1445	0	0	20	0	0	0	0	0	20	20.00
1445 - 1500	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	74	1	4	0	0	0	79	79.00
Hourly Average	0.00	0.00	18.50	0.25	1.00	0.00	0.00	0.00	19.75	19.75
1500 - 1515	0	0	25	0	2	0	0	0	27	27.00
1515 - 1530	0	0	17	0	2	0	0	0	19	19.00
1530 - 1545	0	1	20	0	0	0	0	0	21	20.40
1545 - 1600	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	1	72	0	6	0	0	0	79	78.40
Hourly Average	0.00	0.25	18.00	0.00	1.50	0.00	0.00	0.00	19.75	19.60
1600 - 1615	0	0	15	0	1	0	0	0	16	16.00
1615 - 1630	0	0	10	0	0	0	0	0	10	10.00
1630 - 1645	0	0	17	0	0	0	0	0	17	17.00
1645 - 1700	0	0	12	0	0	0	1	0	13	14.30
Hourly Total	0	0	54	0	1	0	1	0	56	57.30
Hourly Average	0.00	0.00	13.50	0.00	0.25	0.00	0.25	0.00	14.00	14.33
1700 - 1715	0	0	20	0	1	0	0	0	21	21.00
1715 - 1730	0	0	13	0	0	0	0	0	13	13.00
1730 - 1745	0	0	10	0	1	1	0	0	12	12.50
1745 - 1800	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	51	0	2	1	0	0	54	54.50
Hourly Average	0.00	0.00	12.75	0.00	0.50	0.25	0.00	0.00	13.50	13.63
1800 - 1815	0	0	12	0	0	0	0	0	12	12.00
1815 - 1830	1	1	20	0	1	0	0	0	23	21.60
1830 - 1845	0	0	13	0	0	0	0	0	13	13.00
1845 - 1900	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	1	1	55	0	1	0	0	0	58	56.60
Hourly Average	0.25	0.25	13.75	0.00	0.25	0.00	0.00	0.00	14.50	14.15
Session Total	2	2	799	2	61	5	1	0	872	873.00
Session Average	0.04	0.04	16.65	0.04	1.27	0.10	0.02	0.00	18.17	18.19

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.6: Right from Local Access to Caldbeck Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	3	0	1	0	0	1	5	6.00
Hourly Total	0	0	3	0	1	0	0	1	5	6.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.25	1.25	1.50
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	2	0	1	0	0	0	3	3.00
0830 - 0845	0	0	0	0	0	0	0	1	1	2.00
0845 - 0900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	9	0	2	0	0	1	12	13.00
Hourly Average	0.00	0.00	2.25	0.00	0.50	0.00	0.00	0.25	3.00	3.25
0900 - 0915	0	1	3	0	1	0	0	0	5	4.40
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	1	0	0	0	0	1	2	3.00
0945 - 1000	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	1	7	0	4	0	0	1	13	13.40
Hourly Average	0.00	0.25	1.75	0.00	1.00	0.00	0.00	0.25	3.25	3.35
1000 - 1015	0	0	5	0	0	0	0	1	6	7.00
1015 - 1030	0	0	5	0	1	0	0	0	6	6.00
1030 - 1045	0	0	7	0	0	0	0	0	7	7.00
1045 - 1100	0	0	1	0	0	0	0	1	2	3.00
Hourly Total	0	0	18	0	1	0	0	2	21	23.00
Hourly Average	0.00	0.00	4.50	0.00	0.25	0.00	0.00	0.50	5.25	5.75
1100 - 1115	0	0	4	0	1	1	0	1	7	8.50
1115 - 1130	0	0	4	0	0	0	0	0	4	4.00
1130 - 1145	0	0	3	0	0	0	0	1	4	5.00
1145 - 1200	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	14	0	2	1	0	2	19	21.50
Hourly Average	0.00	0.00	3.50	0.00	0.50	0.25	0.00	0.50	4.75	5.38
1200 - 1215	0	0	13	0	0	1	0	1	15	16.50
1215 - 1230	0	0	5	0	1	0	0	0	6	6.00
1230 - 1245	0	0	5	0	0	0	1	1	7	9.30
1245 - 1300	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	26	0	2	1	1	2	32	35.80
Hourly Average	0.00	0.00	6.50	0.00	0.50	0.25	0.25	0.50	8.00	8.95
1300 - 1315	0	0	13	0	0	0	0	1	14	15.00
1315 - 1330	0	0	6	0	1	0	0	0	7	7.00
1330 - 1345	0	0	8	0	0	0	0	1	9	10.00
1345 - 1400	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	31	0	1	0	0	2	34	36.00
Hourly Average	0.00	0.00	7.75	0.00	0.25	0.00	0.00	0.50	8.50	9.00
1400 - 1415	0	0	3	0	0	0	0	1	4	5.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	5	0	1	0	0	0	6	6.00
1445 - 1500	0	0	2	0	1	0	0	1	4	5.00
Hourly Total	0	0	11	0	2	0	0	2	15	17.00
Hourly Average	0.00	0.00	2.75	0.00	0.50	0.00	0.00	0.50	3.75	4.25
1500 - 1515	0	0	1	0	0	0	0	1	2	3.00
1515 - 1530	0	0	3	0	2	0	0	0	5	5.00
1530 - 1545	0	0	1	0	0	0	0	1	2	3.00
1545 - 1600	0	0	2	0	3	0	0	0	5	5.00
Hourly Total	0	0	7	0	5	0	0	2	14	16.00
Hourly Average	0.00	0.00	1.75	0.00	1.25	0.00	0.00	0.50	3.50	4.00
1600 - 1615	0	0	6	0	2	0	0	0	8	8.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	3	0	0	0	0	1	4	5.00
Hourly Total	0	0	13	0	2	0	0	1	16	17.00
Hourly Average	0.00	0.00	3.25	0.00	0.50	0.00	0.00	0.25	4.00	4.25
1700 - 1715	1	0	5	0	0	0	0	1	7	7.20
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	0	0	0	0	0	1	1	2.00
Hourly Total	1	0	10	0	0	0	0	2	13	14.20
Hourly Average	0.25	0.00	2.50	0.00	0.00	0.00	0.00	0.50	3.25	3.55
1800 - 1815	1	0	2	0	0	0	0	0	3	2.20
1815 - 1830	0	0	2	0	0	0	0	1	3	4.00
1830 - 1845	0	0	3	0	1	0	0	1	5	6.00
1845 - 1900	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	1	0	11	0	2	0	0	2	16	17.20
Hourly Average	0.25	0.00	2.75	0.00	0.50	0.00	0.00	0.50	4.00	4.30
Session Total	2	1	160	0	24	2	1	20	210	230.10
Session Average	0.04	0.02	3.33	0.00	0.50	0.04	0.02	0.42	4.38	4.79

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 5.6: Right from Local Access to Calbeck Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	1	1	2.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	1	1	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.50
0800 - 0815	0	0	0	0	0	0	0	1	1	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	1	4	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.25	1.00	1.25
0900 - 0915	0	0	2	0	0	0	0	1	3	4.00
0915 - 0930	0	0	3	0	1	0	0	0	4	4.00
0930 - 0945	0	0	1	0	0	0	0	1	2	3.00
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	10	0	1	0	0	2	13	15.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.50	3.25	3.75
1000 - 1015	0	0	5	0	0	0	0	1	6	7.00
1015 - 1030	0	0	2	0	0	0	0	0	2	2.00
1030 - 1045	0	0	1	0	0	0	0	1	2	3.00
1045 - 1100	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	10	0	0	0	0	2	12	14.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.50	3.00	3.50
1100 - 1115	0	0	5	0	1	0	0	1	7	8.00
1115 - 1130	1	0	3	0	0	1	0	0	5	4.70
1130 - 1145	0	0	4	0	0	0	0	1	5	6.00
1145 - 1200	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	1	0	18	0	1	1	0	2	23	24.70
Hourly Average	0.25	0.00	4.50	0.00	0.25	0.25	0.00	0.50	5.75	6.18
1200 - 1215	0	0	4	0	0	0	0	1	5	6.00
1215 - 1230	0	0	5	0	0	0	0	0	5	5.00
1230 - 1245	0	0	2	0	0	0	0	0	2	2.00
1245 - 1300	0	0	6	0	0	0	0	1	7	8.00
Hourly Total	0	0	17	0	0	0	0	2	19	21.00
Hourly Average	0.00	0.00	4.25	0.00	0.00	0.00	0.00	0.50	4.75	5.25
1300 - 1315	0	0	4	0	0	0	0	1	5	6.00
1315 - 1330	0	0	3	0	0	0	0	0	3	3.00
1330 - 1345	0	0	1	0	0	0	0	1	2	3.00
1345 - 1400	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	13	0	0	0	0	2	15	17.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.50	3.75	4.25
1400 - 1415	0	0	4	0	0	0	0	1	5	6.00
1415 - 1430	0	0	3	0	0	0	0	0	3	3.00
1430 - 1445	0	0	4	0	0	0	0	1	5	6.00
1445 - 1500	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	16	0	0	0	0	2	18	20.00
Hourly Average	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.50	4.50	5.00
1500 - 1515	0	0	5	0	1	0	0	1	7	8.00
1515 - 1530	0	0	0	0	1	0	0	0	1	1.00
1530 - 1545	0	0	8	0	0	0	0	1	9	10.00
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	17	0	2	0	0	2	21	23.00
Hourly Average	0.00	0.00	4.25	0.00	0.50	0.00	0.00	0.50	5.25	5.75
1600 - 1615	0	0	5	0	1	0	0	1	7	8.00
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00
1630 - 1645	0	0	3	0	0	0	0	1	4	5.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	15	0	1	0	0	2	18	20.00
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.00	0.50	4.50	5.00
1700 - 1715	0	0	6	0	0	0	0	1	7	8.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	0	0	1	0	0	1	2	3.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	10	0	1	0	0	2	13	15.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.50	3.25	3.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	1	1	2.00
1830 - 1845	0	0	2	0	0	0	0	1	3	4.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	2	5	7.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.50	1.25	1.75
Session Total	1	0	132	0	6	1	0	22	162	183.70
Session Average	0.02	0.00	2.75	0.00	0.13	0.02	0.00	0.46	3.38	3.83

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.7: Left from Caldbeck Road (West) to Welton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	1	0	0	0	1	1.00
1015 - 1030	0	0	1	0	2	0	0	0	3	3.00
1030 - 1045	0	0	1	0	0	1	0	0	2	2.50
1045 - 1100	0	0	2	0	0	1	0	0	3	3.50
Hourly Total	0	0	4	0	3	2	0	0	9	10.00
Hourly Average	0.00	0.00	1.00	0.00	0.75	0.50	0.00	0.00	2.25	2.50
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	1	0	0	0	1	1.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	1	0	0	0	1	1.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	1	0	0	0	1	1.00
1345 - 1400	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	7	0	2	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.75	0.00	0.50	0.00	0.00	0.00	2.25	2.25
1400 - 1415	0	0	4	0	1	0	0	0	5	5.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	1	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	21	0	12	2	0	0	35	36.00
Session Average	0.00	0.00	0.44	0.00	0.25	0.04	0.00	0.00	0.73	0.75

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 5.7: Left from Caldbeck Road (West) to Welton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	1	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	5	0	1	0	0	0	6	6.00
Session Average	0.00	0.00	0.10	0.00	0.02	0.00	0.00	0.00	0.13	0.13

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.8: Eastbound from Caldbeck Road (West) to Caldbeck Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	1	0	0	0	1	1.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	3	0	1	0	0	0	4	4.00
Session Average	0.00	0.00	0.06	0.00	0.02	0.00	0.00	0.00	0.08	0.08

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.9: Right from Caldbeck Road (West) to Local Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	4	0	2	1	0	0	7	7.50
Hourly Total	0	0	5	0	3	1	0	0	9	9.50
Hourly Average	0.00	0.00	1.25	0.00	0.75	0.25	0.00	0.00	2.25	2.38
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	2	0	0	0	3	3.00
1030 - 1045	0	0	0	0	1	0	1	0	2	3.00
1045 - 1100	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	4	0	1	0	6	7.30
Hourly Average	0.00	0.00	0.25	0.00	1.00	0.00	0.25	0.00	1.50	1.83
1100 - 1115	0	0	0	0	1	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	3	0	0	0	4	4.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	4	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.25	0.00	1.00	0.00	0.00	0.00	1.25	1.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	1	0	0	0	2	2.00
1245 - 1300	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	1	0	1	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.00	0.75	0.88
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	1	0	1	0	0	0	2	2.00
1330 - 1345	0	0	2	0	1	0	0	0	3	3.00
1345 - 1400	0	0	1	0	0	1	0	0	2	2.50
Hourly Total	0	0	6	0	2	1	0	0	9	9.50
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.25	0.00	0.00	2.25	2.38
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	16	0	14	3	1	0	34	36.80
Session Average	0.00	0.00	0.33	0.00	0.29	0.06	0.02	0.00	0.71	0.77

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.10: Left from Welton Road to Caldbeck Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	1	0	0	0	6	6.00
0715 - 0730	0	0	5	0	4	0	0	0	9	9.00
0730 - 0745	0	0	9	0	2	0	0	2	13	15.00
0745 - 0800	0	0	14	0	2	0	0	1	17	18.00
Hourly Total	0	0	33	0	9	0	0	3	45	48.00
Hourly Average	0.00	0.00	8.25	0.00	2.25	0.00	0.00	0.75	11.25	12.00
0800 - 0815	1	0	11	0	2	1	0	2	17	18.70
0815 - 0830	1	0	17	0	3	0	1	1	23	24.50
0830 - 0845	0	0	9	0	0	0	0	2	11	13.00
0845 - 0900	0	1	22	0	0	0	1	1	25	26.70
Hourly Total	2	1	59	0	5	1	2	6	76	82.90
Hourly Average	0.50	0.25	14.75	0.00	1.25	0.25	0.50	1.50	19.00	20.73
0900 - 0915	0	0	35	0	0	2	0	1	38	40.00
0915 - 0930	0	0	31	0	2	1	1	2	37	40.80
0930 - 0945	0	0	17	0	0	0	0	2	19	21.00
0945 - 1000	0	0	27	0	4	0	0	1	32	33.00
Hourly Total	0	0	110	0	6	3	1	6	126	134.80
Hourly Average	0.00	0.00	27.50	0.00	1.50	0.75	0.25	1.50	31.50	33.70
1000 - 1015	0	0	19	0	1	0	0	2	22	24.00
1015 - 1030	0	0	11	0	0	1	0	1	13	14.50
1030 - 1045	0	1	14	0	0	0	0	2	17	18.40
1045 - 1100	0	0	21	0	1	0	0	1	23	24.00
Hourly Total	0	1	65	0	2	1	0	6	75	80.90
Hourly Average	0.00	0.25	16.25	0.00	0.50	0.25	0.00	1.50	18.75	20.23
1100 - 1115	0	0	22	0	0	1	0	1	24	25.50
1115 - 1130	0	1	23	0	6	1	0	2	33	34.90
1130 - 1145	0	0	12	0	1	0	0	0	13	13.00
1145 - 1200	0	0	18	0	1	1	1	3	24	28.80
Hourly Total	0	1	75	0	8	3	1	6	94	102.20
Hourly Average	0.00	0.25	18.75	0.00	2.00	0.75	0.25	1.50	23.50	25.55
1200 - 1215	0	0	25	0	0	2	0	1	28	30.00
1215 - 1230	0	0	28	0	1	1	1	1	32	34.80
1230 - 1245	0	0	26	0	1	0	0	2	29	31.00
1245 - 1300	0	0	26	0	3	0	0	2	31	33.00
Hourly Total	0	0	105	0	5	3	1	6	120	128.80
Hourly Average	0.00	0.00	26.25	0.00	1.25	0.75	0.25	1.50	30.00	32.20
1300 - 1315	0	0	25	0	1	0	0	2	28	30.00
1315 - 1330	0	0	21	0	3	0	1	1	26	28.30
1330 - 1345	0	0	24	0	7	0	0	1	32	33.00
1345 - 1400	0	0	38	0	1	0	0	2	41	43.00
Hourly Total	0	0	108	0	12	0	1	6	127	134.30
Hourly Average	0.00	0.00	27.00	0.00	3.00	0.00	0.25	1.50	31.75	33.58
1400 - 1415	0	0	31	0	3	0	0	1	35	36.00
1415 - 1430	0	0	29	0	1	0	0	2	32	34.00
1430 - 1445	0	0	30	0	1	0	0	2	33	35.00
1445 - 1500	0	0	22	0	0	0	0	1	23	24.00
Hourly Total	0	0	112	0	5	0	0	6	123	129.00
Hourly Average	0.00	0.00	28.00	0.00	1.25	0.00	0.00	1.50	30.75	32.25
1500 - 1515	0	0	25	0	1	0	0	2	28	30.00
1515 - 1530	0	0	24	1	1	0	0	1	27	28.00
1530 - 1545	0	0	17	0	1	0	1	1	20	22.30
1545 - 1600	0	0	26	0	2	0	0	2	30	32.00
Hourly Total	0	0	92	1	5	0	1	6	105	112.30
Hourly Average	0.00	0.00	23.00	0.25	1.25	0.00	0.25	1.50	26.25	28.08
1600 - 1615	0	0	36	0	0	0	0	1	37	38.00
1615 - 1630	0	0	25	0	3	1	0	2	31	33.50
1630 - 1645	0	0	27	0	2	0	0	2	31	33.00
1645 - 1700	0	0	41	0	1	1	0	1	44	45.50
Hourly Total	0	0	129	0	6	2	0	6	143	150.00
Hourly Average	0.00	0.00	32.25	0.00	1.50	0.50	0.00	1.50	35.75	37.50
1700 - 1715	0	0	37	0	1	0	0	1	39	40.00
1715 - 1730	1	0	38	0	0	0	0	3	42	44.20
1730 - 1745	0	0	39	0	4	0	1	2	46	49.30
1745 - 1800	0	0	32	0	1	0	0	1	34	35.00
Hourly Total	1	0	146	0	6	0	1	7	161	168.50
Hourly Average	0.25	0.00	36.50	0.00	1.50	0.00	0.25	1.75	40.25	42.13
1800 - 1815	0	0	38	0	0	0	0	2	40	42.00
1815 - 1830	0	0	34	0	0	0	0	1	35	36.00
1830 - 1845	0	0	31	0	2	0	0	2	35	37.00
1845 - 1900	0	0	40	0	0	0	0	2	42	44.00
Hourly Total	0	0	143	0	2	0	0	7	152	159.00
Hourly Average	0.00	0.00	35.75	0.00	0.50	0.00	0.00	1.75	38.00	39.75
Session Total	3	3	1177	1	71	13	8	71	1347	1430.70
Session Average	0.06	0.06	24.52	0.02	1.48	0.27	0.17	1.48	28.06	29.81

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 5.10: Left from Welton Road to Caldbeck Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	1	0	0	2	2.50
0715 - 0730	0	0	1	0	0	0	0	1	2	3.00
0730 - 0745	0	0	7	0	0	0	0	0	7	7.00
0745 - 0800	0	0	19	0	0	0	0	1	20	21.00
Hourly Total	0	0	28	0	0	1	0	2	31	33.50
Hourly Average	0.00	0.00	7.00	0.00	0.00	0.25	0.00	0.50	7.75	8.38
0800 - 0815	0	0	16	0	0	0	0	0	16	16.00
0815 - 0830	0	0	18	0	0	0	0	1	19	20.00
0830 - 0845	0	0	11	0	1	0	0	2	14	16.00
0845 - 0900	0	0	16	0	0	0	0	1	17	18.00
Hourly Total	0	0	61	0	1	0	0	4	66	70.00
Hourly Average	0.00	0.00	15.25	0.00	0.25	0.00	0.00	1.00	16.50	17.50
0900 - 0915	0	0	18	0	0	0	0	0	18	18.00
0915 - 0930	0	0	29	0	0	0	0	1	30	31.00
0930 - 0945	0	0	35	0	2	0	0	1	38	39.00
0945 - 1000	0	0	36	0	1	0	0	1	38	39.00
Hourly Total	0	0	118	0	3	0	0	3	124	127.00
Hourly Average	0.00	0.00	29.50	0.00	0.75	0.00	0.00	0.75	31.00	31.75
1000 - 1015	1	0	30	0	0	1	1	1	34	36.00
1015 - 1030	0	0	29	0	2	0	0	1	32	33.00
1030 - 1045	2	1	29	0	0	1	0	1	34	33.30
1045 - 1100	0	0	33	0	3	0	0	0	36	36.00
Hourly Total	3	1	121	0	5	2	1	3	136	138.30
Hourly Average	0.75	0.25	30.25	0.00	1.25	0.50	0.25	0.75	34.00	34.58
1100 - 1115	0	0	25	0	5	0	0	2	32	34.00
1115 - 1130	0	0	29	0	0	0	0	0	29	29.00
1130 - 1145	1	0	31	0	6	0	0	1	39	39.20
1145 - 1200	0	0	39	0	1	0	0	2	42	44.00
Hourly Total	1	0	124	0	12	0	0	5	142	146.20
Hourly Average	0.25	0.00	31.00	0.00	3.00	0.00	0.00	1.25	35.50	36.55
1200 - 1215	0	0	43	0	2	0	0	1	46	47.00
1215 - 1230	0	0	29	0	1	0	0	1	31	32.00
1230 - 1245	0	0	34	0	2	0	0	0	36	36.00
1245 - 1300	0	0	44	0	2	0	0	0	46	46.00
Hourly Total	0	0	150	0	7	0	0	2	159	161.00
Hourly Average	0.00	0.00	37.50	0.00	1.75	0.00	0.00	0.50	39.75	40.25
1300 - 1315	0	0	42	0	1	0	0	1	44	45.00
1315 - 1330	0	0	33	0	4	0	0	2	39	41.00
1330 - 1345	0	1	35	0	1	0	0	0	37	36.40
1345 - 1400	0	0	30	0	0	0	0	1	31	32.00
Hourly Total	0	1	140	0	6	0	0	4	151	154.40
Hourly Average	0.00	0.25	35.00	0.00	1.50	0.00	0.00	1.00	37.75	38.60
1400 - 1415	1	1	34	0	0	0	0	2	38	38.60
1415 - 1430	0	0	39	0	1	0	0	1	41	42.00
1430 - 1445	0	0	36	0	0	1	0	1	38	39.50
1445 - 1500	0	0	41	0	0	1	0	0	41	41.00
Hourly Total	1	1	150	0	1	1	0	4	158	161.10
Hourly Average	0.25	0.25	37.50	0.00	0.25	0.25	0.00	1.00	39.50	40.28
1500 - 1515	0	0	27	0	0	0	0	1	28	29.00
1515 - 1530	0	0	31	0	0	1	0	1	33	34.50
1530 - 1545	0	0	32	0	0	0	0	1	33	34.00
1545 - 1600	0	0	33	0	1	0	0	0	34	34.00
Hourly Total	0	0	123	0	1	1	0	3	128	131.50
Hourly Average	0.00	0.00	30.75	0.00	0.25	0.25	0.00	0.75	32.00	32.88
1600 - 1615	0	0	30	0	3	0	0	2	35	37.00
1615 - 1630	0	0	30	0	1	0	0	0	31	31.00
1630 - 1645	0	0	34	0	1	0	0	2	37	39.00
1645 - 1700	0	0	33	0	2	0	0	1	36	37.00
Hourly Total	0	0	127	0	7	0	0	5	139	144.00
Hourly Average	0.00	0.00	31.75	0.00	1.75	0.00	0.00	1.25	34.75	36.00
1700 - 1715	0	0	26	0	1	0	0	1	28	29.00
1715 - 1730	0	0	30	0	0	0	0	1	31	32.00
1730 - 1745	0	0	28	0	1	0	0	1	30	31.00
1745 - 1800	0	0	17	0	3	0	0	1	21	22.00
Hourly Total	0	0	101	0	5	0	0	4	110	114.00
Hourly Average	0.00	0.00	25.25	0.00	1.25	0.00	0.00	1.00	27.50	28.50
1800 - 1815	0	0	29	0	0	0	0	1	30	31.00
1815 - 1830	0	0	19	0	0	0	0	1	20	21.00
1830 - 1845	0	1	25	0	0	0	0	0	26	25.40
1845 - 1900	0	0	31	0	1	0	0	2	34	36.00
Hourly Total	0	1	104	0	1	0	0	4	110	113.40
Hourly Average	0.00	0.25	26.00	0.00	0.25	0.00	0.00	1.00	27.50	28.35
Session Total	5	4	1347	0	49	5	1	43	1454	1494.40
Session Average	0.10	0.08	28.06	0.00	1.02	0.10	0.02	0.90	30.29	31.13

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.11: Southbound from Welton Road to Local Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	6	1	0	0	13	13.50
0715 - 0730	0	1	13	0	1	0	0	0	15	14.40
0730 - 0745	0	0	25	0	3	2	0	0	30	31.00
0745 - 0800	1	0	56	0	8	0	0	0	65	64.20
Hourly Total	1	1	100	0	18	3	0	0	123	123.10
Hourly Average	0.25	0.25	25.00	0.00	4.50	0.75	0.00	0.00	30.75	30.78
0800 - 0815	0	0	26	0	4	3	0	0	33	34.50
0815 - 0830	0	0	46	0	7	3	1	0	57	59.80
0830 - 0845	1	0	44	0	4	1	0	0	50	49.70
0845 - 0900	0	0	38	0	5	1	1	0	45	46.80
Hourly Total	1	0	154	0	20	8	2	0	185	190.80
Hourly Average	0.25	0.00	38.50	0.00	5.00	2.00	0.50	0.00	46.25	47.70
0900 - 0915	0	0	24	0	6	0	0	0	30	30.00
0915 - 0930	0	0	20	0	4	0	0	0	24	24.00
0930 - 0945	0	0	11	0	5	0	1	0	17	18.30
0945 - 1000	0	1	23	0	7	3	1	0	35	37.20
Hourly Total	0	1	78	0	22	3	2	0	106	109.50
Hourly Average	0.00	0.25	19.50	0.00	5.50	0.75	0.50	0.00	26.50	27.38
1000 - 1015	1	0	15	0	5	1	0	0	22	21.70
1015 - 1030	0	0	14	0	6	1	2	0	23	26.10
1030 - 1045	0	0	18	0	6	2	0	0	26	27.00
1045 - 1100	0	0	11	0	3	1	0	0	15	15.50
Hourly Total	1	0	58	0	20	5	2	0	86	90.30
Hourly Average	0.25	0.00	14.50	0.00	5.00	1.25	0.50	0.00	21.50	22.58
1100 - 1115	0	0	11	0	7	0	1	0	19	20.30
1115 - 1130	0	0	9	0	3	1	1	0	14	15.80
1130 - 1145	0	0	9	0	3	1	0	0	13	13.50
1145 - 1200	0	0	4	0	4	1	0	0	9	9.50
Hourly Total	0	0	33	0	17	3	2	0	55	59.10
Hourly Average	0.00	0.00	8.25	0.00	4.25	0.75	0.50	0.00	13.75	14.78
1200 - 1215	0	0	9	0	6	3	0	0	18	19.50
1215 - 1230	0	1	15	0	1	3	0	0	20	20.90
1230 - 1245	0	0	19	0	7	1	0	0	27	27.50
1245 - 1300	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	1	56	0	15	7	0	0	79	81.90
Hourly Average	0.00	0.25	14.00	0.00	3.75	1.75	0.00	0.00	19.75	20.48
1300 - 1315	0	0	9	0	5	1	0	0	15	15.50
1315 - 1330	0	0	13	1	0	1	0	0	15	15.50
1330 - 1345	0	0	16	0	3	0	0	0	19	19.00
1345 - 1400	0	0	18	0	5	2	0	0	25	26.00
Hourly Total	0	0	56	1	13	4	0	0	74	76.00
Hourly Average	0.00	0.00	14.00	0.25	3.25	1.00	0.00	0.00	18.50	19.00
1400 - 1415	0	0	6	0	2	0	0	0	8	8.00
1415 - 1430	0	0	11	0	1	1	0	0	13	13.50
1430 - 1445	0	0	15	0	11	0	0	0	26	26.00
1445 - 1500	0	0	11	0	3	2	2	0	18	21.60
Hourly Total	0	0	43	0	17	3	2	0	65	69.10
Hourly Average	0.00	0.00	10.75	0.00	4.25	0.75	0.50	0.00	16.25	17.28
1500 - 1515	0	0	6	1	5	1	0	0	13	13.50
1515 - 1530	0	0	10	0	6	0	0	0	16	16.00
1530 - 1545	0	0	12	0	3	0	1	0	16	17.30
1545 - 1600	0	0	11	0	4	0	0	0	15	15.00
Hourly Total	0	0	39	1	18	1	1	0	60	61.80
Hourly Average	0.00	0.00	9.75	0.25	4.50	0.25	0.25	0.00	15.00	15.45
1600 - 1615	0	0	13	0	2	1	0	0	16	16.50
1615 - 1630	0	1	13	0	1	0	0	0	15	14.40
1630 - 1645	0	0	10	1	3	0	0	0	14	14.00
1645 - 1700	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	1	42	1	7	1	0	0	52	51.90
Hourly Average	0.00	0.25	10.50	0.25	1.75	0.25	0.00	0.00	13.00	12.98
1700 - 1715	0	0	7	0	2	0	0	0	9	9.00
1715 - 1730	0	0	9	0	0	0	0	0	9	9.00
1730 - 1745	0	0	9	0	1	0	0	0	10	10.00
1745 - 1800	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	32	0	4	0	0	0	36	36.00
Hourly Average	0.00	0.00	8.00	0.00	1.00	0.00	0.00	0.00	9.00	9.00
1800 - 1815	0	0	6	0	1	0	0	0	7	7.00
1815 - 1830	0	1	15	1	0	0	0	0	17	16.40
1830 - 1845	0	0	9	0	0	1	0	0	10	10.50
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	1	32	1	1	1	0	0	36	35.90
Hourly Average	0.00	0.25	8.00	0.25	0.25	0.25	0.00	0.00	9.00	8.98
Session Total	3	5	723	4	172	39	11	0	957	985.40
Session Average	0.06	0.10	15.06	0.08	3.58	0.81	0.23	0.00	19.94	20.53

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 5.11: Southbound from Welton Road to Local Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	2	0	2	0	0	0	5	4.20
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	4	0	2	0	0	0	6	6.00
0745 - 0800	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	1	0	21	0	5	0	0	0	27	26.20
Hourly Average	0.25	0.00	5.25	0.00	1.25	0.00	0.00	0.00	6.75	6.55
0800 - 0815	0	0	3	0	0	0	1	0	4	5.30
0815 - 0830	0	0	5	0	2	0	0	0	7	7.00
0830 - 0845	0	0	10	0	0	0	1	0	11	12.30
0845 - 0900	0	1	16	0	5	0	0	0	22	21.40
Hourly Total	0	1	34	0	7	0	2	0	44	46.00
Hourly Average	0.00	0.25	8.50	0.00	1.75	0.00	0.50	0.00	11.00	11.50
0900 - 0915	0	0	25	0	0	0	0	1	26	27.00
0915 - 0930	0	0	9	0	0	0	1	0	10	11.30
0930 - 0945	0	0	9	0	0	0	0	0	9	9.00
0945 - 1000	0	0	25	0	2	0	0	0	27	27.00
Hourly Total	0	0	68	0	2	0	1	1	72	74.30
Hourly Average	0.00	0.00	17.00	0.00	0.50	0.00	0.25	0.25	18.00	18.58
1000 - 1015	0	0	16	0	1	0	0	0	17	17.00
1015 - 1030	0	0	8	0	1	0	0	0	9	9.00
1030 - 1045	0	0	11	0	1	0	0	0	12	12.00
1045 - 1100	0	0	22	1	0	1	0	0	24	24.50
Hourly Total	0	0	57	1	3	1	0	0	62	62.50
Hourly Average	0.00	0.00	14.25	0.25	0.75	0.25	0.00	0.00	15.50	15.63
1100 - 1115	0	0	8	0	1	0	1	0	10	11.30
1115 - 1130	0	0	16	0	0	0	0	0	16	16.00
1130 - 1145	0	0	8	1	0	0	1	0	10	11.30
1145 - 1200	0	0	16	0	2	2	0	0	20	21.00
Hourly Total	0	0	48	1	3	2	2	0	56	59.60
Hourly Average	0.00	0.00	12.00	0.25	0.75	0.50	0.50	0.00	14.00	14.90
1200 - 1215	0	0	9	1	2	0	0	0	12	12.00
1215 - 1230	0	0	9	0	1	0	0	0	10	10.00
1230 - 1245	0	0	9	0	0	1	0	0	10	10.50
1245 - 1300	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	0	45	1	3	1	0	0	50	50.50
Hourly Average	0.00	0.00	11.25	0.25	0.75	0.25	0.00	0.00	12.50	12.63
1300 - 1315	0	0	15	0	2	0	0	0	17	17.00
1315 - 1330	0	0	4	0	1	0	0	0	5	5.00
1330 - 1345	0	0	6	0	1	0	0	0	7	7.00
1345 - 1400	0	2	10	0	1	0	0	0	13	11.80
Hourly Total	0	2	35	0	5	0	0	0	42	40.80
Hourly Average	0.00	0.50	8.75	0.00	1.25	0.00	0.00	0.00	10.50	10.20
1400 - 1415	0	0	7	0	0	0	0	0	7	7.00
1415 - 1430	0	0	10	0	0	0	1	0	11	12.30
1430 - 1445	0	0	6	0	2	1	0	0	9	9.50
1445 - 1500	0	0	11	0	0	1	1	0	12	13.30
Hourly Total	0	0	34	0	2	1	2	0	39	42.10
Hourly Average	0.00	0.00	8.50	0.00	0.50	0.25	0.50	0.00	9.75	10.53
1500 - 1515	0	0	4	0	3	0	0	0	7	7.00
1515 - 1530	0	0	5	0	1	0	0	0	6	6.00
1530 - 1545	0	0	4	0	2	0	0	0	6	6.00
1545 - 1600	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	18	0	6	0	0	0	24	24.00
Hourly Average	0.00	0.00	4.50	0.00	1.50	0.00	0.00	0.00	6.00	6.00
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	1	3	0	0	0	0	0	4	3.40
1630 - 1645	0	0	8	0	1	0	0	0	9	9.00
1645 - 1700	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	1	19	0	1	0	0	0	21	20.40
Hourly Average	0.00	0.25	4.75	0.00	0.25	0.00	0.00	0.00	5.25	5.10
1700 - 1715	0	0	10	0	0	0	0	0	10	10.00
1715 - 1730	0	0	4	0	0	1	0	0	5	5.50
1730 - 1745	0	0	3	0	1	0	0	0	4	4.00
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	20	0	2	1	0	0	23	23.50
Hourly Average	0.00	0.00	5.00	0.00	0.50	0.25	0.00	0.00	5.75	5.88
1800 - 1815	0	0	9	0	0	0	0	0	9	9.00
1815 - 1830	0	0	8	0	1	0	0	0	9	9.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	1	0	0	0	1	0	2	3.30
Hourly Total	0	0	22	0	1	0	1	0	24	25.30
Hourly Average	0.00	0.00	5.50	0.00	0.25	0.00	0.25	0.00	6.00	6.33
Session Total	1	4	421	3	40	6	8	1	484	495.20
Session Average	0.02	0.08	8.77	0.06	0.83	0.13	0.17	0.02	10.08	10.32

617-18 Bromborough
Classified Junction Count

Site 5 of 6
Caldbeck Road (East)
Local Access
Caldbeck Road (West)
Welton Road

Lat/Long
lat 53.337967° lon -2.975635°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 5.12: Right from Welton Road to Caldbeck Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	4	0	0	0	5	5.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	4	0	0	0	6	6.00
Hourly Average	0.00	0.00	0.50	0.00	1.00	0.00	0.00	0.00	1.50	1.50
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	1	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	1	0	0	1	1.50
1045 - 1100	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	2	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.00	0.75	0.88
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	1	0	0	0	1	1.00
1130 - 1145	0	0	0	0	1	0	0	0	1	1.00
1145 - 1200	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	1	0	0	0	2	0	0	0	3	2.20
Hourly Average	0.25	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.75	0.55
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	1	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1500 - 1515	1	0	0	0	0	0	0	0	1	0.20
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	1	0	1	0	1	0	0	0	3	2.20
Hourly Average	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.75	0.55
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	1	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	2	0	14	0	12	2	0	0	30	29.40
Session Average	0.04	0.00	0.29	0.00	0.25	0.04	0.00	0.00	0.63	0.61

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 5.12: Right from Welton Road to Caldbeck Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	1	0	0	0	1	1.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	3	0	1	0	0	0	4	4.00
Session Average	0.00	0.00	0.06	0.00	0.02	0.00	0.00	0.00	0.08	0.08

617-18 Bromborough
Classified Junction Count

Site 6 of 6
Stadium Road (South)
Welton Road
Stadium Road (North)

Lat/Long
lat 53.342716° lon -2.974469°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 6.1: Left from Stadium Road (South) to Welton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	1	0	0	4	4.50
0715 - 0730	0	1	3	0	2	1	0	0	7	6.90
0730 - 0745	0	0	0	0	1	1	0	0	2	2.50
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	1	6	0	5	3	0	0	15	15.90
Hourly Average	0.00	0.25	1.50	0.00	1.25	0.75	0.00	0.00	3.75	3.98
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	2	0	1	0	2	0	5	7.60
0830 - 0845	0	0	2	0	1	0	2	0	5	7.60
0845 - 0900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	10	0	2	0	4	0	16	21.20
Hourly Average	0.00	0.00	2.50	0.00	0.50	0.00	1.00	0.00	4.00	5.30
0900 - 0915	0	0	5	0	2	0	0	0	7	7.00
0915 - 0930	0	0	7	0	2	0	0	0	9	9.00
0930 - 0945	0	0	4	0	0	1	0	0	5	5.50
0945 - 1000	0	0	7	0	2	0	1	0	10	11.30
Hourly Total	0	0	23	0	6	1	1	0	31	32.80
Hourly Average	0.00	0.00	5.75	0.00	1.50	0.25	0.25	0.00	7.75	8.20
1000 - 1015	1	0	5	0	3	1	0	0	10	9.70
1015 - 1030	0	0	8	0	1	1	1	0	11	12.80
1030 - 1045	0	1	7	0	1	1	1	0	11	12.20
1045 - 1100	0	0	10	0	0	0	1	0	11	12.30
Hourly Total	1	1	30	0	5	3	3	0	43	47.00
Hourly Average	0.25	0.25	7.50	0.00	1.25	0.75	0.75	0.00	10.75	11.75
1100 - 1115	0	0	4	0	2	0	0	0	6	6.00
1115 - 1130	0	0	14	0	2	2	0	0	18	19.00
1130 - 1145	0	0	12	0	2	1	0	0	15	15.50
1145 - 1200	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	41	0	7	3	0	0	51	52.50
Hourly Average	0.00	0.00	10.25	0.00	1.75	0.75	0.00	0.00	12.75	13.13
1200 - 1215	0	0	17	0	2	0	0	0	19	19.00
1215 - 1230	0	0	19	0	2	1	1	0	23	24.80
1230 - 1245	1	0	22	0	0	0	0	0	23	22.20
1245 - 1300	0	1	14	0	0	0	0	0	15	14.40
Hourly Total	1	1	72	0	4	1	1	0	80	80.40
Hourly Average	0.25	0.25	18.00	0.00	1.00	0.25	0.25	0.00	20.00	20.10
1300 - 1315	0	0	16	0	1	0	0	0	17	17.00
1315 - 1330	0	0	6	0	0	0	0	0	6	6.00
1330 - 1345	0	0	11	0	0	0	0	0	11	11.00
1345 - 1400	0	1	8	0	1	1	0	0	11	10.90
Hourly Total	0	1	41	0	2	1	0	0	45	44.90
Hourly Average	0.00	0.25	10.25	0.00	0.50	0.25	0.00	0.00	11.25	11.23
1400 - 1415	0	0	13	0	1	0	0	0	14	14.00
1415 - 1430	0	0	6	0	0	0	0	0	6	6.00
1430 - 1445	0	0	7	0	1	0	0	0	8	8.00
1445 - 1500	0	0	8	0	0	0	1	0	9	10.30
Hourly Total	0	0	34	0	2	0	1	0	37	38.30
Hourly Average	0.00	0.00	8.50	0.00	0.50	0.00	0.25	0.00	9.25	9.58
1500 - 1515	0	0	8	0	1	1	0	0	10	10.50
1515 - 1530	1	0	8	0	3	0	0	0	12	11.20
1530 - 1545	0	0	15	0	0	0	0	0	15	15.00
1545 - 1600	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	1	0	42	0	5	1	0	0	49	48.70
Hourly Average	0.25	0.00	10.50	0.00	1.25	0.25	0.00	0.00	12.25	12.18
1600 - 1615	0	0	10	0	0	0	0	0	10	10.00
1615 - 1630	0	0	15	0	1	0	0	0	16	16.00
1630 - 1645	0	0	9	0	3	0	0	0	12	12.00
1645 - 1700	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	0	51	0	6	0	0	0	57	57.00
Hourly Average	0.00	0.00	12.75	0.00	1.50	0.00	0.00	0.00	14.25	14.25
1700 - 1715	0	0	21	0	0	0	0	0	21	21.00
1715 - 1730	0	0	8	0	0	0	0	0	8	8.00
1730 - 1745	0	1	8	0	0	0	0	0	9	8.40
1745 - 1800	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	1	44	0	0	0	0	0	45	44.40
Hourly Average	0.00	0.25	11.00	0.00	0.00	0.00	0.00	0.00	11.25	11.10
1800 - 1815	0	0	8	0	0	0	0	0	8	8.00
1815 - 1830	0	0	6	1	0	0	1	0	8	9.30
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	1	0	4	0	0	0	0	0	5	4.20
Hourly Total	1	0	22	1	0	0	1	0	25	25.50
Hourly Average	0.25	0.00	5.50	0.25	0.00	0.00	0.25	0.00	6.25	6.38
Session Total	4	5	416	1	44	13	11	0	494	508.60
Session Average	0.08	0.10	8.67	0.02	0.92	0.27	0.23	0.00	10.29	10.60

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 6.1: Left from Stadium Road (South) to Welton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	1	0	1	2.30
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	4	0	1	0	1	0	6	7.30
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.25	0.00	1.50	1.83
0800 - 0815	0	0	3	0	2	0	0	0	5	5.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	9	0	3	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.00	0.00	3.00	3.00
0900 - 0915	0	0	3	0	3	0	0	0	6	6.00
0915 - 0930	0	1	5	0	1	0	0	0	7	6.40
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	1	19	0	5	0	0	0	25	24.40
Hourly Average	0.00	0.25	4.75	0.00	1.25	0.00	0.00	0.00	6.25	6.10
1000 - 1015	0	0	7	0	1	0	1	0	9	10.30
1015 - 1030	0	0	7	0	1	0	0	0	8	8.00
1030 - 1045	0	0	7	0	1	0	0	0	8	8.00
1045 - 1100	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	31	0	4	0	1	0	36	37.30
Hourly Average	0.00	0.00	7.75	0.00	1.00	0.00	0.25	0.00	9.00	9.33
1100 - 1115	0	0	13	0	0	0	0	0	13	13.00
1115 - 1130	0	0	9	0	0	0	1	0	10	11.30
1130 - 1145	0	0	9	0	1	0	0	0	10	10.00
1145 - 1200	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	0	0	47	0	1	0	1	0	49	50.30
Hourly Average	0.00	0.00	11.75	0.00	0.25	0.00	0.25	0.00	12.25	12.58
1200 - 1215	0	0	11	0	0	0	1	0	12	13.30
1215 - 1230	0	0	15	1	0	0	0	0	16	16.00
1230 - 1245	0	0	14	0	1	0	0	0	15	15.00
1245 - 1300	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	0	55	1	1	0	1	0	58	59.30
Hourly Average	0.00	0.00	13.75	0.25	0.25	0.00	0.25	0.00	14.50	14.83
1300 - 1315	0	0	22	0	1	0	0	0	23	23.00
1315 - 1330	0	0	13	0	1	0	0	0	14	14.00
1330 - 1345	0	0	10	0	0	0	0	0	10	10.00
1345 - 1400	0	0	19	0	2	0	0	0	21	21.00
Hourly Total	0	0	64	0	4	0	0	0	68	68.00
Hourly Average	0.00	0.00	16.00	0.00	1.00	0.00	0.00	0.00	17.00	17.00
1400 - 1415	1	0	15	0	0	0	0	0	16	15.20
1415 - 1430	0	0	16	0	0	0	0	0	16	16.00
1430 - 1445	0	0	12	0	0	0	0	0	12	12.00
1445 - 1500	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	1	0	57	0	0	0	0	0	58	57.20
Hourly Average	0.25	0.00	14.25	0.00	0.00	0.00	0.00	0.00	14.50	14.30
1500 - 1515	0	0	16	0	1	0	0	0	17	17.00
1515 - 1530	0	0	12	0	0	0	0	0	12	12.00
1530 - 1545	1	0	9	0	0	0	0	0	10	9.20
1545 - 1600	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	1	0	48	0	2	0	0	0	51	50.20
Hourly Average	0.25	0.00	12.00	0.00	0.50	0.00	0.00	0.00	12.75	12.55
1600 - 1615	1	0	5	0	0	0	0	0	6	5.20
1615 - 1630	0	0	10	0	1	0	0	0	11	11.00
1630 - 1645	0	0	7	0	2	0	0	0	9	9.00
1645 - 1700	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	1	0	30	0	3	0	0	0	34	33.20
Hourly Average	0.25	0.00	7.50	0.00	0.75	0.00	0.00	0.00	8.50	8.30
1700 - 1715	0	0	11	0	0	0	0	0	11	11.00
1715 - 1730	0	0	8	0	0	0	0	0	8	8.00
1730 - 1745	0	0	7	0	0	0	0	0	7	7.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	31	0	0	0	0	0	31	31.00
Hourly Average	0.00	0.00	7.75	0.00	0.00	0.00	0.00	0.00	7.75	7.75
1800 - 1815	0	0	6	0	1	0	0	0	7	7.00
1815 - 1830	0	0	6	0	1	0	0	0	7	7.00
1830 - 1845	0	1	4	0	0	0	0	0	5	4.40
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	1	19	0	2	0	0	0	22	21.40
Hourly Average	0.00	0.25	4.75	0.00	0.50	0.00	0.00	0.00	5.50	5.35
Session Total	3	2	414	1	26	0	4	0	450	451.60
Session Average	0.06	0.04	8.63	0.02	0.54	0.00	0.08	0.00	9.38	9.41

617-18 Bromborough
Classified Junction Count

Site 6 of 6
Stadium Road (South)
Welton Road
Stadium Road (North)

Lat/Long
lat 53.342716° lon -2.974469°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 6.2: Northbound from Stadium Road (South) to Stadium Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	14	0	5	6	3	0	28	34.90
0715 - 0730	0	1	20	0	3	2	2	0	28	31.00
0730 - 0745	0	0	18	0	10	3	4	0	35	41.70
0745 - 0800	0	0	29	0	8	3	2	0	42	46.10
Hourly Total	0	1	81	0	26	14	11	0	133	153.70
Hourly Average	0.00	0.25	20.25	0.00	6.50	3.50	2.75	0.00	33.25	38.43
0800 - 0815	0	0	26	0	8	5	0	0	39	41.50
0815 - 0830	0	0	49	0	5	7	3	0	64	71.40
0830 - 0845	2	0	36	0	7	2	4	0	51	55.60
0845 - 0900	0	1	43	0	4	1	5	0	54	60.40
Hourly Total	2	1	154	0	24	15	12	0	208	228.90
Hourly Average	0.50	0.25	38.50	0.00	6.00	3.75	3.00	0.00	52.00	57.23
0900 - 0915	0	0	25	0	16	1	2	0	44	47.10
0915 - 0930	0	0	25	0	4	2	1	0	32	34.30
0930 - 0945	0	0	20	0	10	2	2	0	34	37.60
0945 - 1000	1	0	21	1	14	3	2	0	42	45.30
Hourly Total	1	0	91	1	44	8	7	0	152	164.30
Hourly Average	0.25	0.00	22.75	0.25	11.00	2.00	1.75	0.00	38.00	41.08
1000 - 1015	0	0	21	1	13	2	4	0	41	47.20
1015 - 1030	0	0	19	1	10	2	4	1	37	44.20
1030 - 1045	0	0	30	0	3	1	5	0	39	46.00
1045 - 1100	0	1	21	0	10	1	4	0	37	42.10
Hourly Total	0	1	91	2	36	6	17	1	154	179.50
Hourly Average	0.00	0.25	22.75	0.50	9.00	1.50	4.25	0.25	38.50	44.88
1100 - 1115	0	0	21	0	8	0	3	0	32	35.90
1115 - 1130	0	1	19	0	4	1	4	0	29	34.10
1130 - 1145	1	0	17	0	10	1	0	0	29	28.70
1145 - 1200	0	0	26	0	8	7	1	0	42	46.80
Hourly Total	1	1	83	0	30	9	8	0	132	145.50
Hourly Average	0.25	0.25	20.75	0.00	7.50	2.25	2.00	0.00	33.00	36.38
1200 - 1215	0	1	39	1	12	2	1	0	56	57.70
1215 - 1230	0	0	16	0	8	2	3	0	29	33.90
1230 - 1245	0	1	38	0	9	4	4	0	56	62.60
1245 - 1300	0	0	21	0	2	3	3	0	29	34.40
Hourly Total	0	2	114	1	31	11	11	0	170	188.60
Hourly Average	0.00	0.50	28.50	0.25	7.75	2.75	2.75	0.00	42.50	47.15
1300 - 1315	0	1	63	1	10	1	4	0	80	85.10
1315 - 1330	0	0	35	1	6	1	5	0	48	55.00
1330 - 1345	0	0	27	0	8	2	1	0	38	40.30
1345 - 1400	0	0	34	0	6	6	2	0	48	53.60
Hourly Total	0	1	159	2	30	10	12	0	214	234.00
Hourly Average	0.00	0.25	39.75	0.50	7.50	2.50	3.00	0.00	53.50	58.50
1400 - 1415	1	0	41	0	10	1	2	0	55	57.30
1415 - 1430	0	0	29	0	9	2	0	0	40	41.00
1430 - 1445	0	0	45	0	8	5	0	0	58	60.50
1445 - 1500	0	3	34	0	6	1	2	0	46	47.30
Hourly Total	1	3	149	0	33	9	4	0	199	206.10
Hourly Average	0.25	0.75	37.25	0.00	8.25	2.25	1.00	0.00	49.75	51.53
1500 - 1515	0	0	55	0	7	2	2	0	66	69.60
1515 - 1530	0	0	49	0	6	3	2	0	60	64.10
1530 - 1545	1	1	42	0	10	1	2	0	57	58.70
1545 - 1600	0	0	26	0	11	2	3	0	42	46.90
Hourly Total	1	1	172	0	34	8	9	0	225	239.30
Hourly Average	0.25	0.25	43.00	0.00	8.50	2.00	2.25	0.00	56.25	59.83
1600 - 1615	0	1	69	1	13	2	0	0	86	86.40
1615 - 1630	0	1	44	0	7	1	0	0	53	52.90
1630 - 1645	0	0	64	0	9	1	2	0	76	79.10
1645 - 1700	0	1	67	0	8	1	2	0	79	81.50
Hourly Total	0	3	244	1	37	5	4	0	294	299.90
Hourly Average	0.00	0.75	61.00	0.25	9.25	1.25	1.00	0.00	73.50	74.98
1700 - 1715	1	0	86	0	10	1	0	0	98	97.70
1715 - 1730	1	0	38	1	5	0	1	1	47	48.50
1730 - 1745	1	0	57	0	8	1	0	0	67	66.70
1745 - 1800	0	0	39	2	2	0	0	0	43	43.00
Hourly Total	3	0	220	3	25	2	1	1	255	255.90
Hourly Average	0.75	0.00	55.00	0.75	6.25	0.50	0.25	0.25	63.75	63.98
1800 - 1815	0	1	41	1	3	2	1	1	50	52.70
1815 - 1830	1	1	33	1	1	0	1	0	38	37.90
1830 - 1845	1	2	36	0	1	0	0	0	40	38.00
1845 - 1900	0	0	16	0	1	0	1	0	18	19.30
Hourly Total	2	4	126	2	6	2	3	1	146	147.90
Hourly Average	0.50	1.00	31.50	0.50	1.50	0.50	0.75	0.25	36.50	36.98
Session Total	11	18	1684	12	356	99	99	3	2282	2443.60
Session Average	0.23	0.38	35.08	0.25	7.42	2.06	2.06	0.06	47.54	50.91

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 6.2: Northbound from Stadium Road (South) to Stadium Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	1	2	0	0	11	12.00
0715 - 0730	0	0	3	0	1	0	1	0	5	6.30
0730 - 0745	0	0	9	0	2	0	1	0	12	13.30
0745 - 0800	0	0	3	0	1	1	0	0	5	5.50
Hourly Total	0	0	23	0	5	3	2	0	33	37.10
Hourly Average	0.00	0.00	5.75	0.00	1.25	0.75	0.50	0.00	8.25	9.28
0800 - 0815	0	0	10	0	2	0	3	0	15	18.90
0815 - 0830	1	0	5	0	0	0	0	0	6	5.20
0830 - 0845	0	0	9	0	3	2	0	0	14	15.00
0845 - 0900	4	0	9	0	2	2	1	0	18	17.10
Hourly Total	5	0	33	0	7	4	4	0	53	56.20
Hourly Average	1.25	0.00	8.25	0.00	1.75	1.00	1.00	0.00	13.25	14.05
0900 - 0915	0	0	19	0	0	0	1	0	20	21.30
0915 - 0930	0	0	13	0	1	2	0	0	16	17.00
0930 - 0945	0	0	11	0	4	1	0	0	16	16.50
0945 - 1000	0	0	17	0	3	2	1	0	23	25.30
Hourly Total	0	0	60	0	8	5	2	0	75	80.10
Hourly Average	0.00	0.00	15.00	0.00	2.00	1.25	0.50	0.00	18.75	20.03
1000 - 1015	0	0	24	0	2	0	1	0	27	28.30
1015 - 1030	0	0	13	1	3	0	0	0	17	17.00
1030 - 1045	0	0	15	0	3	1	0	0	19	19.50
1045 - 1100	0	0	21	1	1	0	1	0	24	25.30
Hourly Total	0	0	73	2	9	1	2	0	87	90.10
Hourly Average	0.00	0.00	18.25	0.50	2.25	0.25	0.50	0.00	21.75	22.53
1100 - 1115	0	0	34	0	5	0	2	0	41	43.60
1115 - 1130	0	0	17	0	3	0	1	0	21	22.30
1130 - 1145	0	0	14	1	3	0	0	0	18	18.00
1145 - 1200	0	0	13	0	9	0	3	0	25	28.90
Hourly Total	0	0	78	1	20	0	6	0	105	112.80
Hourly Average	0.00	0.00	19.50	0.25	5.00	0.00	1.50	0.00	26.25	28.20
1200 - 1215	0	0	42	0	4	0	0	0	46	46.00
1215 - 1230	0	0	18	0	2	0	0	0	20	20.00
1230 - 1245	0	0	22	0	1	0	0	0	23	23.00
1245 - 1300	0	0	18	1	4	0	0	0	23	23.00
Hourly Total	0	0	100	1	11	0	0	0	112	112.00
Hourly Average	0.00	0.00	25.00	0.25	2.75	0.00	0.00	0.00	28.00	28.00
1300 - 1315	0	0	25	0	0	1	0	0	26	26.50
1315 - 1330	0	0	22	0	3	0	0	0	25	25.00
1330 - 1345	0	0	20	0	1	1	0	0	22	22.50
1345 - 1400	0	0	21	0	3	0	0	0	24	24.00
Hourly Total	0	0	88	0	7	2	0	0	97	98.00
Hourly Average	0.00	0.00	22.00	0.00	1.75	0.50	0.00	0.00	24.25	24.50
1400 - 1415	0	1	25	0	1	0	0	0	27	26.40
1415 - 1430	0	0	25	0	2	0	0	0	27	27.00
1430 - 1445	0	0	14	1	2	0	0	0	17	17.00
1445 - 1500	0	0	20	0	0	0	1	0	21	22.30
Hourly Total	0	1	84	1	5	0	1	0	92	92.70
Hourly Average	0.00	0.25	21.00	0.25	1.25	0.00	0.25	0.00	23.00	23.18
1500 - 1515	0	0	22	0	0	0	0	0	22	22.00
1515 - 1530	0	0	20	0	3	0	0	0	23	23.00
1530 - 1545	0	0	26	0	1	0	0	0	27	27.00
1545 - 1600	0	1	23	0	2	0	0	0	26	25.40
Hourly Total	0	1	91	0	6	0	0	0	98	97.40
Hourly Average	0.00	0.25	22.75	0.00	1.50	0.00	0.00	0.00	24.50	24.35
1600 - 1615	0	0	21	0	1	1	0	0	23	23.50
1615 - 1630	0	0	22	0	1	0	0	0	23	23.00
1630 - 1645	0	1	22	0	0	0	0	0	23	22.40
1645 - 1700	0	0	22	0	3	0	0	0	25	25.00
Hourly Total	0	1	87	0	5	1	0	0	94	93.90
Hourly Average	0.00	0.25	21.75	0.00	1.25	0.25	0.00	0.00	23.50	23.48
1700 - 1715	1	0	23	0	1	0	2	0	27	28.80
1715 - 1730	0	0	24	0	0	0	2	0	26	28.60
1730 - 1745	0	0	30	0	0	0	1	0	31	32.30
1745 - 1800	0	1	19	0	0	0	0	0	20	19.40
Hourly Total	1	1	96	0	1	0	5	0	104	109.10
Hourly Average	0.25	0.25	24.00	0.00	0.25	0.00	1.25	0.00	26.00	27.28
1800 - 1815	0	1	46	0	2	0	1	0	50	50.70
1815 - 1830	2	0	30	0	2	0	0	0	34	32.40
1830 - 1845	1	0	26	0	0	0	1	0	28	28.50
1845 - 1900	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	3	1	113	0	4	0	2	0	123	122.60
Hourly Average	0.75	0.25	28.25	0.00	1.00	0.00	0.50	0.00	30.75	30.65
Session Total	9	5	926	5	88	16	24	0	1073	1102.00
Session Average	0.19	0.10	19.29	0.10	1.83	0.33	0.50	0.00	22.35	22.96

617-18 Bromborough
Classified Junction Count

Site 6 of 6
Stadium Road (South)
Welton Road
Stadium Road (North)

Lat/Long
lat 53.342716° lon -2.974469°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 6.3: Left from Welton Road to Stadium Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	17	0	0	0	0	1	19	19.40
0715 - 0730	0	0	18	0	2	0	0	0	20	20.00
0730 - 0745	0	0	20	0	2	0	0	1	23	24.00
0745 - 0800	0	0	23	0	1	0	0	3	27	30.00
Hourly Total	0	1	78	0	5	0	0	5	89	93.40
Hourly Average	0.00	0.25	19.50	0.00	1.25	0.00	0.00	1.25	22.25	23.35
0800 - 0815	1	0	21	0	3	0	0	2	27	28.20
0815 - 0830	0	3	13	0	3	0	0	1	20	19.20
0830 - 0845	0	0	23	0	5	0	0	3	31	34.00
0845 - 0900	0	0	17	0	1	1	0	1	20	21.50
Hourly Total	1	3	74	0	12	1	0	7	98	102.90
Hourly Average	0.25	0.75	18.50	0.00	3.00	0.25	0.00	1.75	24.50	25.73
0900 - 0915	0	0	23	1	3	0	0	2	29	31.00
0915 - 0930	0	0	44	0	4	1	0	2	51	53.50
0930 - 0945	0	0	31	1	2	0	0	0	34	34.00
0945 - 1000	0	0	51	0	4	1	0	3	59	62.50
Hourly Total	0	0	149	2	13	2	0	7	173	181.00
Hourly Average	0.00	0.00	37.25	0.50	3.25	0.50	0.00	1.75	43.25	45.25
1000 - 1015	0	0	50	1	6	0	1	2	60	63.30
1015 - 1030	0	0	33	0	2	0	0	2	37	39.00
1030 - 1045	0	0	55	0	0	1	0	1	57	58.50
1045 - 1100	1	0	59	0	1	0	0	3	64	66.20
Hourly Total	1	0	197	1	9	1	1	8	218	227.00
Hourly Average	0.25	0.00	49.25	0.25	2.25	0.25	0.25	2.00	54.50	56.75
1100 - 1115	2	0	53	0	3	0	1	2	61	62.70
1115 - 1130	0	1	68	0	3	0	0	2	74	75.40
1130 - 1145	0	0	64	0	4	0	0	0	68	68.00
1145 - 1200	0	0	68	2	3	0	0	4	77	81.00
Hourly Total	2	1	253	2	13	0	1	8	280	287.10
Hourly Average	0.50	0.25	63.25	0.50	3.25	0.00	0.25	2.00	70.00	71.78
1200 - 1215	0	1	57	1	3	2	0	2	66	68.40
1215 - 1230	0	0	63	0	4	0	0	1	68	69.00
1230 - 1245	0	0	61	0	8	1	0	4	74	78.50
1245 - 1300	0	0	75	0	2	1	0	2	80	82.50
Hourly Total	0	1	256	1	17	4	0	9	288	298.40
Hourly Average	0.00	0.25	64.00	0.25	4.25	1.00	0.00	2.25	72.00	74.60
1300 - 1315	2	0	70	0	5	0	0	2	79	79.40
1315 - 1330	0	0	84	0	4	0	0	1	89	90.00
1330 - 1345	1	0	69	0	5	0	0	2	77	78.20
1345 - 1400	0	0	74	0	4	0	0	3	81	84.00
Hourly Total	3	0	297	0	18	0	0	8	326	331.60
Hourly Average	0.75	0.00	74.25	0.00	4.50	0.00	0.00	2.00	81.50	82.90
1400 - 1415	0	1	70	0	4	0	0	2	77	78.40
1415 - 1430	0	0	72	0	2	1	0	2	77	79.50
1430 - 1445	0	0	87	0	3	0	0	1	91	92.00
1445 - 1500	0	1	86	0	2	0	0	1	90	90.40
Hourly Total	0	2	315	0	11	1	0	6	335	340.30
Hourly Average	0.00	0.50	78.75	0.00	2.75	0.25	0.00	1.50	83.75	85.08
1500 - 1515	0	0	86	1	2	0	0	3	92	95.00
1515 - 1530	0	0	82	0	3	0	0	2	87	89.00
1530 - 1545	0	0	72	1	3	1	0	1	78	79.50
1545 - 1600	0	0	79	0	4	0	0	3	86	89.00
Hourly Total	0	0	319	2	12	1	0	9	343	352.50
Hourly Average	0.00	0.00	79.75	0.50	3.00	0.25	0.00	2.25	85.75	88.13
1600 - 1615	0	0	80	0	2	0	0	1	83	84.00
1615 - 1630	0	1	82	0	5	0	0	2	90	91.40
1630 - 1645	0	1	90	0	5	0	0	1	97	97.40
1645 - 1700	0	0	117	1	6	6	0	2	132	137.00
Hourly Total	0	2	369	1	18	6	0	6	402	409.80
Hourly Average	0.00	0.50	92.25	0.25	4.50	1.50	0.00	1.50	100.50	102.45
1700 - 1715	0	1	98	0	3	0	0	2	104	105.40
1715 - 1730	0	2	100	0	7	0	0	4	113	115.80
1730 - 1745	0	0	113	0	2	0	0	1	116	117.00
1745 - 1800	1	0	70	0	6	0	0	3	80	82.20
Hourly Total	1	3	381	0	18	0	0	10	413	420.40
Hourly Average	0.25	0.75	95.25	0.00	4.50	0.00	0.00	2.50	103.25	105.10
1800 - 1815	0	1	83	0	2	0	0	1	87	87.40
1815 - 1830	0	0	83	0	9	1	0	3	96	99.50
1830 - 1845	0	0	74	0	5	0	0	2	81	83.00
1845 - 1900	0	1	67	0	3	0	0	3	74	76.40
Hourly Total	0	2	307	0	19	1	0	9	338	346.30
Hourly Average	0.00	0.50	76.75	0.00	4.75	0.25	0.00	2.25	84.50	86.58
Session Total	8	15	2995	9	165	17	2	92	3303	3390.70
Session Average	0.17	0.31	62.40	0.19	3.44	0.35	0.04	1.92	68.81	70.64

617-18 Bromborough
Classified Junction Count

Site 6 of 6
Stadium Road (South)
Welton Road
Stadium Road (North)

Lat/Long
lat 53.342716° lon -2.974469°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 6.4: Right from Welton Road to Stadium Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	8	0	1	0	0	0	9	9.00
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	17	0	1	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.50	4.50
0800 - 0815	0	0	7	0	0	1	0	0	8	8.50
0815 - 0830	0	0	9	0	2	0	0	0	11	11.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	4	0	0	0	1	0	5	6.30
Hourly Total	0	0	23	0	2	1	1	0	27	28.80
Hourly Average	0.00	0.00	5.75	0.00	0.50	0.25	0.25	0.00	6.75	7.20
0900 - 0915	0	0	4	0	1	0	1	0	6	7.30
0915 - 0930	0	0	5	0	0	1	1	0	7	8.80
0930 - 0945	0	0	5	0	1	0	0	0	6	6.00
0945 - 1000	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	17	0	3	1	2	0	23	26.10
Hourly Average	0.00	0.00	4.25	0.00	0.75	0.25	0.50	0.00	5.75	6.53
1000 - 1015	0	0	8	0	0	0	0	0	8	8.00
1015 - 1030	0	0	3	0	4	0	1	0	8	9.30
1030 - 1045	0	1	7	0	1	0	0	0	9	8.40
1045 - 1100	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	1	22	0	6	0	1	0	30	30.70
Hourly Average	0.00	0.25	5.50	0.00	1.50	0.00	0.25	0.00	7.50	7.68
1100 - 1115	0	0	2	0	2	1	1	0	6	7.80
1115 - 1130	0	0	10	0	1	1	0	0	12	12.50
1130 - 1145	0	0	9	0	3	1	1	0	14	15.80
1145 - 1200	0	0	3	0	2	2	0	0	7	8.00
Hourly Total	0	0	24	0	8	5	2	0	39	44.10
Hourly Average	0.00	0.00	6.00	0.00	2.00	1.25	0.50	0.00	9.75	11.03
1200 - 1215	0	0	6	0	0	2	0	0	8	9.00
1215 - 1230	0	0	15	0	2	0	0	0	17	17.00
1230 - 1245	0	0	19	0	2	0	0	0	21	21.00
1245 - 1300	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	0	0	63	0	5	2	0	0	70	71.00
Hourly Average	0.00	0.00	15.75	0.00	1.25	0.50	0.00	0.00	17.50	17.75
1300 - 1315	0	1	15	0	0	0	0	0	16	15.40
1315 - 1330	0	0	23	0	3	0	0	0	26	26.00
1330 - 1345	0	0	8	0	0	2	0	0	10	11.00
1345 - 1400	0	0	10	1	3	0	0	0	14	14.00
Hourly Total	0	1	56	1	6	2	0	0	66	66.40
Hourly Average	0.00	0.25	14.00	0.25	1.50	0.50	0.00	0.00	16.50	16.60
1400 - 1415	0	0	17	0	0	1	0	0	18	18.50
1415 - 1430	0	1	11	0	3	0	0	0	15	14.40
1430 - 1445	0	0	10	0	1	0	0	0	11	11.00
1445 - 1500	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	1	48	0	4	1	0	0	54	53.90
Hourly Average	0.00	0.25	12.00	0.00	1.00	0.25	0.00	0.00	13.50	13.48
1500 - 1515	0	0	10	0	0	0	0	0	10	10.00
1515 - 1530	0	0	6	0	0	0	0	0	6	6.00
1530 - 1545	0	0	8	0	0	1	0	1	10	11.50
1545 - 1600	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	30	0	0	1	0	1	32	33.50
Hourly Average	0.00	0.00	7.50	0.00	0.00	0.25	0.00	0.25	8.00	8.38
1600 - 1615	0	0	14	0	0	0	1	0	15	16.30
1615 - 1630	0	0	8	0	1	0	0	0	9	9.00
1630 - 1645	0	0	13	0	0	0	0	0	13	13.00
1645 - 1700	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	45	0	3	0	1	0	49	50.30
Hourly Average	0.00	0.00	11.25	0.00	0.75	0.00	0.25	0.00	12.25	12.58
1700 - 1715	0	1	32	0	1	0	0	0	34	33.40
1715 - 1730	0	0	20	0	2	0	0	0	22	22.00
1730 - 1745	0	0	10	0	1	0	0	0	11	11.00
1745 - 1800	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	1	70	0	5	0	0	0	76	75.40
Hourly Average	0.00	0.25	17.50	0.00	1.25	0.00	0.00	0.00	19.00	18.85
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	0	9	0	0	0	0	0	9	9.00
1830 - 1845	0	0	6	0	0	0	0	0	6	6.00
1845 - 1900	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	26	0	1	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.50	0.00	0.25	0.00	0.00	0.00	6.75	6.75
Session Total	0	4	441	1	44	13	7	1	511	525.20
Session Average	0.00	0.08	9.19	0.02	0.92	0.27	0.15	0.02	10.65	10.94

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 6.4: Right from Welton Road to Stadium Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
0930 - 0945	0	0	9	0	1	0	0	0	10	10.00
0945 - 1000	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	15	0	4	0	0	0	19	19.00
Hourly Average	0.00	0.00	3.75	0.00	1.00	0.00	0.00	0.00	4.75	4.75
1000 - 1015	0	0	3	0	0	0	0	0	3	3.00
1015 - 1030	0	0	5	0	0	1	1	0	7	8.00
1030 - 1045	0	0	5	0	0	0	0	0	5	5.00
1045 - 1100	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	19	0	1	1	1	0	22	23.80
Hourly Average	0.00	0.00	4.75	0.00	0.25	0.25	0.25	0.00	5.50	5.95
1100 - 1115	0	0	5	0	1	0	1	0	7	8.30
1115 - 1130	0	0	5	0	0	0	0	0	5	5.00
1130 - 1145	0	0	4	0	2	0	0	0	6	6.00
1145 - 1200	0	0	9	0	0	1	0	0	10	10.50
Hourly Total	0	0	23	0	3	1	1	0	28	29.80
Hourly Average	0.00	0.00	5.75	0.00	0.75	0.25	0.25	0.00	7.00	7.45
1200 - 1215	0	0	4	0	1	0	0	0	5	5.00
1215 - 1230	0	0	5	0	0	0	0	0	5	5.00
1230 - 1245	0	0	15	0	0	0	0	0	15	15.00
1245 - 1300	0	1	14	0	0	0	0	0	15	14.40
Hourly Total	0	1	38	0	1	0	0	0	40	39.40
Hourly Average	0.00	0.25	9.50	0.00	0.25	0.00	0.00	0.00	10.00	9.85
1300 - 1315	0	0	10	0	0	0	0	0	10	10.00
1315 - 1330	0	0	13	0	0	0	0	0	13	13.00
1330 - 1345	0	0	12	0	0	0	0	0	12	12.00
1345 - 1400	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	51	0	1	0	0	0	52	52.00
Hourly Average	0.00	0.00	12.75	0.00	0.25	0.00	0.00	0.00	13.00	13.00
1400 - 1415	0	0	17	0	1	1	0	0	19	19.50
1415 - 1430	0	0	18	0	1	0	0	0	19	19.00
1430 - 1445	0	0	15	0	1	0	0	0	16	16.00
1445 - 1500	0	0	16	0	0	1	0	0	16	16.00
Hourly Total	0	0	66	0	3	1	0	0	70	70.50
Hourly Average	0.00	0.00	16.50	0.00	0.75	0.25	0.00	0.00	17.50	17.63
1500 - 1515	0	0	21	0	0	0	0	0	21	21.00
1515 - 1530	0	0	16	0	0	1	0	0	17	17.50
1530 - 1545	0	0	12	0	1	0	0	0	13	13.00
1545 - 1600	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	63	0	1	1	0	0	65	65.50
Hourly Average	0.00	0.00	15.75	0.00	0.25	0.25	0.00	0.00	16.25	16.38
1600 - 1615	0	0	7	0	2	0	0	0	9	9.00
1615 - 1630	0	1	18	0	1	0	0	0	20	19.40
1630 - 1645	0	0	12	0	1	0	0	0	13	13.00
1645 - 1700	0	0	10	0	0	1	0	0	11	11.50
Hourly Total	0	1	47	0	4	1	0	0	53	52.90
Hourly Average	0.00	0.25	11.75	0.00	1.00	0.25	0.00	0.00	13.25	13.23
1700 - 1715	0	0	7	0	1	0	0	0	8	8.00
1715 - 1730	0	0	5	0	1	0	0	0	6	6.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	0	5	1	0	0	0	0	6	6.00
Hourly Total	0	0	25	1	2	0	0	0	28	28.00
Hourly Average	0.00	0.00	6.25	0.25	0.50	0.00	0.00	0.00	7.00	7.00
1800 - 1815	0	0	6	0	1	0	0	0	7	7.00
1815 - 1830	0	1	10	0	0	0	0	0	11	10.40
1830 - 1845	0	1	4	0	1	0	0	0	6	5.40
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	2	25	0	2	0	0	0	29	27.80
Hourly Average	0.00	0.50	6.25	0.00	0.50	0.00	0.00	0.00	7.25	6.95
Session Total	0	4	380	1	22	5	2	0	414	416.70
Session Average	0.00	0.08	7.92	0.02	0.46	0.10	0.04	0.00	8.63	8.68

617-18 Bromborough
Classified Junction Count

Site 6 of 6
Stadium Road (South)
Welton Road
Stadium Road (North)

Lat/Long
lat 53.342716° lon -2.974469°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 6.5: Southbound from Stadium Road (North) to Stadium Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	24	0	5	1	2	0	32	35.10
0715 - 0730	0	0	30	0	3	3	5	0	41	49.00
0730 - 0745	0	0	45	0	6	2	3	0	56	60.90
0745 - 0800	0	0	81	0	18	2	5	1	107	115.50
Hourly Total	0	0	180	0	32	8	15	1	236	260.50
Hourly Average	0.00	0.00	45.00	0.00	8.00	2.00	3.75	0.25	59.00	65.13
0800 - 0815	0	0	71	0	11	1	3	0	86	90.40
0815 - 0830	0	1	93	0	12	5	2	0	113	117.50
0830 - 0845	0	0	87	0	14	5	3	1	110	117.40
0845 - 0900	0	1	90	0	9	5	2	0	107	111.50
Hourly Total	0	2	341	0	46	16	10	1	416	436.80
Hourly Average	0.00	0.50	85.25	0.00	11.50	4.00	2.50	0.25	104.00	109.20
0900 - 0915	1	1	35	0	7	4	3	0	51	55.50
0915 - 0930	0	1	47	0	7	5	6	0	66	75.70
0930 - 0945	0	0	31	0	10	3	4	1	49	56.70
0945 - 1000	0	0	46	0	11	1	4	0	62	67.70
Hourly Total	1	2	159	0	35	13	17	1	228	255.60
Hourly Average	0.25	0.50	39.75	0.00	8.75	3.25	4.25	0.25	57.00	63.90
1000 - 1015	0	0	30	0	7	1	3	0	41	45.40
1015 - 1030	0	0	32	0	7	3	5	0	47	55.00
1030 - 1045	0	0	29	0	11	0	2	1	43	46.60
1045 - 1100	0	0	30	0	7	2	3	0	42	46.90
Hourly Total	0	0	121	0	32	6	13	1	173	193.90
Hourly Average	0.00	0.00	30.25	0.00	8.00	1.50	3.25	0.25	43.25	48.48
1100 - 1115	0	0	28	0	9	3	4	0	44	50.70
1115 - 1130	0	0	32	0	10	3	3	0	48	53.40
1130 - 1145	0	0	21	0	7	3	4	1	36	43.70
1145 - 1200	0	0	30	0	13	1	3	0	47	51.40
Hourly Total	0	0	111	0	39	10	14	1	175	199.20
Hourly Average	0.00	0.00	27.75	0.00	9.75	2.50	3.50	0.25	43.75	49.80
1200 - 1215	0	0	32	0	15	2	1	0	50	52.30
1215 - 1230	0	0	37	0	9	5	2	0	53	58.10
1230 - 1245	0	1	41	0	7	3	4	1	57	64.10
1245 - 1300	0	3	51	1	9	3	2	0	69	71.30
Hourly Total	0	4	161	1	40	13	9	1	229	245.80
Hourly Average	0.00	1.00	40.25	0.25	10.00	3.25	2.25	0.25	57.25	61.45
1300 - 1315	0	0	44	0	12	0	1	0	57	58.30
1315 - 1330	0	0	31	0	5	3	2	0	41	45.10
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	75	0	17	3	3	0	98	103.40
Hourly Average	0.00	0.00	18.75	0.00	4.25	0.75	0.75	0.00	24.50	25.85
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	37	0	5	1	0	1	44	45.50
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	37	0	5	1	0	1	44	45.50
Hourly Average	0.00	0.00	9.25	0.00	1.25	0.25	0.00	0.25	11.00	11.38
1500 - 1515	0	1	42	0	10	2	1	0	56	57.70
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	1	0	37	2	10	2	1	0	53	54.50
1545 - 1600	0	0	44	0	11	0	1	0	56	57.30
Hourly Total	1	1	123	2	31	4	3	0	165	169.50
Hourly Average	0.25	0.25	30.75	0.50	7.75	1.00	0.75	0.00	41.25	42.38
1600 - 1615	0	1	34	0	6	0	2	0	43	45.00
1615 - 1630	1	0	41	0	7	2	2	0	53	55.80
1630 - 1645	0	0	42	0	9	2	1	0	54	56.30
1645 - 1700	0	0	43	0	1	3	0	1	48	50.50
Hourly Total	1	1	160	0	23	7	5	1	198	207.60
Hourly Average	0.25	0.25	40.00	0.00	5.75	1.75	1.25	0.25	49.50	51.90
1700 - 1715	0	0	52	0	3	1	1	1	58	60.80
1715 - 1730	0	1	38	0	4	0	0	0	43	42.40
1730 - 1745	0	0	32	0	4	1	0	0	37	37.50
1745 - 1800	0	1	40	0	2	0	2	1	46	49.00
Hourly Total	0	2	162	0	13	2	3	2	184	189.70
Hourly Average	0.00	0.50	40.50	0.00	3.25	0.50	0.75	0.50	46.00	47.43
1800 - 1815	1	0	30	2	3	1	0	0	37	36.70
1815 - 1830	0	0	33	1	2	0	1	0	37	38.30
1830 - 1845	0	1	18	0	2	0	1	1	23	24.70
1845 - 1900	0	1	27	0	4	1	0	0	33	32.90
Hourly Total	1	2	108	3	11	2	2	1	130	132.60
Hourly Average	0.25	0.50	27.00	0.75	2.75	0.50	0.50	0.25	32.50	33.15
Session Total	4	14	1738	6	324	85	94	11	2276	2440.10
Session Average	0.08	0.29	36.21	0.13	6.75	1.77	1.96	0.23	47.42	50.84

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 6.5: Southbound from Sladium Road (North) to Sladium Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	4	0	1	0	15	16.30
0715 - 0730	0	0	8	0	1	0	1	0	10	11.30
0730 - 0745	0	0	11	0	1	0	0	0	12	12.00
0745 - 0800	0	2	17	0	0	1	0	0	20	19.30
Hourly Total	0	2	46	0	6	1	2	0	57	58.90
Hourly Average	0.00	0.50	11.50	0.00	1.50	0.25	0.50	0.00	14.25	14.73
0800 - 0815	0	0	19	0	1	1	1	0	22	23.80
0815 - 0830	0	0	20	0	4	3	2	0	29	33.10
0830 - 0845	1	0	21	0	2	0	0	0	24	23.20
0845 - 0900	0	0	25	0	3	1	2	0	31	34.10
Hourly Total	1	0	85	0	10	5	5	0	106	114.20
Hourly Average	0.25	0.00	21.25	0.00	2.50	1.25	1.25	0.00	26.50	28.55
0900 - 0915	0	0	16	0	3	2	0	0	21	22.00
0915 - 0930	0	0	17	1	5	3	0	0	26	27.50
0930 - 0945	0	0	15	0	4	2	2	1	24	28.60
0945 - 1000	0	0	39	0	3	0	0	0	42	42.00
Hourly Total	0	0	87	1	15	7	2	1	113	120.10
Hourly Average	0.00	0.00	21.75	0.25	3.75	1.75	0.50	0.25	28.25	30.03
1000 - 1015	0	0	31	0	1	1	0	0	33	33.50
1015 - 1030	1	2	16	2	0	2	0	0	23	22.00
1030 - 1045	0	0	22	0	0	0	2	1	25	28.60
1045 - 1100	0	0	33	0	0	1	0	0	34	34.50
Hourly Total	1	2	102	2	1	4	2	1	115	118.60
Hourly Average	0.25	0.50	25.50	0.50	0.25	1.00	0.50	0.25	28.75	29.65
1100 - 1115	0	1	26	0	3	1	0	0	31	30.90
1115 - 1130	0	0	20	0	4	0	0	0	24	24.00
1130 - 1145	0	0	23	1	2	0	2	1	29	32.60
1145 - 1200	0	0	31	0	5	0	0	0	36	36.00
Hourly Total	0	1	100	1	14	1	2	1	120	123.50
Hourly Average	0.00	0.25	25.00	0.25	3.50	0.25	0.50	0.25	30.00	30.88
1200 - 1215	0	0	22	0	1	0	1	0	24	25.30
1215 - 1230	0	0	22	0	1	2	3	0	28	32.90
1230 - 1245	0	0	21	0	2	1	1	0	25	26.80
1245 - 1300	1	0	34	0	3	0	0	1	39	39.20
Hourly Total	1	0	99	0	7	3	5	1	116	124.20
Hourly Average	0.25	0.00	24.75	0.00	1.75	0.75	1.25	0.25	29.00	31.05
1300 - 1315	0	0	30	0	4	0	0	0	34	34.00
1315 - 1330	1	0	28	0	3	0	0	0	32	31.20
1330 - 1345	0	0	33	0	2	0	0	1	36	37.00
1345 - 1400	0	0	29	0	4	0	0	0	33	33.00
Hourly Total	1	0	120	0	13	0	0	1	135	135.20
Hourly Average	0.25	0.00	30.00	0.00	3.25	0.00	0.00	0.25	33.75	33.80
1400 - 1415	0	0	30	0	3	0	0	0	33	33.00
1415 - 1430	0	0	32	0	3	0	0	0	35	35.00
1430 - 1445	1	0	20	0	1	0	0	0	22	21.20
1445 - 1500	0	0	29	1	2	0	0	0	32	32.00
Hourly Total	1	0	111	1	9	0	0	0	122	121.20
Hourly Average	0.25	0.00	27.75	0.25	2.25	0.00	0.00	0.00	30.50	30.30
1500 - 1515	0	0	27	0	2	0	0	0	29	29.00
1515 - 1530	0	1	12	0	3	0	0	0	16	15.40
1530 - 1545	0	0	11	0	0	0	0	1	12	13.00
1545 - 1600	0	0	18	0	5	0	0	0	23	23.00
Hourly Total	0	1	68	0	10	0	0	1	80	80.40
Hourly Average	0.00	0.25	17.00	0.00	2.50	0.00	0.00	0.25	20.00	20.10
1600 - 1615	0	0	15	0	3	0	2	0	20	22.60
1615 - 1630	0	0	17	0	1	0	0	1	19	20.00
1630 - 1645	1	0	24	0	2	0	0	1	28	28.20
1645 - 1700	0	0	23	0	0	0	0	0	23	23.00
Hourly Total	1	0	79	0	6	0	2	2	90	93.80
Hourly Average	0.25	0.00	19.75	0.00	1.50	0.00	0.50	0.50	22.50	23.45
1700 - 1715	0	0	17	0	1	0	0	0	18	18.00
1715 - 1730	0	0	22	0	1	1	1	0	25	26.80
1730 - 1745	0	0	17	0	2	1	1	1	22	24.80
1745 - 1800	0	0	26	0	0	0	0	0	26	26.00
Hourly Total	0	0	82	0	4	2	2	1	91	95.60
Hourly Average	0.00	0.00	20.50	0.00	1.00	0.50	0.50	0.25	22.75	23.90
1800 - 1815	1	0	27	0	1	1	2	0	31	32.80
1815 - 1830	0	0	22	0	0	0	1	0	23	24.30
1830 - 1845	0	1	23	0	2	0	0	1	27	27.40
1845 - 1900	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	1	1	94	0	3	0	3	1	103	106.50
Hourly Average	0.25	0.25	23.50	0.00	0.75	0.00	0.75	0.25	25.75	26.63
Session Total	7	7	1073	5	98	23	25	10	1248	1292.20
Session Average	0.15	0.15	22.35	0.10	2.04	0.48	0.52	0.21	26.00	26.92

617-18 Bromborough
Classified Junction Count

Site 6 of 6
Stadium Road (South)
Welton Road
Stadium Road (North)

Lat/Long
lat 53.342716° lon -2.974469°

Date
Friday 05 October 2018

Weather
sunny
Temp: 17°C

0700 - 1900 (Friday 12 hour Session)

TIME	Movement 6.6: Right from Stadium Road (North) to Welton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	0	0	0	1	6	7.00
0715 - 0730	0	0	22	0	0	0	0	3	25	28.00
0730 - 0745	0	0	14	0	0	0	1	2	17	20.30
0745 - 0800	0	0	13	0	1	1	0	2	17	19.50
Hourly Total	0	0	54	0	1	1	1	8	65	74.80
Hourly Average	0.00	0.00	13.50	0.00	0.25	0.25	0.25	2.00	16.25	18.70
0800 - 0815	0	0	10	0	1	2	0	0	13	14.00
0815 - 0830	1	0	17	0	1	1	0	1	21	21.70
0830 - 0845	1	0	17	0	1	1	0	1	21	21.70
0845 - 0900	0	0	23	0	0	0	0	2	25	27.00
Hourly Total	2	0	67	0	3	4	0	4	80	84.40
Hourly Average	0.50	0.00	16.75	0.00	0.75	1.00	0.00	1.00	20.00	21.10
0900 - 0915	0	0	33	1	3	0	0	3	40	43.00
0915 - 0930	0	0	34	0	2	1	0	1	38	39.50
0930 - 0945	0	0	20	0	0	0	0	1	21	22.00
0945 - 1000	0	0	28	1	2	1	0	1	33	34.50
Hourly Total	0	0	115	2	7	2	0	6	132	139.00
Hourly Average	0.00	0.00	28.75	0.50	1.75	0.50	0.00	1.50	33.00	34.75
1000 - 1015	0	0	27	0	1	2	0	2	32	35.00
1015 - 1030	0	0	30	0	1	0	0	2	33	35.00
1030 - 1045	2	0	38	0	1	1	0	2	44	44.90
1045 - 1100	0	1	30	0	2	0	0	1	34	34.40
Hourly Total	2	1	125	0	5	3	0	7	143	149.30
Hourly Average	0.50	0.25	31.25	0.00	1.25	0.75	0.00	1.75	35.75	37.33
1100 - 1115	0	0	36	0	2	1	0	4	43	47.50
1115 - 1130	0	0	30	0	1	1	0	1	33	34.50
1130 - 1145	0	0	36	0	1	0	0	1	38	39.00
1145 - 1200	0	0	31	1	4	0	0	2	38	40.00
Hourly Total	0	0	133	1	8	2	0	8	152	161.00
Hourly Average	0.00	0.00	33.25	0.25	2.00	0.50	0.00	2.00	38.00	40.25
1200 - 1215	0	0	38	0	2	0	0	2	42	44.00
1215 - 1230	0	0	38	0	2	0	0	2	42	44.00
1230 - 1245	0	0	42	0	1	0	0	1	44	45.00
1245 - 1300	0	0	49	0	1	0	0	2	52	54.00
Hourly Total	0	0	167	0	6	0	0	7	180	187.00
Hourly Average	0.00	0.00	41.75	0.00	1.50	0.00	0.00	1.75	45.00	46.75
1300 - 1315	0	0	52	0	7	0	0	2	61	63.00
1315 - 1330	0	0	50	0	4	0	0	2	56	58.00
1330 - 1345	0	0	29	0	3	1	0	2	35	37.50
1345 - 1400	0	0	34	1	2	0	0	0	37	37.00
Hourly Total	0	0	165	1	16	1	0	6	189	195.50
Hourly Average	0.00	0.00	41.25	0.25	4.00	0.25	0.00	1.50	47.25	48.88
1400 - 1415	0	0	37	0	0	0	0	3	40	43.00
1415 - 1430	0	0	40	0	3	1	0	2	46	48.50
1430 - 1445	0	1	37	0	3	0	0	1	42	42.40
1445 - 1500	0	0	46	0	0	0	0	2	48	50.00
Hourly Total	0	1	160	0	6	1	0	8	176	183.90
Hourly Average	0.00	0.25	40.00	0.00	1.50	0.25	0.00	2.00	44.00	45.98
1500 - 1515	0	0	28	0	0	1	0	2	31	33.50
1515 - 1530	0	0	33	0	2	0	0	2	37	39.00
1530 - 1545	0	0	32	0	1	0	0	3	36	39.00
1545 - 1600	0	1	37	0	1	0	0	1	40	40.40
Hourly Total	0	1	130	0	4	1	0	8	144	151.90
Hourly Average	0.00	0.25	32.50	0.00	1.00	0.25	0.00	2.00	36.00	37.98
1600 - 1615	1	1	52	0	1	0	0	2	57	57.60
1615 - 1630	0	0	45	0	2	0	0	2	49	51.00
1630 - 1645	0	1	49	1	2	0	0	1	54	54.40
1645 - 1700	0	0	45	0	5	0	0	1	51	52.00
Hourly Total	1	2	191	1	10	0	0	6	211	215.00
Hourly Average	0.25	0.50	47.75	0.25	2.50	0.00	0.00	1.50	52.75	53.75
1700 - 1715	0	2	53	0	1	0	0	3	59	60.80
1715 - 1730	0	0	37	0	1	0	0	1	39	40.00
1730 - 1745	0	0	50	0	1	0	0	2	53	55.00
1745 - 1800	0	0	37	0	2	0	0	2	41	43.00
Hourly Total	0	2	177	0	5	0	0	8	192	198.80
Hourly Average	0.00	0.50	44.25	0.00	1.25	0.00	0.00	2.00	48.00	49.70
1800 - 1815	0	0	39	0	1	0	0	2	42	44.00
1815 - 1830	0	0	40	0	2	0	0	2	44	46.00
1830 - 1845	0	0	39	0	0	0	0	1	40	41.00
1845 - 1900	0	0	33	0	1	0	0	0	34	34.00
Hourly Total	0	0	151	0	4	0	0	5	160	165.00
Hourly Average	0.00	0.00	37.75	0.00	1.00	0.00	0.00	1.25	40.00	41.25
Session Total	5	7	1635	5	75	15	1	81	1824	1905.60
Session Average	0.10	0.15	34.06	0.10	1.56	0.31	0.02	1.69	38.00	39.70

Date
Saturday 06 October 2018

Weather
light rain
Temp: 16°C

0700 - 1900 (Saturday 12 hour session)

TIME	Movement 6.6: Right from Stadium Road (North) to Welton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	1	3	4.00
0715 - 0730	0	0	5	0	0	0	0	1	6	7.00
0730 - 0745	1	0	12	0	0	0	0	0	13	12.20
0745 - 0800	0	0	18	0	0	0	0	1	19	20.00
Hourly Total	1	0	37	0	0	0	0	3	41	43.20
Hourly Average	0.25	0.00	9.25	0.00	0.00	0.00	0.00	0.75	10.25	10.80
0800 - 0815	0	0	8	0	1	0	0	2	11	13.00
0815 - 0830	0	0	12	0	1	0	0	1	14	15.00
0830 - 0845	0	0	14	0	2	1	0	1	18	19.50
0845 - 0900	0	0	27	0	1	0	0	1	29	30.00
Hourly Total	0	0	61	0	5	1	0	5	72	77.50
Hourly Average	0.00	0.00	15.25	0.00	1.25	0.25	0.00	1.25	18.00	19.38
0900 - 0915	1	0	19	0	1	0	0	2	23	24.20
0915 - 0930	0	0	26	0	0	0	0	1	27	28.00
0930 - 0945	3	1	33	0	1	0	0	1	39	37.00
0945 - 1000	0	0	41	0	1	0	0	1	43	44.00
Hourly Total	4	1	119	0	3	0	0	5	132	133.20
Hourly Average	1.00	0.25	29.75	0.00	0.75	0.00	0.00	1.25	33.00	33.30
1000 - 1015	0	0	30	0	3	0	0	2	35	37.00
1015 - 1030	0	0	36	0	1	0	0	1	38	39.00
1030 - 1045	0	0	32	0	1	0	0	1	34	35.00
1045 - 1100	0	0	32	0	0	0	0	1	33	34.00
Hourly Total	0	0	130	0	5	0	0	5	140	145.00
Hourly Average	0.00	0.00	32.50	0.00	1.25	0.00	0.00	1.25	35.00	36.25
1100 - 1115	0	0	44	0	1	0	0	2	47	49.00
1115 - 1130	0	0	34	0	2	0	0	1	37	38.00
1130 - 1145	0	0	46	0	1	0	0	1	48	49.00
1145 - 1200	0	1	51	0	2	0	0	1	55	55.40
Hourly Total	0	1	175	0	6	0	0	5	187	191.40
Hourly Average	0.00	0.25	43.75	0.00	1.50	0.00	0.00	1.25	46.75	47.85
1200 - 1215	0	1	45	0	1	0	0	2	49	50.40
1215 - 1230	0	0	52	0	1	0	0	1	54	55.00
1230 - 1245	0	0	57	1	1	0	0	1	60	61.00
1245 - 1300	0	0	49	0	3	0	0	1	53	54.00
Hourly Total	0	1	203	1	6	0	0	5	216	220.40
Hourly Average	0.00	0.25	50.75	0.25	1.50	0.00	0.00	1.25	54.00	55.10
1300 - 1315	0	0	68	0	2	0	0	2	72	74.00
1315 - 1330	1	0	50	0	2	0	0	0	53	52.20
1330 - 1345	0	0	51	0	4	0	0	2	57	59.00
1345 - 1400	0	0	52	0	1	0	0	1	54	55.00
Hourly Total	1	0	221	0	9	0	0	5	236	240.20
Hourly Average	0.25	0.00	55.25	0.00	2.25	0.00	0.00	1.25	59.00	60.05
1400 - 1415	0	1	60	0	0	0	0	2	63	64.40
1415 - 1430	0	0	47	0	0	0	0	1	48	49.00
1430 - 1445	3	0	41	0	2	0	0	0	46	43.60
1445 - 1500	0	2	55	0	1	0	0	1	59	58.80
Hourly Total	3	3	203	0	3	0	0	4	216	215.80
Hourly Average	0.75	0.75	50.75	0.00	0.75	0.00	0.00	1.00	54.00	53.95
1500 - 1515	0	0	44	0	1	0	0	3	48	51.00
1515 - 1530	0	0	34	0	2	0	0	2	38	40.00
1530 - 1545	0	0	45	0	0	0	0	1	46	47.00
1545 - 1600	0	0	32	0	2	0	0	1	35	36.00
Hourly Total	0	0	155	0	5	0	0	7	167	174.00
Hourly Average	0.00	0.00	38.75	0.00	1.25	0.00	0.00	1.75	41.75	43.50
1600 - 1615	0	0	46	0	1	0	0	2	49	51.00
1615 - 1630	1	0	35	0	2	0	0	1	39	39.20
1630 - 1645	0	0	30	0	3	1	0	1	35	36.50
1645 - 1700	0	0	35	0	1	0	0	1	37	38.00
Hourly Total	1	0	146	0	7	1	0	5	160	164.70
Hourly Average	0.25	0.00	36.50	0.00	1.75	0.25	0.00	1.25	40.00	41.18
1700 - 1715	0	1	38	0	0	0	0	2	41	42.40
1715 - 1730	0	0	34	0	0	0	0	1	35	36.00
1730 - 1745	0	0	35	0	4	0	0	1	40	41.00
1745 - 1800	1	0	32	1	2	0	0	1	37	37.20
Hourly Total	1	1	139	1	6	0	0	5	153	156.60
Hourly Average	0.25	0.25	34.75	0.25	1.50	0.00	0.00	1.25	38.25	39.15
1800 - 1815	1	0	28	0	3	0	0	2	34	35.20
1815 - 1830	0	1	29	0	2	0	0	1	33	33.40
1830 - 1845	0	0	22	0	1	0	0	1	24	25.00
1845 - 1900	0	0	19	0	0	0	0	1	20	21.00
Hourly Total	1	1	98	0	6	0	0	5	111	114.60
Hourly Average	0.25	0.25	24.50	0.00	1.50	0.00	0.00	1.25	27.75	28.65
Session Total	12	8	1687	2	61	2	0	59	1831	1876.60
Session Average	0.25	0.17	35.15	0.04	1.27	0.04	0.00	1.23	38.15	39.10

Sunday 07 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme							Vehicle Speed											P-Title 85%	Average Speed	Standard Deviation						
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph			
0000-0100	56	16	19	15	6	0	0	53	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	16	3	0	0	0	0	0	0	0	0	32.6	28.3	4.5
0100-0200	19	5	6	7	1	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	32.7	28.4	4.8	
0200-0300	24	6	7	7	4	1	1	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	27.3	5.5		
0300-0400	11	3	3	3	3	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	26.8	3.2		
0400-0500	8	3	2	1	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.8	3.6	-		
0500-0600	9	2	0	1	6	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	4.9	0	
0600-0700	30	4	6	12	6	0	1	25	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	29.3	3.2		
0700-0800	51	11	13	10	17	0	0	40	0	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	29.4	4.6		
0800-0900	95	21	16	20	38	0	0	83	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	29.1	4		
0900-1000	177	46	39	38	54	0	0	156	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	28.3	3.2		
1000-1100	507	104	123	131	149	0	3	456	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	27.5	3.5		
1100-1200	779	166	177	223	213	0	1	703	0	71	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	26	3.1		
1200-1300	1005	248	241	248	206	0	3	918	1	82	1	0	0	0	0	1	6	47	361	531	57	2	0	0	0	0	0	0	0	0	0	0	28.6	25.5	3.2		
1300-1400	997	237	243	248	269	0	1	911	2	83	0	0	0	0	0	5	12	40	349	546	44	1	0	0	0	0	0	0	0	0	0	0	28.5	25.3	3.4		
1400-1500	1078	282	254	264	288	0	0	976	1	88	2	1	0	0	0	0	10	27	361	612	66	1	0	0	0	0	0	0	0	0	0	0	28.4	25.7	3.1		
1500-1600	1081	257	278	261	285	0	2	983	1	94	1	0	0	0	0	0	8	25	410	586	51	1	0	0	0	0	0	0	0	0	0	0	26.3	25.6	2.9		
1600-1700	853	265	176	136	176	0	3	600	0	49	1	0	0	0	0	0	4	15	210	375	46	2	1	0	0	0	0	0	0	0	0	0	29.1	26	3.2		
1700-1800	281	74	62	52	73	0	2	242	1	13	2	0	0	0	0	0	2	30	158	65	5	1	0	0	0	0	0	0	0	0	0	31.4	28.3	3.2			
1800-1900	211	66	46	53	46	1	0	189	0	14	5	1	0	0	0	0	0	2	28	129	47	4	1	0	0	0	0	0	0	0	0	30.9	28.1	3.3			
1900-2000	184	66	44	36	38	0	3	162	0	12	5	0	0	0	0	1	3	18	88	54	7	3	0	0	0	0	0	0	0	0	0	32.3	28.8	4.1			
2000-2100	152	57	39	35	21	0	0	143	0	4	5	0	0	0	0	0	0	0	14	88	48	2	0	0	0	0	0	0	0	0	0	32	28.8	2.8			
2100-2200	128	35	18	16	19	0	0	117	0	5	5	0	0	0	0	0	0	0	17	72	32	5	1	1	0	0	0	0	0	0	0	31.5	28.5	3.8			
2200-2300	75	30	20	17	8	0	0	71	0	2	2	0	0	0	0	0	0	0	7	38	28	2	0	0	0	0	0	0	0	0	0	32.7	29.2	3.1			
2300-0000	59	21	21	9	8	0	0	57	0	0	2	0	0	0	0	0	0	0	13	35	9	2	0	0	0	0	0	0	0	0	0	31	28	3.2			
0700-1900	6985	1777	1668	1674	1776	1	15	6257	6	588	19	2	1	1	1	4	0	0	7	50	185	2102	3883	615	35	7	1	0	0	0	0	30.2	27.1	3.4			
0600-2200	8288	1939	1777	1813	1898	1	19	8104	8	813	34	2	1	1	3	3	0	0	7	31	188	2135	4188	619	31	11	2	0	0	0	0	30.6	27.6	3.4			
0600-0000	7523	1990	1818	1839	1876	1	19	6832	6	615	38	2	1	1	3	5	0	0	7	51	188	2173	4242	794	55	11	2	0	0	0	0	30.8	27.6	3.4			
0000-0000	7650	2025	1854	1873	1898	2	20	6946	7	623	38	2	1	1	3	5	2	0	7	53	192	2194	4299	831	60	12	2	0	0	0	0	31.1	27.7	3.6			

Monday 08 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme							Vehicle Speed											P-Title 85%	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	
0000-0100	20	9	6	2	3	0	0	16	0	1	0	0	0	0	0	0	0	0	2	13	4	0	0	0	0	0	0	0	0	0	0	0	31.9	28.9	4
0100-0200	11	3	4	4	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	0	0	0	0	0	0	0	0	34.8	29	3.6
0200-0300	3	1	1	0	1	0	0	2	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	28.8	2.2	0
0300-0400	5	2	0	3	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	20.4	6.1	-
0400-0500	5	1	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	19.6	9.2	0	
0500-0600	19	2	2	6	5	0	0	16	0	3	0	0	0	0	0	0	0	0	1	35	9	3	1	0	0	0	0	0	0	0	0	31.7	29.9	4.3	
0600-0700	54	12	8	15	19	0	0	48	0	6	0	0	0	0	0	0	0	0	8	30	15	0	0	0	0	0	0	0	0	0	0	31.3	28.6	3.9	
0700-0800	191	30	45	53	63	1	1	150	1	30	4	0	2	1	1	0	0	0	1	2	25	116	42	5	0	0	0	0	0	0	0	31.3	28	3.3	
0800-0900	257	89	84	96	68	0	1	218	0	36	2	0	0	0	0	0	0	0	3	2	53	147	49	3	0	0	0	0	0	0	0	30.4	27.4	3.5	
0900-1000	472	97	107	116	152	0	2	384	0	75	0	0	0	0	0	0	0	1	8	104	288	67	3	0	0	0	0	0	0	0	0	30	27	3.2	
1000-1100	619	136	167	164	152	0	2	542	0	73	2	0	0	0	0	0	0	0	3	8	182	342	77	7	0	0	0	0	0	0	0	29.8	26.5	3.2	
1100-1200	793	200	217	196	180	0	4	700	2	80	3	0	0	1	2	1	0	0	1	16	53	315	373	35	0	0	0	0	0	0	0	28.1	24.8	3.7	
1200-1300	931	225	224	246	226	0	0	822	2	104	1	0	1	0	0	0	0	0	6	41	414	440	28	1	0	0	0	0	0	0	0	27.7	24.8	3	
1300-1400	945	242	247	237	219	0	0	825	0	112	2	1	0	0	0	0	0	0	1	4	113	54	374	455	43	2	0	0	0	0	0	28	24.9	3.5	
1400-1500	856	190	222	205	239	0	2	770	0	82	1	1	0	0	0	0	0	0	16	31	263	480	45	1	0	0	0	0	0	0	0	28.4	25.4	3.3	
1500-1600	788	197	173	200	198	0	0	692	2	72	1	0	0	0	0	0	0	0	8	30	300	384	44	2	0	0	0	0	0	0	0	28.3	25.3	3.2	
1600-1700	759	180	186	189	204	0	0	696	0	60	3	0	0	0	0	0	0	0	0	11	30	240	431	44	3	0	0	0	0	0	0	28.8	25.7	3.3	
1700-1800	719	167	191	184	177	0	0	653	0																										

Thursday 11 October 2018

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-00, Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, Number Vehicle Classes ARX Scheme (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train), Vehicle Speed (MPH 0-10, 10-15, 15-20, 20-25, 25-30, 30-35, 35-40, 40-45, 45-50, 50-55, 55-60, 60-65), P-Title 85%, Average Speed, Standard Deviation.

Virtual Day (7.00)

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-00, Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, Number Vehicle Classes ARX Scheme (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train), Vehicle Speed (MPH 0-10, 10-15, 15-20, 20-25, 25-30, 30-35, 35-40, 40-45, 45-50, 50-55, 55-60, 60-65), P-Title 85%, Average Speed, Standard Deviation.

Virtual Week (1.00)

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-00, Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, Number Vehicle Classes ARX Scheme (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train), Vehicle Speed (MPH 0-10, 10-15, 15-20, 20-25, 25-30, 30-35, 35-40, 40-45, 45-50, 50-55, 55-60, 60-65), P-Title 85%, Average Speed, Standard Deviation.

Total

Summary table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-00, Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, Number Vehicle Classes ARX Scheme (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train), Vehicle Speed (MPH 0-10, 10-15, 15-20, 20-25, 25-30, 30-35, 35-40, 40-45, 45-50, 50-55, 55-60, 60-65), P-Title 85%, Average Speed, Standard Deviation.

Bromborough, Merseyside

Report Id 617/18
 Site Name Site 1 of 1
 Description Wulton Road, 73m North of Calbeck Road
 Direction Southbound

Friday 05 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation							
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph					
0000-0100	3	0	1	1	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	1.4
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200-0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-	
0300-0400	6	0	1	4	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	2.8	
0400-0500	6	0	3	1	2	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	2.8	
0500-0600	27	1	9	4	13	0	0	25	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	27.1		
0600-0700	59	13	11	18	17	0	0	49	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	3.7		
0700-0800	52	6	12	13	21	0	0	43	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	27.2			
0800-0900	86	20	26	14	26	0	1	73	0	9	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	26.5			
0900-1000	140	41	44	20	35	0	1	128	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	3.5			
1000-1100	99	33	18	23	25	0	0	89	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	3.9			
1100-1200	132	32	42	23	35	4	0	121	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	4.4			
1200-1300	186	45	45	47	49	1	0	177	0	6	2	0	0	0	1	2	7	65	97	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	3.8			
1300-1400	236	59	48	57	72	1	1	223	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	3.7			
1400-1500	171	48	42	46	35	0	1	167	1	2	0	0	0	0	0	0	0	2	3	3	55	99	8	1	0	0	0	0	0	0	0	0	0	0	28.4	4.1			
1500-1600	161	54	38	31	38	1	0	154	0	4	2	0	0	0	0	0	0	4	4	45	88	19	1	0	0	0	0	0	0	0	0	0	0	0	29.5	4.5			
1600-1700	176	47	38	36	55	1	0	167	0	7	1	0	0	0	0	0	0	1	1	6	50	108	7	3	0	0	0	0	0	0	0	0	0	0	28.3	3.8			
1700-1800	211	61	51	59	40	0	1	204	1	4	1	0	0	0	0	0	0	1	4	9	45	139	13	0	0	0	0	0	0	0	0	0	0	0	28.2	3.7			
1800-1900	180	35	46	55	57	0	0	209	0	4	0	0	0	0	0	0	0	4	4	55	121	32	3	0	0	0	0	0	0	0	0	0	0	0	30	29.9			
1900-2000	186	48	52	54	32	0	0	178	0	3	4	0	0	0	0	0	0	0	0	8	48	98	29	1	1	0	0	0	0	0	0	0	0	0	30.2	3.8			
2000-2100	90	29	26	14	19	0	0	88	0	1	1	0	0	0	0	0	0	1	4	9	44	58	9	2	1	0	0	0	0	0	0	0	0	0	29.9	4.3			
2100-2200	68	15	19	12	22	0	0	61	0	7	0	0	0	0	0	0	0	0	1	10	45	10	2	0	0	0	0	0	0	0	0	0	0	0	30.1	27.3			
2200-2300	38	15	8	7	8	0	0	32	0	4	1	0	0	0	0	1	0	0	0	1	12	17	7	1	0	0	0	0	0	0	0	0	0	0	33.2	2.7			
2300-0000	20	6	9	3	2	0	0	20	0	4	0	0	0	0	0	0	0	0	1	6	2	10	0	1	0	0	0	0	0	0	0	0	0	0	28.6	4.3			
0700-1900	1863	501	450	424	488	8	5	1755	4	75	14	1	0	0	0	1	0	0	11	27	52	514	1881	160	16	2	0	0	0	0	0	0	0	29.2	3.8				
0600-2200	2266	606	560	522	578	8	5	2131	4	95	20	1	0	0	0	2	0	0	12	27	69	599	1309	224	21	4	1	0	0	0	0	0	0	29.5	3.8				
0600-0000	2324	627	577	532	588	8	5	2183	4	99	21	1	1	0	0	2	0	0	12	28	76	613	1336	231	23	4	1	0	0	0	0	0	0	29.7	4.0				
0900-0000	2367	629	591	542	605	8	5	2220	4	101	23	1	1	0	0	4	0	0	12	28	77	628	1355	239	23	4	1	0	0	0	0	0	0	29.8	3.8				

Saturday 06 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation					
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph			
0000-0100	6	4	1	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	0
0100-0200	5	0	2	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	4.8
0200-0300	4	2	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	2.1
0300-0400	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	1.6
0400-0500	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	1.6
0500-0600	9	2	2	0	5	0	0	8	0	1	0	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	2.5
0600-0700	29	4	7	8	10	0	0	25	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2.1	
0700-0800	39	6	3	8	22	0	0	34	0	4	0	0	1	0	0	0	0	0	0	3	7	19	10	0	0	0	0	0	0	0	0	0	0	0	32.2	4	
0800-0900	84	17	23	21	23	0	0	77	0	6	0	0	0	0	0	0	0	0	0	4	12	57	11	0	0	0	0	0	0	0	0	0	0	0	29.8	2.7	
0900-1000	177	30	43	53	51	0	0	164	1	9	3	0	0	0	0	0	0	0	0	2	44	110	21	0	0	0	0	0	0	0	0	0	0	0	32.3	2.6	
1000-1100	184	49	42	43	50	0	1	178	0	3	1	0	0	0	0	0	0	0	0	2	56	107	18	1	0	0	0	0	0	0	0	0	0	0	29.2	2.9	
1100-1200	186	43	44	46	53	0	0	178	0	6	1	1	0	0	0	0	0	0	0	3	5	55	110	11	2	0	0	0	0	0	0	0	0	0	0	29.9	3.7
1200-1300	175	52	34	41	48	1	0	168	0	4	2	0	0	0	0	0	0	0	1	2	10	49	98	14	1	0	0	0	0	0	0	0	0	0	28.8	3.9	
1300-1400	164	48	43	37	36	0	1	157	0	4	2	0	0	0	0	0	0	0	1	0	1	49	96	16	1	0	0										

Sunday 07 October 2018

Time	Hourly Totals	00-15	15 Minute Bin Dross 15-30 30-45	45-00	Number Vehicle Classes ARX Scheme										Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation																				
					Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph																	
0000 - 0100	9	2	2	5	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	3.9							
0100 - 0200	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	2.9					
0200 - 0300	5	2	0	3	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	2.9					
0300 - 0400	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	2.5					
0400 - 0500	3	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	2.5					
0500 - 0600	3	1	0	2	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	1.2					
0600 - 0700	10	2	1	3	4	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	5.1						
0700 - 0800	18	3	2	5	0	0	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	4.5						
0800 - 0900	62	17	11	11	23	0	54	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	3.1						
0900 - 1000	110	29	23	12	46	0	101	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	3.1					
1000 - 1100	136	33	34	33	38	0	132	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	3.3					
1100 - 1200	186	35	46	25	30	0	130	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	3.3					
1200 - 1300	160	29	42	38	51	0	154	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	3.1					
1300 - 1400	141	35	36	43	27	0	138	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	2.9					
1400 - 1500	137	32	44	35	26	1	131	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	3.3					
1500 - 1600	97	19	38	22	18	1	90	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	2.8					
1600 - 1700	72	16	25	11	20	0	71	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	3.2					
1700 - 1800	72	18	14	13	27	0	69	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	2.6				
1800 - 1900	90	23	21	17	29	1	83	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	2.7					
1900 - 2000	76	23	23	9	21	0	70	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	2.7					
2000 - 2100	99	11	11	6	11	0	36	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	2.8					
2100 - 2200	15	4	6	3	2	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	2.9					
2200 - 2300	12	3	2	4	3	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	2.8					
2300 - 0000	9	1	4	3	1	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	2.6				
0700 - 1900	1233	289	336	265	343	3	3	1169	2	35	17	0	2	0	0	0	0	0	0	0	3	6	22	262	764	161	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	27.0	3.5			
0800 - 2200	1373	329	377	286	381	3	3	1296	2	44	18	0	2	1	1	3	0	0	0	0	3	7	27	287	849	184	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	27.0	3.5	
0900 - 0000	1394	333	383	293	393	3	3	1314	2	47	18	0	2	1	1	3	0	0	0	0	3	8	28	297	834	196	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	28.8	3.6
0000 - 0000	1417	340	385	301	391	3	3	1333	2	51	18	0	2	1	1	3	0	0	0	0	3	8	28	302	866	194	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	26.9	3.2

Monday 08 October 2018

Time	Hourly Totals	00-15	15 Minute Bin Dross 15-30 30-45	45-00	Number Vehicle Classes ARX Scheme										Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation																							
					Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph																				
0000 - 0100	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-						
0100 - 0200	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-			
0200 - 0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-
0300 - 0400	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	
0400 - 0500	4	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	2.8		
0500 - 0600	24	2	7	3	12	0	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	2.8				
0600 - 0700	63	18	14	18	13	1	59	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	2.7			
0700 - 0800	48	7	10	15	16	0	43	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	2.8		
0800 - 0900	78	16</																																																			

APPENDIX H

TEMPRO Outputs

Dataset Version 72			
Result Type: Trip ends by time period			
Base Year: 2018			
Future Year: 2021			
Trip Purpose Gr: All purposes			
Time Period: Weekday AM peak period (0700 - 0959)			
Trip End Type: Origin/Destination			
Alternative Ass: No			
Growth Factor			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	1.0313	1.0362
Future Year - Base Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	52	101
Base Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	1,655	2,791
Future Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	1,706	2,892
All			
Level	Area	Local Growth Figure	
E02001505	Wirral 039	1.037909482	

Dataset Version 72			
Result Type: Trip ends by time period			
Base Year: 2018			
Future Year: 2021			
Trip Purpose Gr: All purposes			
Time Period: Weekday PM peak period (1600 - 1859)			
Trip End Type: Origin/Destination			
Alternative Ass: No			
Growth Factor			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	1.0326	1.0292
Future Year - Base Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	90	59
Base Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	2,779	2,024
Future Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	2,870	2,083
All			
Level	Area	Local Growth Figure	
E02001505	Wirral 039	1.035048014	

Dataset Version 72			
Result Type: Trip ends by time period			
Base Year: 2018			
Future Year: 2026			
Trip Purpose Gr: All purposes			
Time Period: Weekday AM peak period (0700 - 0959)			
Trip End Type: Origin/Destination			
Alternative Ass: No			
Growth Factor			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	1.0655	1.0737
Future Year - Base Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	108	206
Base Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	1,655	2,791
Future Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	1,763	2,996
All			
Level	Area	Local Growth Figure	
E02001505	Wirral 039	1.086693686	

Dataset Version 72			
Result Type: Trip ends by time period			
Base Year: 2018			
Future Year: 2026			
Trip Purpose Gr: All purposes			
Time Period: Weekday PM peak period (1600 - 1859)			
Trip End Type: Origin/Destination			
Alternative Ass: No			
Growth Factor			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	1.0671	1.0611
Future Year - Base Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	186	124
Base Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	2,779	2,024
Future Year			
Area Description		All purposes	
Level	Name	Origin	Destination
E02001505	Wirral 039	2,966	2,147
All			
Level	Area	Local Growth Figure	
E02001505	Wirral 039	1.081105789	

APPENDIX I

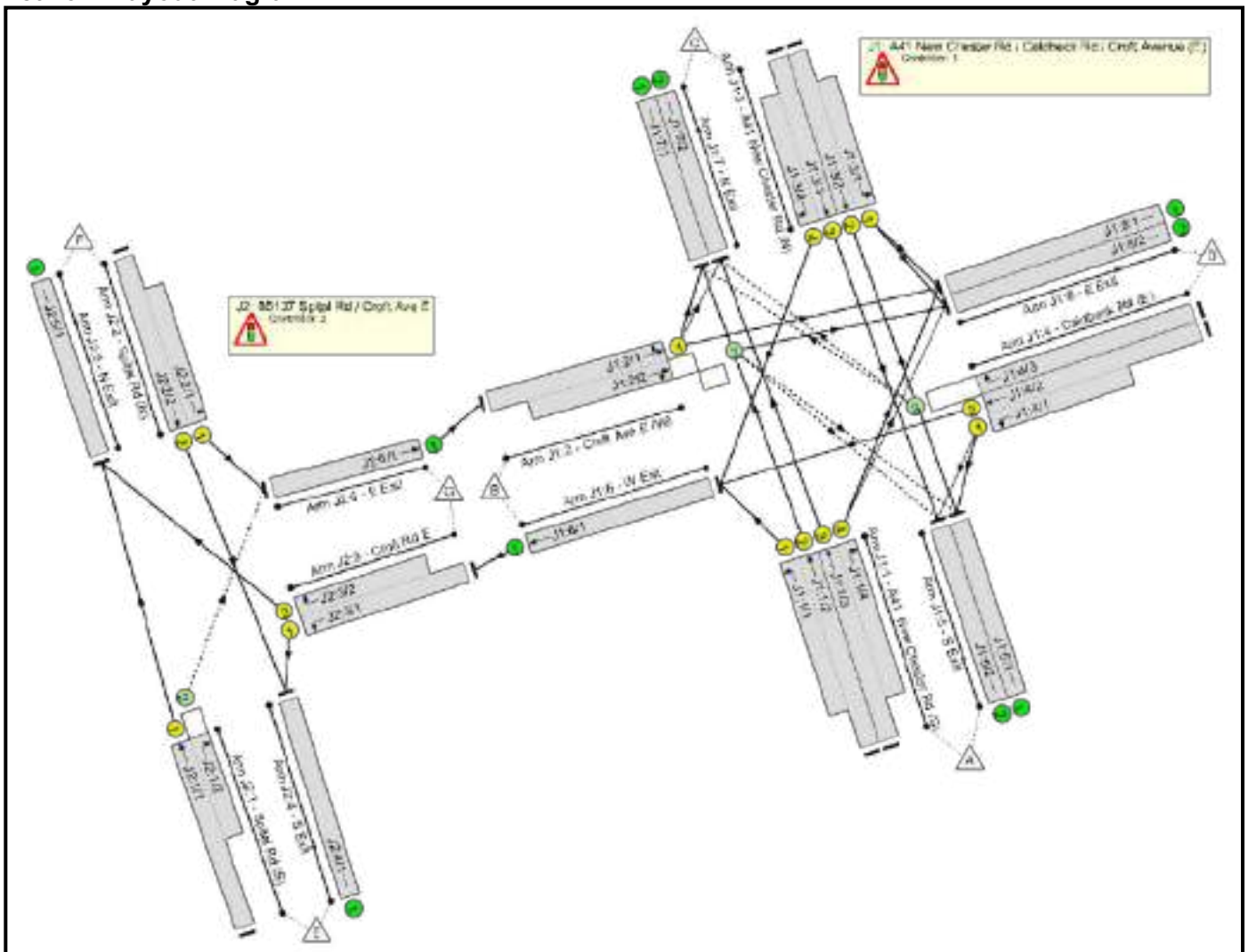
New Chester Road / Caldbeck Road + Spital Road / Croft Avenue East – LinSig
Modelling

Full Input Data And Results

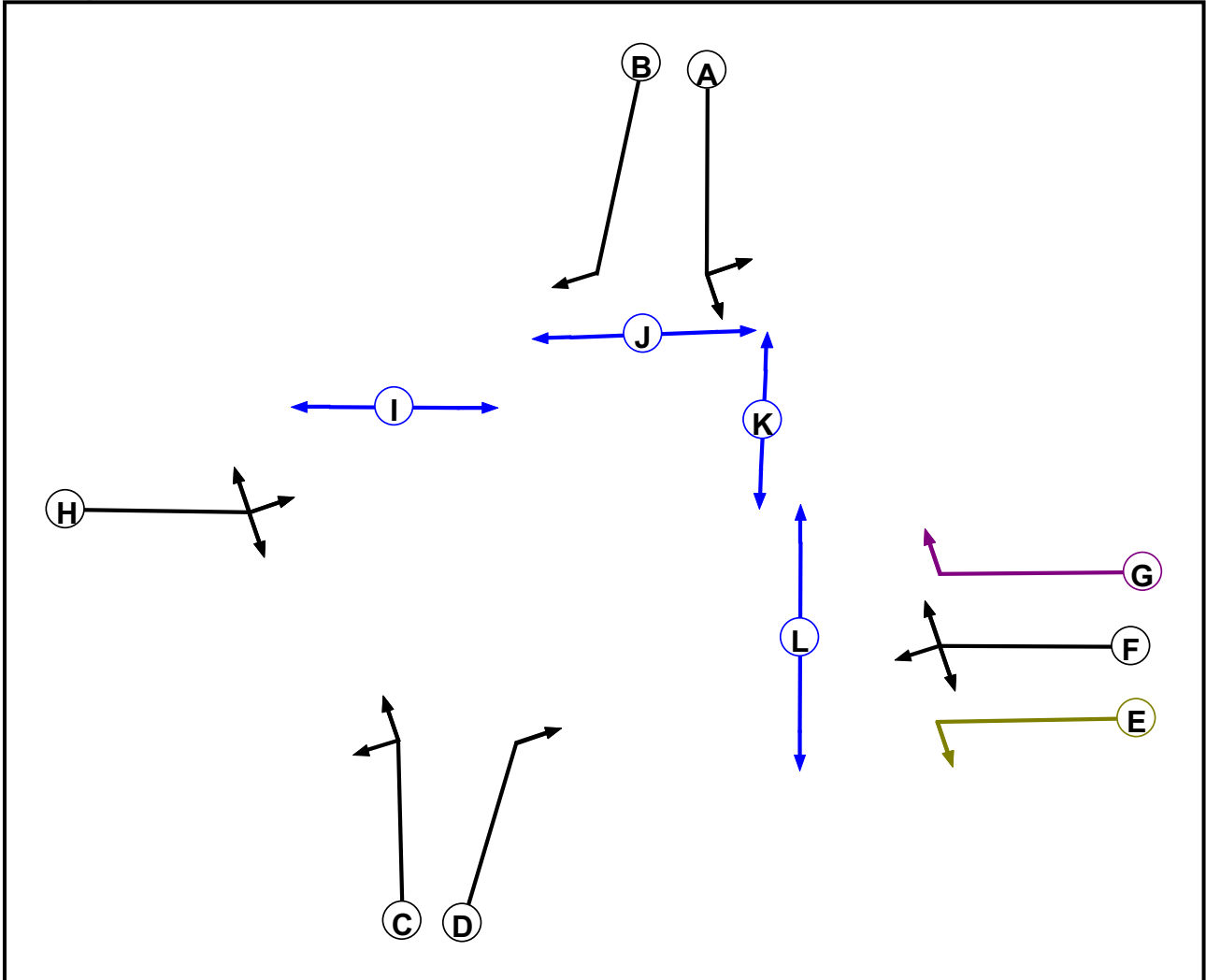
User and Project Details

Project:	Croft Retail Park, Wirral
Title:	A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)
Location:	
Additional detail:	
File name:	A41 New Chester Rd_Caldbeck Rd_Spital Rd.lsg3x
Author:	al
Company:	
Address:	

Network Layout Diagram



**C1 - A41 / Caldbeck Rd / Croft Ave
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	F	4	0
F	Traffic		7	7
G	Ind. Arrow	F	4	4
H	Traffic		7	7
I	Pedestrian		6	6
J	Pedestrian		12	12
K	Pedestrian		6	6
L	Pedestrian		8	8

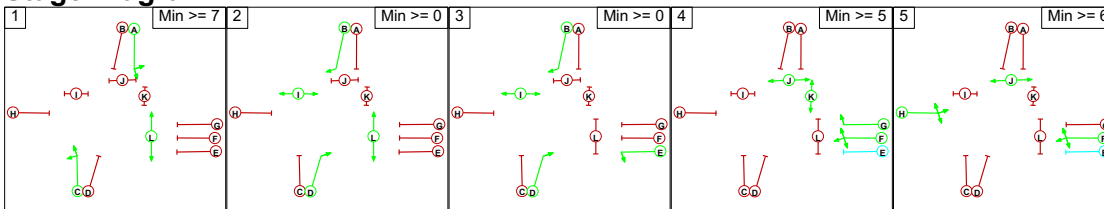
Phase Intergrens Matrix

		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A	-	-	7	7	7	7	7	-	5	7	-	-
	B	-	-	7	-	-	7	7	7	-	5	-	-
	C	-	7	-	-	-	7	7	7	8	-	-	-
	D	7	-	-	-	-	7	7	7	-	-	9	-
	E	6	-	-	-	-	-	-	-	-	-	-	5
	F	8	8	8	8	-	-	-	7	-	-	-	5
	G	8	8	8	8	-	-	4	7	-	-	-	5
	H	9	9	9	9	-	-	5	-	8	-	9	-
	I	-	-	6	-	-	6	6	6	-	-	-	-
	J	12	12	-	-	-	-	-	-	-	-	-	-
	K	6	-	-	6	-	-	-	6	-	-	-	-
	L	-	-	-	-	8	8	8	-	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A C L
2	B D I L
3	B D E I
4	F G J K
5	F H J

Stage Diagram



Phase Delays

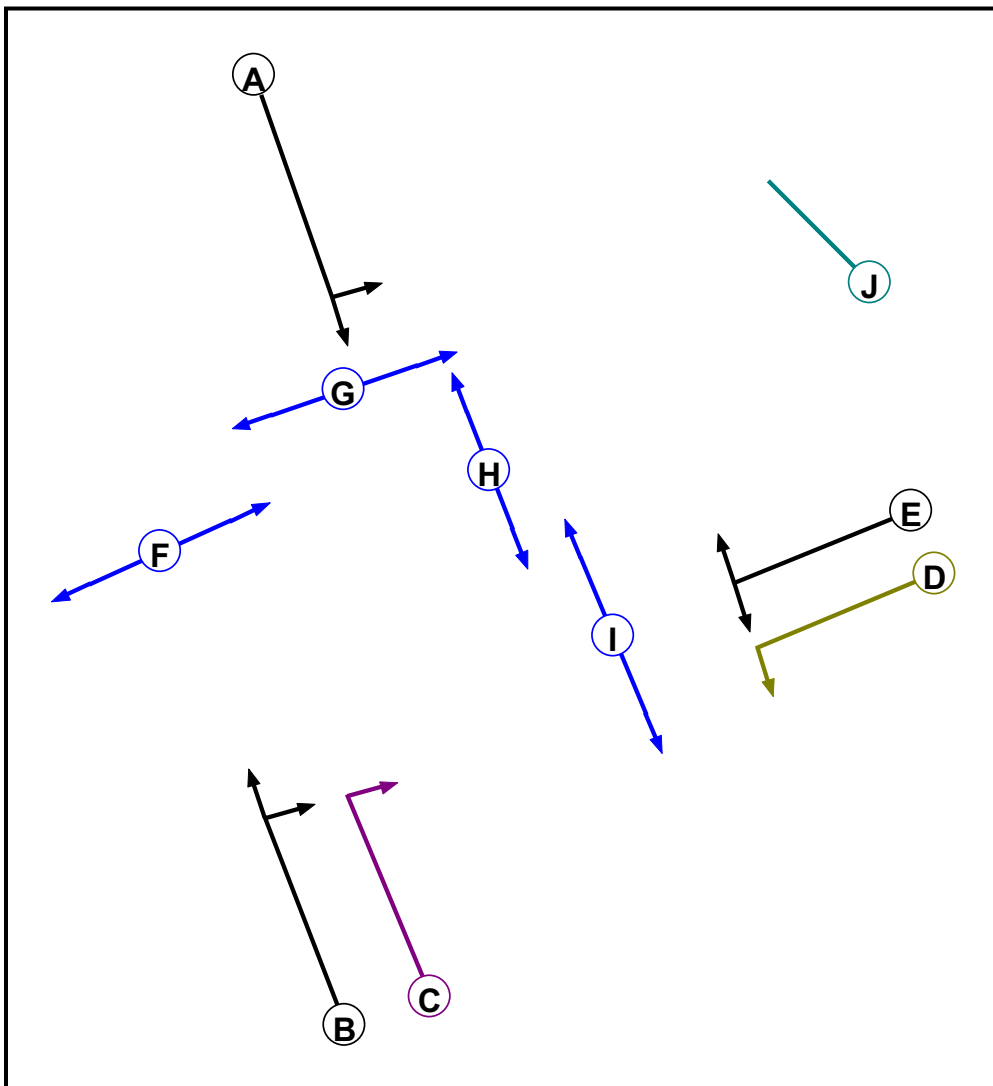
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
1		8	8	8	8
2	7		8	9	8
3	X	X		9	7
4	12	12	12		6
5	12	12	12	9	

**C2 - Croft Ave / Spital Rd
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Filter	E	4	0
E	Traffic		7	7
F	Pedestrian		8	8
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Dummy		3	3

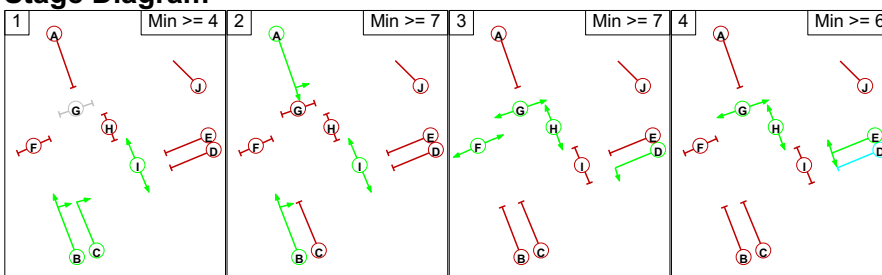
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A	-	7	7	7	-	5	8	-	3	
	B	-	-	-	7	7	-	8	-	3	
	C	5	-	-	7	-	-	8	-	3	
	D	7	-	-	-	-	-	-	5	3	
	E	7	7	7	-	8	-	-	5	3	
	F	-	6	-	-	6	-	-	-	3	
	G	6	-	-	-	-	-	-	-	3	
	H	6	6	6	-	-	-	-	-	3	
	I	-	-	-	6	6	-	-	-	3	
	J	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	B C I
2	A B I
3	D F G H
4	E G H

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		5	8	8
	2	7		8	8
	3	X	X		6
	4	7	7	8	

Full Input Data And Results

Five-Way Lane Input Data

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:2/2 (Croft Ave E (W))	J1:5/1 (Right)	1439	0	J1:4/1	1.09	All	4.00	2.00	0.50	4	4.00
				J1:4/2	1.09	All					
	J1:5/2 (Right)	1439	0	J1:4/1	1.09	All					
				J1:4/2	1.09	All					
J1:4/3 (Caldbeck Rd (E))	J1:7/1 (Right)	1439	0	J1:2/1	1.09	All	4.00	-	0.50	4	4.00
				J1:2/2	1.09	To J1:8/2 (Ahead)					
	J1:7/2 (Right)	1439	0	J1:2/1	1.09	All					
			J1:2/2	1.09	To J1:8/2 (Ahead)						

Junction: J2: B5137 Spital Rd / Croft Ave E											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/2 (Spital Rd (S))	J2:6/1 (Right)	1439	0	J2:2/1	1.09	All	2.00	-	0.50	2	2.00
				J2:2/2	1.09	All					

Full Input Data And Results
Lane Input Data

Full Input Data And Results

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A41 New Chester Rd (S))	U	C	2	3	16.0	Geom	-	3.50	0.00	Y	Arm J1:6 Left	12.00
J1:1/2 (A41 New Chester Rd (S))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:7 Ahead	Inf
J1:1/3 (A41 New Chester Rd (S))	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:7 Ahead	Inf
J1:1/4 (A41 New Chester Rd (S))	U	D	2	3	16.0	Geom	-	3.70	0.00	Y	Arm J1:8 Right	30.00
J1:2/1 (Croft Ave E (W))	U	H	2	3	15.1	Geom	-	3.30	0.00	Y	Arm J1:7 Left Arm J1:8 Ahead	15.00 Inf
J1:2/2 (Croft Ave E (W))	O	H	2	3	14.6	Geom	-	3.30	0.00	Y	Arm J1:5 Right Arm J1:8 Ahead	20.00 Inf
J1:3/1 (A41 New Chester Rd (N))	U	A	2	3	13.9	Geom	-	3.50	0.00	Y	Arm J1:8 Left	15.00
J1:3/2 (A41 New Chester Rd (N))	U	A	2	3	60.0	Geom	-	3.80	0.00	Y	Arm J1:5 Ahead	Inf
J1:3/3 (A41 New Chester Rd (N))	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm J1:5 Ahead	Inf
J1:3/4 (A41 New Chester Rd (N))	U	B	2	3	10.4	Geom	-	3.70	0.00	Y	Arm J1:6 Right	30.00
J1:4/1 (Caldbeck Rd (E))	U	F E	2	3	11.3	Geom	-	3.00	0.00	Y	Arm J1:5 Left	14.00
J1:4/2 (Caldbeck Rd (E))	U	F	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:6 Ahead	Inf
J1:4/3 (Caldbeck Rd (E))	O	F G	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J1:7 Right	20.00

Full Input Data And Results

J1:5/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (W Exit)	U		2	3	9.6	Inf	-	-	-	-	-	-
J1:7/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/2 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/2 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: B5137 Spital Rd / Croft Ave E												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Spital Rd (S))	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J2:5 Ahead	Inf
J2:1/2 (Spital Rd (S))	O	B C	2	3	8.0	Geom	-	3.20	0.00	Y	Arm J2:6 Right	12.00
J2:2/1 (Spital Rd (N))	U	A	2	3	11.7	Geom	-	3.00	0.00	Y	Arm J2:6 Left	12.00
J2:2/2 (Spital Rd (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
J2:3/1 (Croft Rd E)	U	E D	2	3	13.9	Geom	-	3.00	0.00	Y	Arm J2:4 Left	13.00
J2:3/2 (Croft Rd E)	U	E	2	3	13.9	Geom	-	3.00	0.00	Y	Arm J2:5 Right	15.00
J2:4/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1 (E Exit)	U		2	3	4.3	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Base'	08:30	09:30	01:00	
2: '2018 PM Base'	16:30	17:30	01:00	
3: '2021 AM Base'	08:30	09:30	01:00	
4: '2021 PM Base'	16:30	17:30	01:00	
5: '2026 AM Base'	08:30	09:30	01:00	
6: '2026 PM Base'	16:30	17:30	01:00	
7: '2021 AM Base + Dev'	08:30	09:30	01:00	
8: '2021 PM Base + Dev'	16:30	17:30	01:00	
9: '2026 AM Base + Dev'	08:30	09:30	01:00	
10: '2026 PM Base + Dev'	16:30	17:30	01:00	

Scenario 1: '1' (FG1: '2018 AM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination							Tot.
		A	B	C	D	E	F	G	
Origin	A	0	29	821	380	0	0	0	1230
	B	65	0	44	379	0	0	0	488
	C	522	151	0	222	0	0	0	895
	D	119	211	67	0	0	0	0	397
	E	0	0	0	0	0	365	97	462
	F	0	0	0	0	350	0	391	741
	G	0	0	0	0	246	145	0	391
	Tot.	706	391	932	981	596	510	488	4604

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	
J1:1/1 (short)	29
J1:1/2 (with short)	451(In) 422(Out)
J1:1/3 (with short)	779(In) 399(Out)
J1:1/4 (short)	380
J1:2/1 (with short)	488(In) 244(Out)
J1:2/2 (short)	244
J1:3/1 (short)	222
J1:3/2 (with short)	495(In) 273(Out)
J1:3/3 (with short)	400(In) 249(Out)
J1:3/4 (short)	151
J1:4/1 (short)	119
J1:4/2 (with short)	330(In) 211(Out)
J1:4/3	67
J1:5/1	366
J1:5/2	340
J1:6/1	391
J1:7/1	478
J1:7/2	454
J1:8/1	501
J1:8/2	480
Junction: J2: B5137 Spital Rd / Croft Ave E	
J2:1/1 (with short)	462(In) 365(Out)
J2:1/2 (short)	97
J2:2/1 (short)	391
J2:2/2 (with short)	741(In) 350(Out)
J2:3/1 (with short)	391(In) 246(Out)
J2:3/2 (short)	145
J2:4/1	596
J2:5/1	510
J2:6/1	488

Lane Saturation Flows

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:6 Left	12.00	100.0 %	1747	1747
J1:1/2 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1965	1965
J1:1/3 (A41 New Chester Rd (S))	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:1/4 (A41 New Chester Rd (S))	3.70	0.00	Y	Arm J1:8 Right	30.00	100.0 %	1890	1890
J1:2/1 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:7 Left	15.00	18.0 %	1911	1911
				Arm J1:8 Ahead	Inf	82.0 %		
J1:2/2 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:5 Right	20.00	26.6 %	1907	1907
				Arm J1:8 Ahead	Inf	73.4 %		
J1:3/1 (A41 New Chester Rd (N))	3.50	0.00	Y	Arm J1:8 Left	15.00	100.0 %	1786	1786
J1:3/2 (A41 New Chester Rd (N))	3.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1995	1995
J1:3/3 (A41 New Chester Rd (N))	3.80	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2135	2135
J1:3/4 (A41 New Chester Rd (N))	3.70	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1890	1890
J1:4/1 (Caldbeck Rd (E))	3.00	0.00	Y	Arm J1:5 Left	14.00	100.0 %	1730	1730
J1:4/2 (Caldbeck Rd (E))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:4/3 (Caldbeck Rd (E))	3.20	0.00	Y	Arm J1:7 Right	20.00	100.0 %	1800	1800
J1:5/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B5137 Spital Rd / Croft Ave E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Spital Rd (S))	3.20	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1935	1935
J2:1/2 (Spital Rd (S))	3.20	0.00	Y	Arm J2:6 Right	12.00	100.0 %	1720	1720
J2:2/1 (Spital Rd (N))	3.00	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1702	1702
J2:2/2 (Spital Rd (N))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:3/1 (Croft Rd E)	3.00	0.00	Y	Arm J2:4 Left	13.00	100.0 %	1717	1717
J2:3/2 (Croft Rd E)	3.00	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1741	1741
J2:4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2' (FG2: '2018 PM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination								
	A	B	C	D	E	F	G	Tot.	
Origin	A	0	62	629	455	0	0	0	1146
	B	23	0	34	330	0	0	0	387
	C	777	204	0	292	0	0	0	1273
	D	306	456	164	0	0	0	0	926
	E	0	0	0	0	0	416	82	498
	F	0	0	0	0	319	0	305	624
	G	0	0	0	0	317	406	0	723
	Tot.	1106	722	827	1077	636	822	387	5577

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	
J1:1/1 (short)	62
J1:1/2 (with short)	368(In) 306(Out)
J1:1/3 (with short)	778(In) 323(Out)
J1:1/4 (short)	455
J1:2/1 (with short)	387(In) 193(Out)
J1:2/2 (short)	194
J1:3/1 (short)	292
J1:3/2 (with short)	675(In) 383(Out)
J1:3/3 (with short)	598(In) 394(Out)
J1:3/4 (short)	204
J1:4/1 (short)	306
J1:4/2 (with short)	762(In) 456(Out)
J1:4/3	164
J1:5/1	548
J1:5/2	558
J1:6/1	722
J1:7/1	405
J1:7/2	422
J1:8/1	533
J1:8/2	544
Junction: J2: B5137 Spital Rd / Croft Ave E	
J2:1/1 (with short)	498(In) 416(Out)
J2:1/2 (short)	82
J2:2/1 (short)	305
J2:2/2 (with short)	624(In) 319(Out)
J2:3/1 (with short)	723(In) 317(Out)
J2:3/2 (short)	406
J2:4/1	636
J2:5/1	822
J2:6/1	387

Lane Saturation Flows

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:6 Left	12.00	100.0 %	1747	1747
J1:1/2 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1965	1965
J1:1/3 (A41 New Chester Rd (S))	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:1/4 (A41 New Chester Rd (S))	3.70	0.00	Y	Arm J1:8 Right	30.00	100.0 %	1890	1890
J1:2/1 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:7 Left	15.00	17.6 %	1911	1911
				Arm J1:8 Ahead	Inf	82.4 %		
J1:2/2 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:5 Right	20.00	11.9 %	1928	1928
				Arm J1:8 Ahead	Inf	88.1 %		
J1:3/1 (A41 New Chester Rd (N))	3.50	0.00	Y	Arm J1:8 Left	15.00	100.0 %	1786	1786
J1:3/2 (A41 New Chester Rd (N))	3.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1995	1995
J1:3/3 (A41 New Chester Rd (N))	3.80	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2135	2135
J1:3/4 (A41 New Chester Rd (N))	3.70	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1890	1890
J1:4/1 (Caldbeck Rd (E))	3.00	0.00	Y	Arm J1:5 Left	14.00	100.0 %	1730	1730
J1:4/2 (Caldbeck Rd (E))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:4/3 (Caldbeck Rd (E))	3.20	0.00	Y	Arm J1:7 Right	20.00	100.0 %	1800	1800
J1:5/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B5137 Spital Rd / Croft Ave E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Spital Rd (S))	3.20	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1935	1935
J2:1/2 (Spital Rd (S))	3.20	0.00	Y	Arm J2:6 Right	12.00	100.0 %	1720	1720
J2:2/1 (Spital Rd (N))	3.00	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1702	1702
J2:2/2 (Spital Rd (N))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:3/1 (Croft Rd E)	3.00	0.00	Y	Arm J2:4 Left	13.00	100.0 %	1717	1717
J2:3/2 (Croft Rd E)	3.00	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1741	1741
J2:4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '3' (FG3: '2021 AM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination								
	A	B	C	D	E	F	G	Tot.	
Origin	A	0	30	850	400	0	0	0	1280
	B	67	0	46	393	0	0	0	506
	C	541	157	0	241	0	0	0	939
	D	129	228	79	0	0	0	0	436
	E	0	0	0	0	0	379	105	484
	F	0	0	0	0	363	0	407	770
	G	0	0	0	0	259	156	0	415
	Tot.	737	415	975	1034	622	535	512	4830

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	
J1:1/1 (short)	30
J1:1/2 (with short)	490(In) 460(Out)
J1:1/3 (with short)	790(In) 390(Out)
J1:1/4 (short)	400
J1:2/1 (with short)	506(In) 253(Out)
J1:2/2 (short)	253
J1:3/1 (short)	241
J1:3/2 (with short)	524(In) 283(Out)
J1:3/3 (with short)	415(In) 258(Out)
J1:3/4 (short)	157
J1:4/1 (short)	129
J1:4/2 (with short)	357(In) 228(Out)
J1:4/3	79
J1:5/1	382
J1:5/2	355
J1:6/1	415
J1:7/1	523
J1:7/2	452
J1:8/1	528
J1:8/2	506
Junction: J2: B5137 Spital Rd / Croft Ave E	
J2:1/1 (with short)	484(In) 379(Out)
J2:1/2 (short)	105
J2:2/1 (short)	407
J2:2/2 (with short)	770(In) 363(Out)
J2:3/1 (with short)	415(In) 259(Out)
J2:3/2 (short)	156
J2:4/1	622
J2:5/1	535
J2:6/1	512

Lane Saturation Flows

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:6 Left	12.00	100.0 %	1747	1747
J1:1/2 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1965	1965
J1:1/3 (A41 New Chester Rd (S))	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:1/4 (A41 New Chester Rd (S))	3.70	0.00	Y	Arm J1:8 Right	30.00	100.0 %	1890	1890
J1:2/1 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:7 Left	15.00	18.2 %	1910	1910
				Arm J1:8 Ahead	Inf	81.8 %		
J1:2/2 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:5 Right	20.00	26.5 %	1907	1907
				Arm J1:8 Ahead	Inf	73.5 %		
J1:3/1 (A41 New Chester Rd (N))	3.50	0.00	Y	Arm J1:8 Left	15.00	100.0 %	1786	1786
J1:3/2 (A41 New Chester Rd (N))	3.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1995	1995
J1:3/3 (A41 New Chester Rd (N))	3.80	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2135	2135
J1:3/4 (A41 New Chester Rd (N))	3.70	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1890	1890
J1:4/1 (Caldbeck Rd (E))	3.00	0.00	Y	Arm J1:5 Left	14.00	100.0 %	1730	1730
J1:4/2 (Caldbeck Rd (E))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:4/3 (Caldbeck Rd (E))	3.20	0.00	Y	Arm J1:7 Right	20.00	100.0 %	1800	1800
J1:5/1 (S Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:5/2 (S Exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J1:6/1 (W Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:7/1 (N Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:7/2 (N Exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J1:8/1 (E Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:8/2 (E Exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Junction: J2: B5137 Spital Rd / Croft Ave E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Spital Rd (S))	3.20	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1935	1935
J2:1/2 (Spital Rd (S))	3.20	0.00	Y	Arm J2:6 Right	12.00	100.0 %	1720	1720
J2:2/1 (Spital Rd (N))	3.00	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1702	1702
J2:2/2 (Spital Rd (N))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:3/1 (Croft Rd E)	3.00	0.00	Y	Arm J2:4 Left	13.00	100.0 %	1717	1717
J2:3/2 (Croft Rd E)	3.00	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1741	1741
J2:4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '4' (FG4: '2021 PM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination								
	A	B	C	D	E	F	G	Tot.	
Origin	A	0	64	647	483	0	0	0	1194
	B	24	0	35	342	0	0	0	401
	C	802	211	0	323	0	0	0	1336
	D	327	490	189	0	0	0	0	1006
	E	0	0	0	0	0	431	94	525
	F	0	0	0	0	330	0	318	648
	G	0	0	0	0	336	430	0	766
Tot.	1153	765	871	1148	666	861	412	5876	

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	
J1:1/1 (short)	64
J1:1/2 (with short)	413(In) 349(Out)
J1:1/3 (with short)	781(In) 298(Out)
J1:1/4 (short)	483
J1:2/1 (with short)	401(In) 200(Out)
J1:2/2 (short)	201
J1:3/1 (short)	323
J1:3/2 (with short)	719(In) 396(Out)
J1:3/3 (with short)	617(In) 406(Out)
J1:3/4 (short)	211
J1:4/1 (short)	327
J1:4/2 (with short)	817(In) 490(Out)
J1:4/3	189
J1:5/1	572
J1:5/2	581
J1:6/1	765
J1:7/1	462
J1:7/2	409
J1:8/1	569
J1:8/2	579
Junction: J2: B5137 Spital Rd / Croft Ave E	
J2:1/1 (with short)	525(In) 431(Out)
J2:1/2 (short)	94
J2:2/1 (short)	318
J2:2/2 (with short)	648(In) 330(Out)
J2:3/1 (with short)	766(In) 336(Out)
J2:3/2 (short)	430
J2:4/1	666
J2:5/1	861
J2:6/1	412

Lane Saturation Flows

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:6 Left	12.00	100.0 %	1747	1747
J1:1/2 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1965	1965
J1:1/3 (A41 New Chester Rd (S))	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:1/4 (A41 New Chester Rd (S))	3.70	0.00	Y	Arm J1:8 Right	30.00	100.0 %	1890	1890
J1:2/1 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:7 Left	15.00	17.5 %	1912	1912
				Arm J1:8 Ahead	Inf	82.5 %		
J1:2/2 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:5 Right	20.00	11.9 %	1928	1928
				Arm J1:8 Ahead	Inf	88.1 %		
J1:3/1 (A41 New Chester Rd (N))	3.50	0.00	Y	Arm J1:8 Left	15.00	100.0 %	1786	1786
J1:3/2 (A41 New Chester Rd (N))	3.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1995	1995
J1:3/3 (A41 New Chester Rd (N))	3.80	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2135	2135
J1:3/4 (A41 New Chester Rd (N))	3.70	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1890	1890
J1:4/1 (Caldbeck Rd (E))	3.00	0.00	Y	Arm J1:5 Left	14.00	100.0 %	1730	1730
J1:4/2 (Caldbeck Rd (E))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:4/3 (Caldbeck Rd (E))	3.20	0.00	Y	Arm J1:7 Right	20.00	100.0 %	1800	1800
J1:5/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B5137 Spital Rd / Croft Ave E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Spital Rd (S))	3.20	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1935	1935
J2:1/2 (Spital Rd (S))	3.20	0.00	Y	Arm J2:6 Right	12.00	100.0 %	1720	1720
J2:2/1 (Spital Rd (N))	3.00	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1702	1702
J2:2/2 (Spital Rd (N))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:3/1 (Croft Rd E)	3.00	0.00	Y	Arm J2:4 Left	13.00	100.0 %	1717	1717
J2:3/2 (Croft Rd E)	3.00	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1741	1741
J2:4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '5' (FG5: '2026 AM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination								
	A	B	C	D	E	F	G	Tot.	
Origin	A	0	30	890	419	0	0	0	1339
	B	67	0	46	393	0	0	0	506
	C	566	157	0	252	0	0	0	975
	D	134	238	82	0	0	0	0	454
	E	0	0	0	0	0	379	110	489
	F	0	0	0	0	380	0	426	806
	G	0	0	0	0	271	163	0	434
Tot.	767	425	1018	1064	651	542	536	5003	

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	
J1:1/1 (short)	30
J1:1/2 (with short)	531(In) 501(Out)
J1:1/3 (with short)	808(In) 389(Out)
J1:1/4 (short)	419
J1:2/1 (with short)	506(In) 253(Out)
J1:2/2 (short)	253
J1:3/1 (short)	252
J1:3/2 (with short)	548(In) 296(Out)
J1:3/3 (with short)	427(In) 270(Out)
J1:3/4 (short)	157
J1:4/1 (short)	134
J1:4/2 (with short)	372(In) 238(Out)
J1:4/3	82
J1:5/1	397
J1:5/2	370
J1:6/1	425
J1:7/1	565
J1:7/2	453
J1:8/1	543
J1:8/2	521
Junction: J2: B5137 Spital Rd / Croft Ave E	
J2:1/1 (with short)	489(In) 379(Out)
J2:1/2 (short)	110
J2:2/1 (short)	426
J2:2/2 (with short)	806(In) 380(Out)
J2:3/1 (with short)	434(In) 271(Out)
J2:3/2 (short)	163
J2:4/1	651
J2:5/1	542
J2:6/1	536

Lane Saturation Flows

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:6 Left	12.00	100.0 %	1747	1747
J1:1/2 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1965	1965
J1:1/3 (A41 New Chester Rd (S))	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:1/4 (A41 New Chester Rd (S))	3.70	0.00	Y	Arm J1:8 Right	30.00	100.0 %	1890	1890
J1:2/1 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:7 Left	15.00	18.2 %	1910	1910
				Arm J1:8 Ahead	Inf	81.8 %		
J1:2/2 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:5 Right	20.00	26.5 %	1907	1907
				Arm J1:8 Ahead	Inf	73.5 %		
J1:3/1 (A41 New Chester Rd (N))	3.50	0.00	Y	Arm J1:8 Left	15.00	100.0 %	1786	1786
J1:3/2 (A41 New Chester Rd (N))	3.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1995	1995
J1:3/3 (A41 New Chester Rd (N))	3.80	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2135	2135
J1:3/4 (A41 New Chester Rd (N))	3.70	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1890	1890
J1:4/1 (Caldbeck Rd (E))	3.00	0.00	Y	Arm J1:5 Left	14.00	100.0 %	1730	1730
J1:4/2 (Caldbeck Rd (E))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:4/3 (Caldbeck Rd (E))	3.20	0.00	Y	Arm J1:7 Right	20.00	100.0 %	1800	1800
J1:5/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B5137 Spital Rd / Croft Ave E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Spital Rd (S))	3.20	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1935	1935
J2:1/2 (Spital Rd (S))	3.20	0.00	Y	Arm J2:6 Right	12.00	100.0 %	1720	1720
J2:2/1 (Spital Rd (N))	3.00	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1702	1702
J2:2/2 (Spital Rd (N))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:3/1 (Croft Rd E)	3.00	0.00	Y	Arm J2:4 Left	13.00	100.0 %	1717	1717
J2:3/2 (Croft Rd E)	3.00	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1741	1741
J2:4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '6' (FG6: '2026 PM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination								
	A	B	C	D	E	F	G	Tot.	
Origin	A	0	64	676	504	0	0	0	1244
	B	24	0	35	342	0	0	0	401
	C	838	211	0	337	0	0	0	1386
	D	341	511	196	0	0	0	0	1048
	E	0	0	0	0	0	431	98	529
	F	0	0	0	0	345	0	332	677
	G	0	0	0	0	351	449	0	800
Tot.	1203	786	907	1183	696	880	430	6085	

Traffic Lane Flows

Lane	Scenario 6: 6
Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	
J1:1/1 (short)	64
J1:1/2 (with short)	441(In) 377(Out)
J1:1/3 (with short)	803(In) 299(Out)
J1:1/4 (short)	504
J1:2/1 (with short)	401(In) 200(Out)
J1:2/2 (short)	201
J1:3/1 (short)	337
J1:3/2 (with short)	750(In) 413(Out)
J1:3/3 (with short)	636(In) 425(Out)
J1:3/4 (short)	211
J1:4/1 (short)	341
J1:4/2 (with short)	852(In) 511(Out)
J1:4/3	196
J1:5/1	596
J1:5/2	607
J1:6/1	786
J1:7/1	493
J1:7/2	414
J1:8/1	586
J1:8/2	597
Junction: J2: B5137 Spital Rd / Croft Ave E	
J2:1/1 (with short)	529(In) 431(Out)
J2:1/2 (short)	98
J2:2/1 (short)	332
J2:2/2 (with short)	677(In) 345(Out)
J2:3/1 (with short)	800(In) 351(Out)
J2:3/2 (short)	449
J2:4/1	696
J2:5/1	880
J2:6/1	430

Lane Saturation Flows

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:6 Left	12.00	100.0 %	1747	1747
J1:1/2 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1965	1965
J1:1/3 (A41 New Chester Rd (S))	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:1/4 (A41 New Chester Rd (S))	3.70	0.00	Y	Arm J1:8 Right	30.00	100.0 %	1890	1890
J1:2/1 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:7 Left	15.00	17.5 %	1912	1912
				Arm J1:8 Ahead	Inf	82.5 %		
J1:2/2 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:5 Right	20.00	11.9 %	1928	1928
				Arm J1:8 Ahead	Inf	88.1 %		
J1:3/1 (A41 New Chester Rd (N))	3.50	0.00	Y	Arm J1:8 Left	15.00	100.0 %	1786	1786
J1:3/2 (A41 New Chester Rd (N))	3.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1995	1995
J1:3/3 (A41 New Chester Rd (N))	3.80	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2135	2135
J1:3/4 (A41 New Chester Rd (N))	3.70	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1890	1890
J1:4/1 (Caldbeck Rd (E))	3.00	0.00	Y	Arm J1:5 Left	14.00	100.0 %	1730	1730
J1:4/2 (Caldbeck Rd (E))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:4/3 (Caldbeck Rd (E))	3.20	0.00	Y	Arm J1:7 Right	20.00	100.0 %	1800	1800
J1:5/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B5137 Spital Rd / Croft Ave E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Spital Rd (S))	3.20	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1935	1935
J2:1/2 (Spital Rd (S))	3.20	0.00	Y	Arm J2:6 Right	12.00	100.0 %	1720	1720
J2:2/1 (Spital Rd (N))	3.00	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1702	1702
J2:2/2 (Spital Rd (N))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:3/1 (Croft Rd E)	3.00	0.00	Y	Arm J2:4 Left	13.00	100.0 %	1717	1717
J2:3/2 (Croft Rd E)	3.00	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1741	1741
J2:4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '7' (FG7: '2021 AM Base + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination								
	A	B	C	D	E	F	G	Tot.	
Origin	A	0	30	850	408	0	0	0	1288
	B	67	0	46	407	0	0	0	520
	C	541	157	0	245	0	0	0	943
	D	130	230	80	0	0	0	0	440
	E	0	0	0	0	0	379	107	486
	F	0	0	0	0	363	0	413	776
	G	0	0	0	0	261	156	0	417
Tot.	738	417	976	1060	624	535	520	4870	

Traffic Lane Flows

Lane	Scenario 7: 7
Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	
J1:1/1 (short)	30
J1:1/2 (with short)	421(In) 391(Out)
J1:1/3 (with short)	867(In) 459(Out)
J1:1/4 (short)	408
J1:2/1 (with short)	520(In) 260(Out)
J1:2/2 (short)	260
J1:3/1 (short)	245
J1:3/2 (with short)	525(In) 280(Out)
J1:3/3 (with short)	418(In) 261(Out)
J1:3/4 (short)	157
J1:4/1 (short)	130
J1:4/2 (with short)	360(In) 230(Out)
J1:4/3	80
J1:5/1	379
J1:5/2	359
J1:6/1	417
J1:7/1	454
J1:7/2	522
J1:8/1	541
J1:8/2	519
Junction: J2: B5137 Spital Rd / Croft Ave E	
J2:1/1 (with short)	486(In) 379(Out)
J2:1/2 (short)	107
J2:2/1 (short)	413
J2:2/2 (with short)	776(In) 363(Out)
J2:3/1 (with short)	417(In) 261(Out)
J2:3/2 (short)	156
J2:4/1	624
J2:5/1	535
J2:6/1	520

Lane Saturation Flows

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:6 Left	12.00	100.0 %	1747	1747
J1:1/2 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1965	1965
J1:1/3 (A41 New Chester Rd (S))	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:1/4 (A41 New Chester Rd (S))	3.70	0.00	Y	Arm J1:8 Right	30.00	100.0 %	1890	1890
J1:2/1 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:7 Left	15.00	17.7 %	1911	1911
				Arm J1:8 Ahead	Inf	82.3 %		
J1:2/2 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:5 Right	20.00	25.8 %	1908	1908
				Arm J1:8 Ahead	Inf	74.2 %		
J1:3/1 (A41 New Chester Rd (N))	3.50	0.00	Y	Arm J1:8 Left	15.00	100.0 %	1786	1786
J1:3/2 (A41 New Chester Rd (N))	3.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1995	1995
J1:3/3 (A41 New Chester Rd (N))	3.80	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2135	2135
J1:3/4 (A41 New Chester Rd (N))	3.70	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1890	1890
J1:4/1 (Caldbeck Rd (E))	3.00	0.00	Y	Arm J1:5 Left	14.00	100.0 %	1730	1730
J1:4/2 (Caldbeck Rd (E))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:4/3 (Caldbeck Rd (E))	3.20	0.00	Y	Arm J1:7 Right	20.00	100.0 %	1800	1800
J1:5/1 (S Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:5/2 (S Exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J1:6/1 (W Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:7/1 (N Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:7/2 (N Exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J1:8/1 (E Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:8/2 (E Exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Junction: J2: B5137 Spital Rd / Croft Ave E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Spital Rd (S))	3.20	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1935	1935
J2:1/2 (Spital Rd (S))	3.20	0.00	Y	Arm J2:6 Right	12.00	100.0 %	1720	1720
J2:2/1 (Spital Rd (N))	3.00	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1702	1702
J2:2/2 (Spital Rd (N))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:3/1 (Croft Rd E)	3.00	0.00	Y	Arm J2:4 Left	13.00	100.0 %	1717	1717
J2:3/2 (Croft Rd E)	3.00	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1741	1741
J2:4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '8' (FG8: '2021 PM Base + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination								
	A	B	C	D	E	F	G	Tot.	
Origin	A	0	64	647	486	0	0	0	1197
	B	24	0	35	356	0	0	0	415
	C	802	211	0	325	0	0	0	1338
	D	332	497	191	0	0	0	0	1020
	E	0	0	0	0	0	431	95	526
	F	0	0	0	0	330	0	320	650
	G	0	0	0	0	340	434	0	774
	Tot.	1158	772	873	1167	670	865	415	5920

Traffic Lane Flows

Lane	Scenario 8: 8
Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	
J1:1/1 (short)	64
J1:1/2 (with short)	508(In) 444(Out)
J1:1/3 (with short)	689(In) 203(Out)
J1:1/4 (short)	486
J1:2/1 (with short)	415(In) 207(Out)
J1:2/2 (short)	208
J1:3/1 (short)	325
J1:3/2 (with short)	725(In) 400(Out)
J1:3/3 (with short)	613(In) 402(Out)
J1:3/4 (short)	211
J1:4/1 (short)	332
J1:4/2 (with short)	829(In) 497(Out)
J1:4/3	191
J1:5/1	578
J1:5/2	580
J1:6/1	772
J1:7/1	558
J1:7/2	315
J1:8/1	578
J1:8/2	589
Junction: J2: B5137 Spital Rd / Croft Ave E	
J2:1/1 (with short)	526(In) 431(Out)
J2:1/2 (short)	95
J2:2/1 (short)	320
J2:2/2 (with short)	650(In) 330(Out)
J2:3/1 (with short)	774(In) 340(Out)
J2:3/2 (short)	434
J2:4/1	670
J2:5/1	865
J2:6/1	415

Lane Saturation Flows

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:6 Left	12.00	100.0 %	1747	1747
J1:1/2 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1965	1965
J1:1/3 (A41 New Chester Rd (S))	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:1/4 (A41 New Chester Rd (S))	3.70	0.00	Y	Arm J1:8 Right	30.00	100.0 %	1890	1890
J1:2/1 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:7 Left	15.00	16.9 %	1913	1913
				Arm J1:8 Ahead	Inf	83.1 %		
J1:2/2 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:5 Right	20.00	11.5 %	1928	1928
				Arm J1:8 Ahead	Inf	88.5 %		
J1:3/1 (A41 New Chester Rd (N))	3.50	0.00	Y	Arm J1:8 Left	15.00	100.0 %	1786	1786
J1:3/2 (A41 New Chester Rd (N))	3.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1995	1995
J1:3/3 (A41 New Chester Rd (N))	3.80	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2135	2135
J1:3/4 (A41 New Chester Rd (N))	3.70	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1890	1890
J1:4/1 (Caldbeck Rd (E))	3.00	0.00	Y	Arm J1:5 Left	14.00	100.0 %	1730	1730
J1:4/2 (Caldbeck Rd (E))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:4/3 (Caldbeck Rd (E))	3.20	0.00	Y	Arm J1:7 Right	20.00	100.0 %	1800	1800
J1:5/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B5137 Spital Rd / Croft Ave E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Spital Rd (S))	3.20	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1935	1935
J2:1/2 (Spital Rd (S))	3.20	0.00	Y	Arm J2:6 Right	12.00	100.0 %	1720	1720
J2:2/1 (Spital Rd (N))	3.00	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1702	1702
J2:2/2 (Spital Rd (N))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:3/1 (Croft Rd E)	3.00	0.00	Y	Arm J2:4 Left	13.00	100.0 %	1717	1717
J2:3/2 (Croft Rd E)	3.00	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1741	1741
J2:4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '9' (FG9: '2026 AM Base + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination								
	A	B	C	D	E	F	G	Tot.	
Origin	A	0	30	890	426	0	0	0	1346
	B	71	0	48	425	0	0	0	544
	C	566	157	0	256	0	0	0	979
	D	136	241	83	0	0	0	0	460
	E	0	0	0	0	0	379	112	491
	F	0	0	0	0	380	0	432	812
	G	0	0	0	0	273	164	0	437
Tot.	773	428	1021	1107	653	543	544	5069	

Traffic Lane Flows

Lane	Scenario 9: 9
Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	
J1:1/1 (short)	30
J1:1/2 (with short)	454(In) 424(Out)
J1:1/3 (with short)	892(In) 466(Out)
J1:1/4 (short)	426
J1:2/1 (with short)	544(In) 271(Out)
J1:2/2 (short)	273
J1:3/1 (short)	256
J1:3/2 (with short)	546(In) 290(Out)
J1:3/3 (with short)	433(In) 276(Out)
J1:3/4 (short)	157
J1:4/1 (short)	136
J1:4/2 (with short)	377(In) 241(Out)
J1:4/3	83
J1:5/1	394
J1:5/2	379
J1:6/1	428
J1:7/1	490
J1:7/2	531
J1:8/1	564
J1:8/2	543
Junction: J2: B5137 Spital Rd / Croft Ave E	
J2:1/1 (with short)	491(In) 379(Out)
J2:1/2 (short)	112
J2:2/1 (short)	432
J2:2/2 (with short)	812(In) 380(Out)
J2:3/1 (with short)	437(In) 273(Out)
J2:3/2 (short)	164
J2:4/1	653
J2:5/1	543
J2:6/1	544

Lane Saturation Flows

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:6 Left	12.00	100.0 %	1747	1747
J1:1/2 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1965	1965
J1:1/3 (A41 New Chester Rd (S))	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:1/4 (A41 New Chester Rd (S))	3.70	0.00	Y	Arm J1:8 Right	30.00	100.0 %	1890	1890
J1:2/1 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:7 Left	15.00	17.7 %	1911	1911
				Arm J1:8 Ahead	Inf	82.3 %		
J1:2/2 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:5 Right	20.00	26.0 %	1908	1908
				Arm J1:8 Ahead	Inf	74.0 %		
J1:3/1 (A41 New Chester Rd (N))	3.50	0.00	Y	Arm J1:8 Left	15.00	100.0 %	1786	1786
J1:3/2 (A41 New Chester Rd (N))	3.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1995	1995
J1:3/3 (A41 New Chester Rd (N))	3.80	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2135	2135
J1:3/4 (A41 New Chester Rd (N))	3.70	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1890	1890
J1:4/1 (Caldbeck Rd (E))	3.00	0.00	Y	Arm J1:5 Left	14.00	100.0 %	1730	1730
J1:4/2 (Caldbeck Rd (E))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:4/3 (Caldbeck Rd (E))	3.20	0.00	Y	Arm J1:7 Right	20.00	100.0 %	1800	1800
J1:5/1 (S Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:5/2 (S Exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J1:6/1 (W Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:7/1 (N Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:7/2 (N Exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J1:8/1 (E Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:8/2 (E Exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Junction: J2: B5137 Spital Rd / Croft Ave E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Spital Rd (S))	3.20	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1935	1935
J2:1/2 (Spital Rd (S))	3.20	0.00	Y	Arm J2:6 Right	12.00	100.0 %	1720	1720
J2:2/1 (Spital Rd (N))	3.00	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1702	1702
J2:2/2 (Spital Rd (N))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:3/1 (Croft Rd E)	3.00	0.00	Y	Arm J2:4 Left	13.00	100.0 %	1717	1717
J2:3/2 (Croft Rd E)	3.00	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1741	1741
J2:4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '10' (FG10: '2026 PM Base + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination								
	A	B	C	D	E	F	G	Tot.	
Origin	A	0	64	676	507	0	0	0	1247
	B	25	0	37	371	0	0	0	433
	C	838	211	0	338	0	0	0	1387
	D	346	518	199	0	0	0	0	1063
	E	0	0	0	0	0	431	99	530
	F	0	0	0	0	345	0	334	679
	G	0	0	0	0	354	453	0	807
Tot.	1209	793	912	1216	699	884	433	6146	

Traffic Lane Flows

Lane	Scenario 10: 10
Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	
J1:1/1 (short)	64
J1:1/2 (with short)	529(In) 465(Out)
J1:1/3 (with short)	718(In) 211(Out)
J1:1/4 (short)	507
J1:2/1 (with short)	433(In) 216(Out)
J1:2/2 (short)	217
J1:3/1 (short)	338
J1:3/2 (with short)	755(In) 417(Out)
J1:3/3 (with short)	632(In) 421(Out)
J1:3/4 (short)	211
J1:4/1 (short)	346
J1:4/2 (with short)	864(In) 518(Out)
J1:4/3	199
J1:5/1	603
J1:5/2	606
J1:6/1	793
J1:7/1	584
J1:7/2	328
J1:8/1	602
J1:8/2	614
Junction: J2: B5137 Spital Rd / Croft Ave E	
J2:1/1 (with short)	530(In) 431(Out)
J2:1/2 (short)	99
J2:2/1 (short)	334
J2:2/2 (with short)	679(In) 345(Out)
J2:3/1 (with short)	807(In) 354(Out)
J2:3/2 (short)	453
J2:4/1	699
J2:5/1	884
J2:6/1	433

Lane Saturation Flows

Junction: J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:6 Left	12.00	100.0 %	1747	1747
J1:1/2 (A41 New Chester Rd (S))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1965	1965
J1:1/3 (A41 New Chester Rd (S))	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:1/4 (A41 New Chester Rd (S))	3.70	0.00	Y	Arm J1:8 Right	30.00	100.0 %	1890	1890
J1:2/1 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:7 Left	15.00	17.1 %	1912	1912
				Arm J1:8 Ahead	Inf	82.9 %		
J1:2/2 (Croft Ave E (W))	3.30	0.00	Y	Arm J1:5 Right	20.00	11.5 %	1928	1928
				Arm J1:8 Ahead	Inf	88.5 %		
J1:3/1 (A41 New Chester Rd (N))	3.50	0.00	Y	Arm J1:8 Left	15.00	100.0 %	1786	1786
J1:3/2 (A41 New Chester Rd (N))	3.80	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1995	1995
J1:3/3 (A41 New Chester Rd (N))	3.80	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2135	2135
J1:3/4 (A41 New Chester Rd (N))	3.70	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1890	1890
J1:4/1 (Caldbeck Rd (E))	3.00	0.00	Y	Arm J1:5 Left	14.00	100.0 %	1730	1730
J1:4/2 (Caldbeck Rd (E))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:4/3 (Caldbeck Rd (E))	3.20	0.00	Y	Arm J1:7 Right	20.00	100.0 %	1800	1800
J1:5/1 (S Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:5/2 (S Exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J1:6/1 (W Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:7/1 (N Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:7/2 (N Exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J1:8/1 (E Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:8/2 (E Exit Lane 2)				Infinite Saturation Flow			Inf	Inf

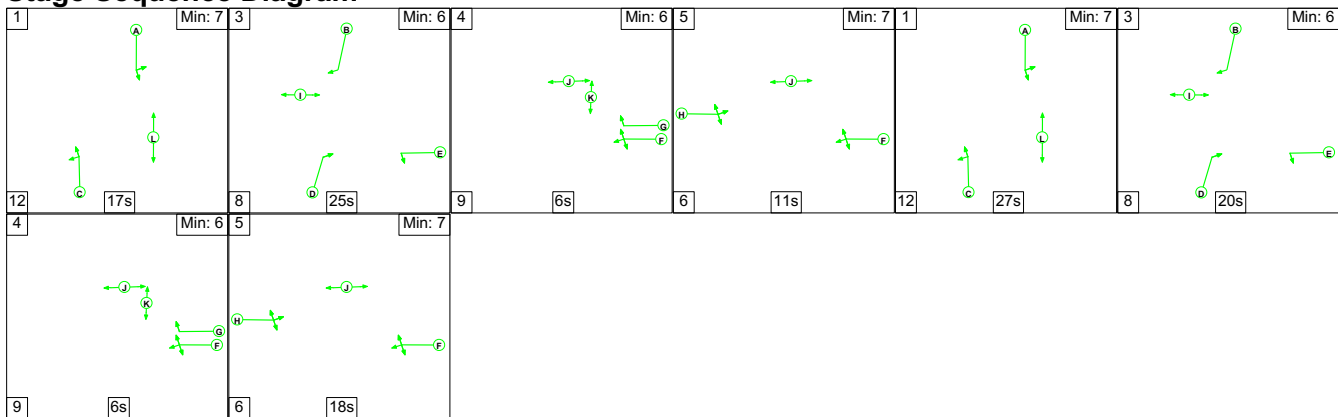
Full Input Data And Results

Junction: J2: B5137 Spital Rd / Croft Ave E								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Spital Rd (S))	3.20	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1935	1935
J2:1/2 (Spital Rd (S))	3.20	0.00	Y	Arm J2:6 Right	12.00	100.0 %	1720	1720
J2:2/1 (Spital Rd (N))	3.00	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1702	1702
J2:2/2 (Spital Rd (N))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:3/1 (Croft Rd E)	3.00	0.00	Y	Arm J2:4 Left	13.00	100.0 %	1717	1717
J2:3/2 (Croft Rd E)	3.00	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1741	1741
J2:4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '1' (FG1: '2018 AM Base', Plan 2: 'Network Control Plan 2')

C1 - A41 / Caldbeck Rd / Croft Ave

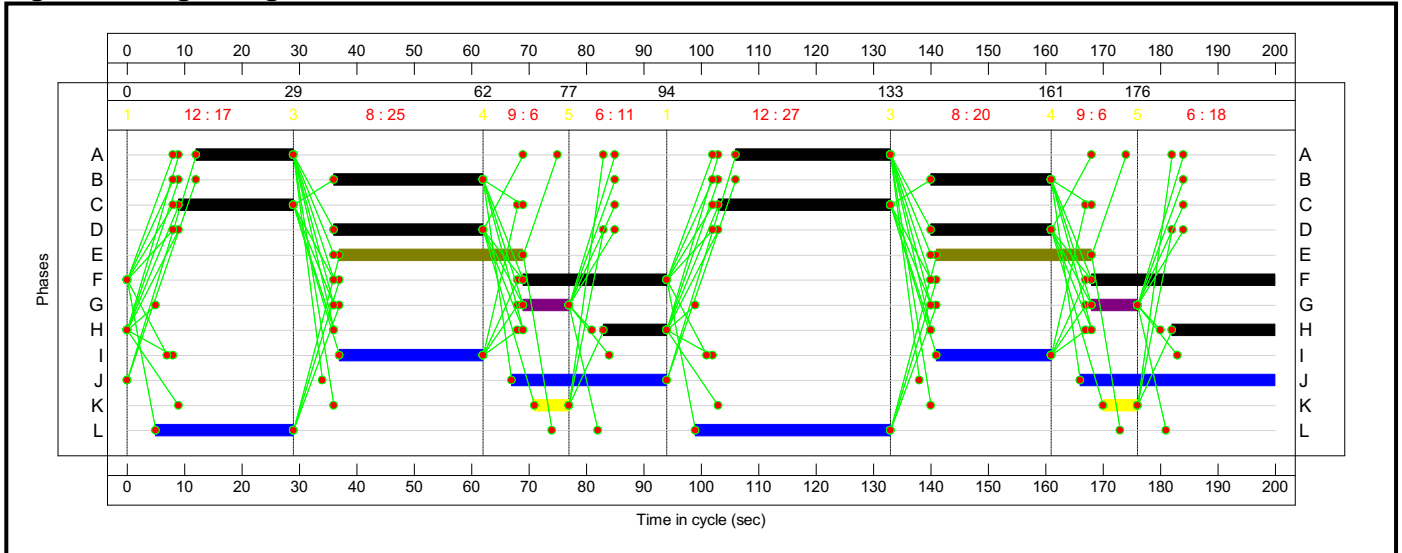
Stage Sequence Diagram



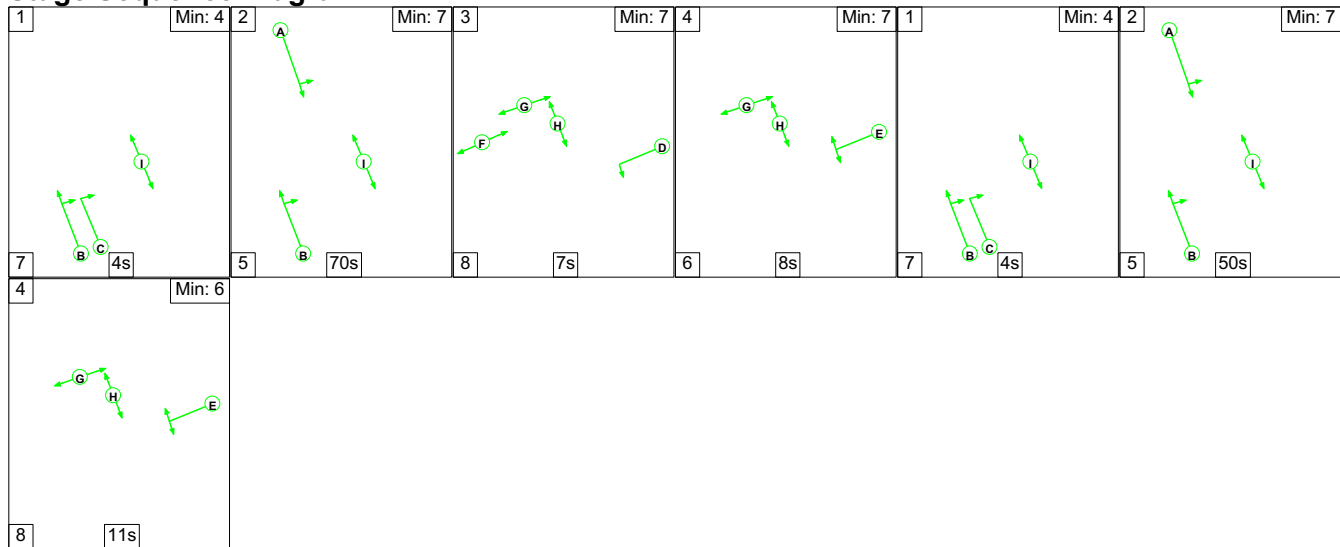
Stage Timings

Stage	1	3	4	5	1	3	4	5
Duration	17	25	6	11	27	20	6	18
Change Point	0	29	62	77	94	133	161	176

Signal Timings Diagram



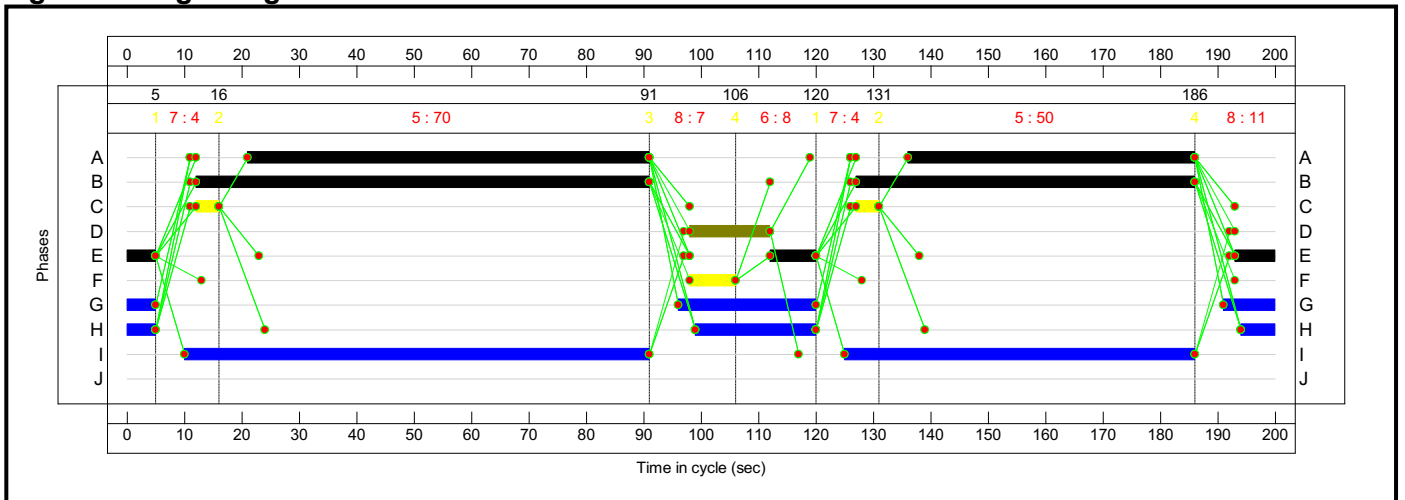
C2 - Croft Ave / Spital Rd Stage Sequence Diagram



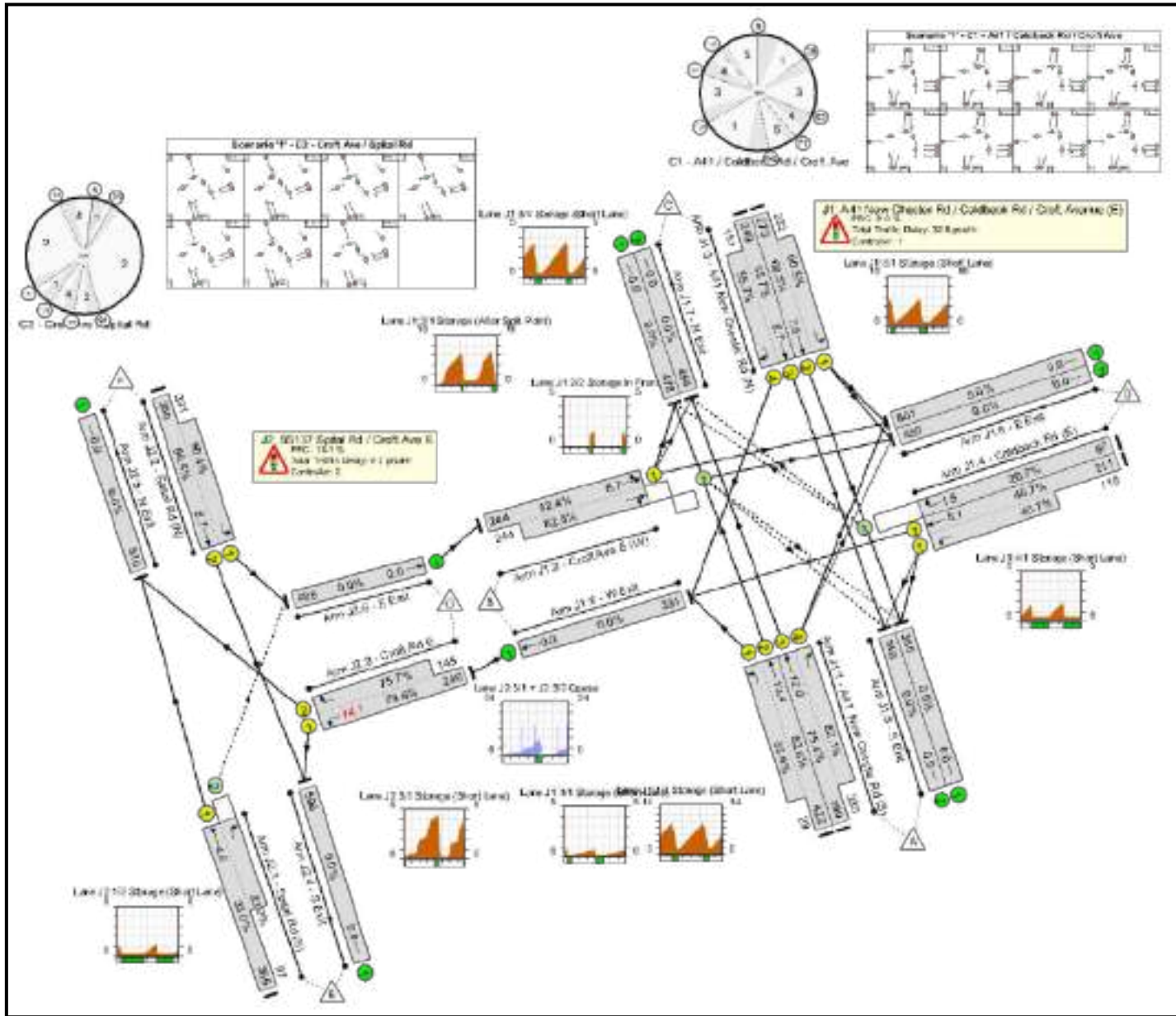
Stage Timings

Stage	1	2	3	4	1	2	4
Duration	4	70	7	8	4	50	11
Change Point	5	16	91	106	120	131	186

Signal Timings Diagram



ull Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

ull Input Data And Results

1/1+1/2	Spital Rd (S) Ahead Right	U+O	N/A	N/A	C2:B	C2:C	2	138	8	462	1935:1720	1107+294	33.0 : 33.0%
2/2+2/1	Spital Rd (N) Ahead Left	U	N/A	N/A	C2:A		2	120	-	741	1915:1702	695+776	50.4 : 50.4%
3/1+3/2	Croft Rd E Left Right	U	N/A	N/A	C2:E	C2:D	2	34:20	14	391	1717:1741	309+192	79.6 : 75.7%
4/1	S Exit	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
6/1	E Exit Ahead	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%

ull Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)	-	-	126	90	13	32.7	6.7	0.1	39.5	-	-	-	-
J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	-	-	65	54	13	26.9	5.9	0.0	32.8	-	-	-	-
1/2+1/1	451	451	-	-	-	4.3	2.3	-	6.6 (6.2+0.4)	52.5 (53.0:46.0)	11.1	2.3	13.4
1/3+1/4	779	779	-	-	-	7.5	1.8	-	9.3 (4.7+4.6)	43.0 (42.1:44.0)	10.2	1.8	12.0
2/1+2/2	488	488	58	0	7	4.3	0.0	0.0	4.3 (2.2+2.2)	31.8 (31.7:31.9)	6.7	0.0	6.7
3/2+3/1	495	495	-	-	-	4.7	0.8	-	5.5 (3.0+2.4)	39.7 (39.9:39.4)	6.8	0.8	7.6
3/3+3/4	400	400	-	-	-	3.6	0.6	-	4.2 (2.7+1.5)	38.2 (39.2:36.6)	6.1	0.6	6.7
4/2+4/1	330	330	-	-	-	1.9	0.3	-	2.3 (1.9+0.4)	24.9 (31.6:12.9)	4.7	0.3	5.1
4/3	67	67	7	54	6	0.5	0.1	0.0	0.6	34.2	1.4	0.1	1.5
5/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B5137 Spital Rd / Croft Ave E	-	-	61	36	0	5.9	0.8	0.0	6.7	-	-	-	-
1/1+1/2	462	462	61	36	0	0.7	0.2	0.0	1.0 (0.8+0.2)	7.7 (7.6:8.0)	4.4	0.2	4.6

ull Input Data And Results

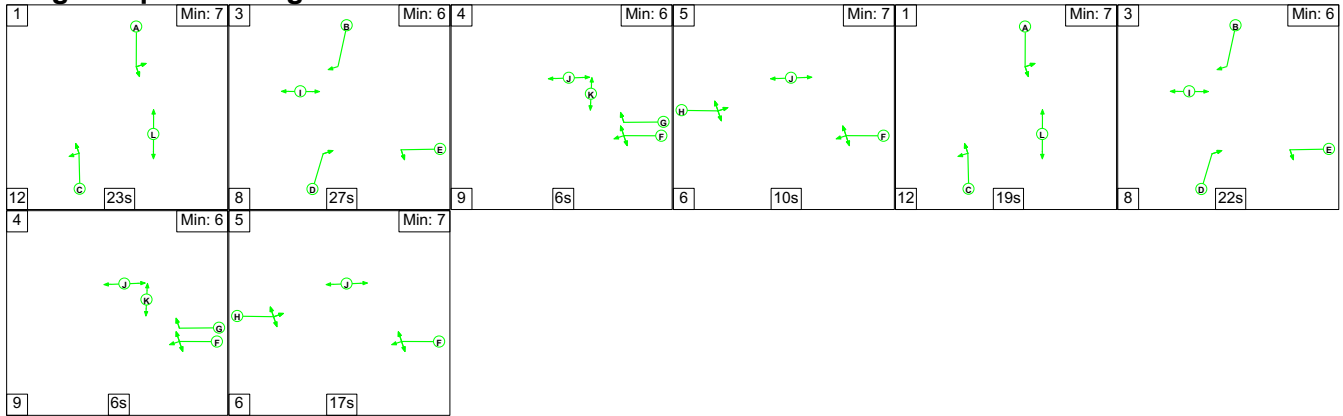
2/2+2/1	741	741	-	-	-	2.0	0.5	-	2.5 (1.2+1.4)	12.2 (11.9:12.5)	6.2	0.5	6.7
3/1+3/2	391	391	-	-	-	3.2	0.0	-	3.2 (1.9+1.3)	29.0 (27.3:32.0)	14.1	0.0	14.1
4/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41 / Caldbeck Rd / Croft Ave C2 - Croft Ave / Spital Rd			PRC for Signalled Lanes (%):		9.0	Total Delay for Signalled Lanes (pcuHr):		32.82	Cycle Time (s):		200		
			PRC for Signalled Lanes (%):		13.1	Total Delay for Signalled Lanes (pcuHr):		6.66	Cycle Time (s):		200		
			PRC Over All Lanes (%):		9.0	Total Delay Over All Lanes(pcuHr):		39.48					

Full Input Data And Results

Scenario 2: '2' (FG2: '2018 PM Base', Plan 2: 'Network Control Plan 2')

C1 - A41 / Caldbeck Rd / Croft Ave

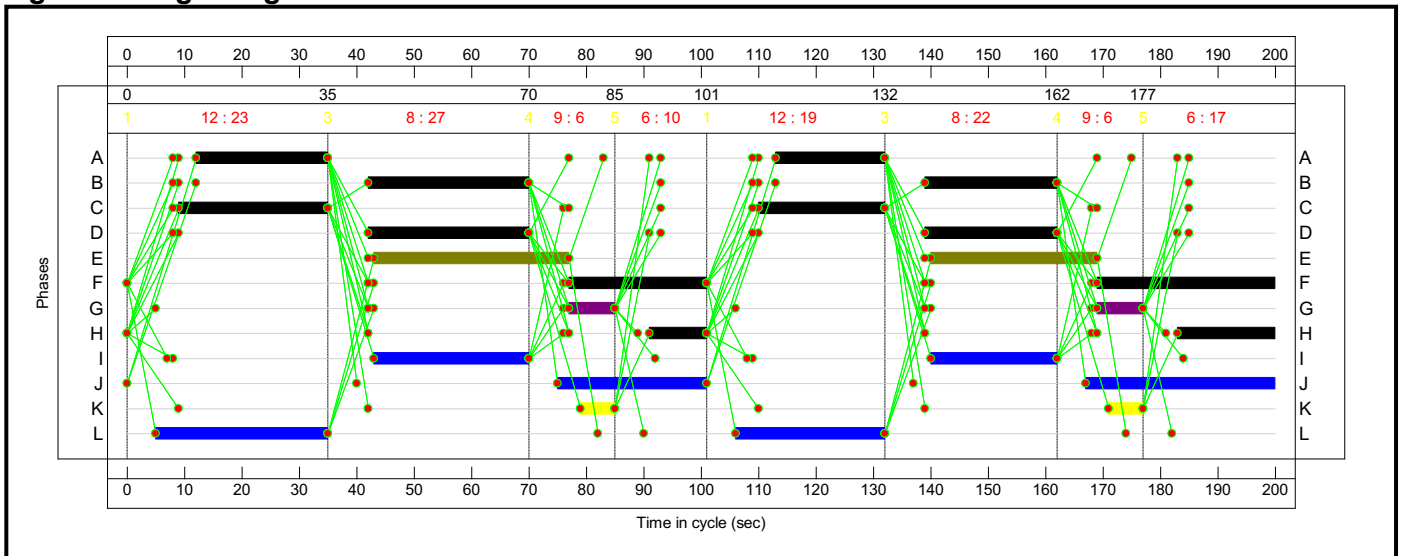
Stage Sequence Diagram



Stage Timings

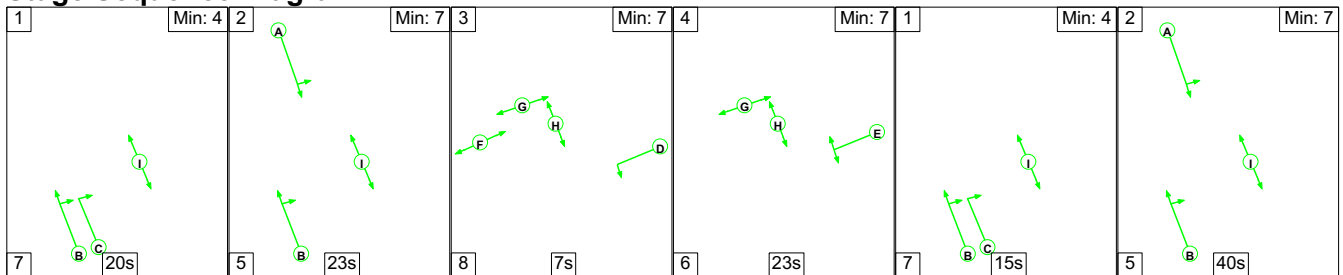
Stage	1	3	4	5	1	3	4	5
Duration	23	27	6	10	19	22	6	17
Change Point	0	35	70	85	101	132	162	177

Signal Timings Diagram

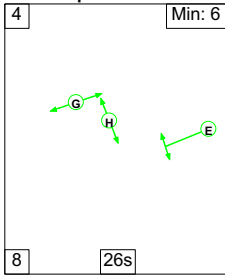


C2 - Croft Ave / Spital Rd

Stage Sequence Diagram



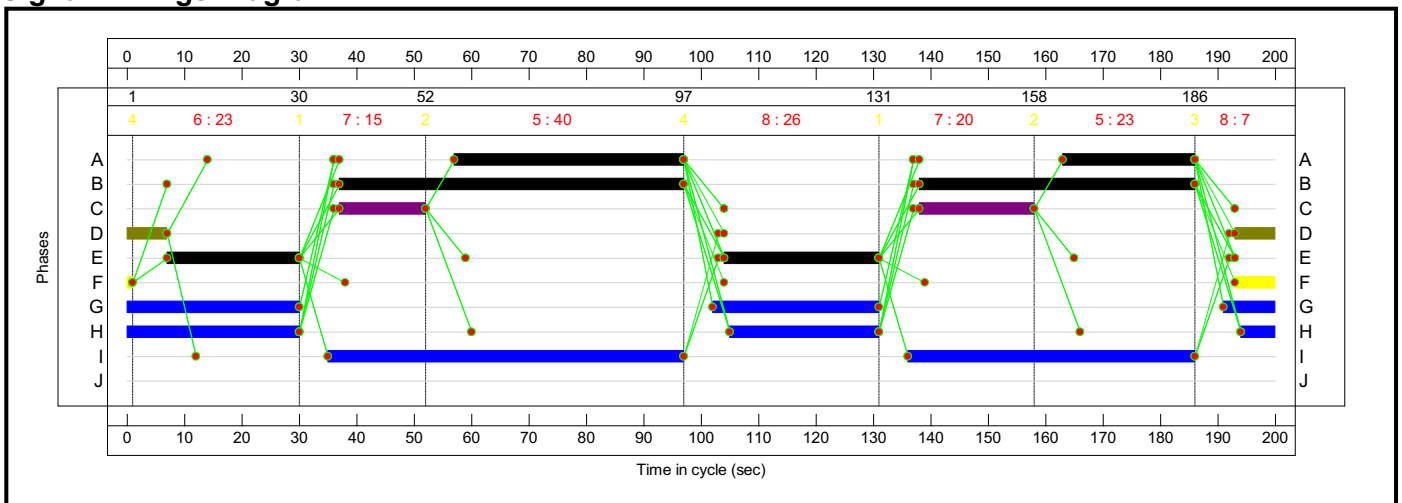
Full Input Data And Results



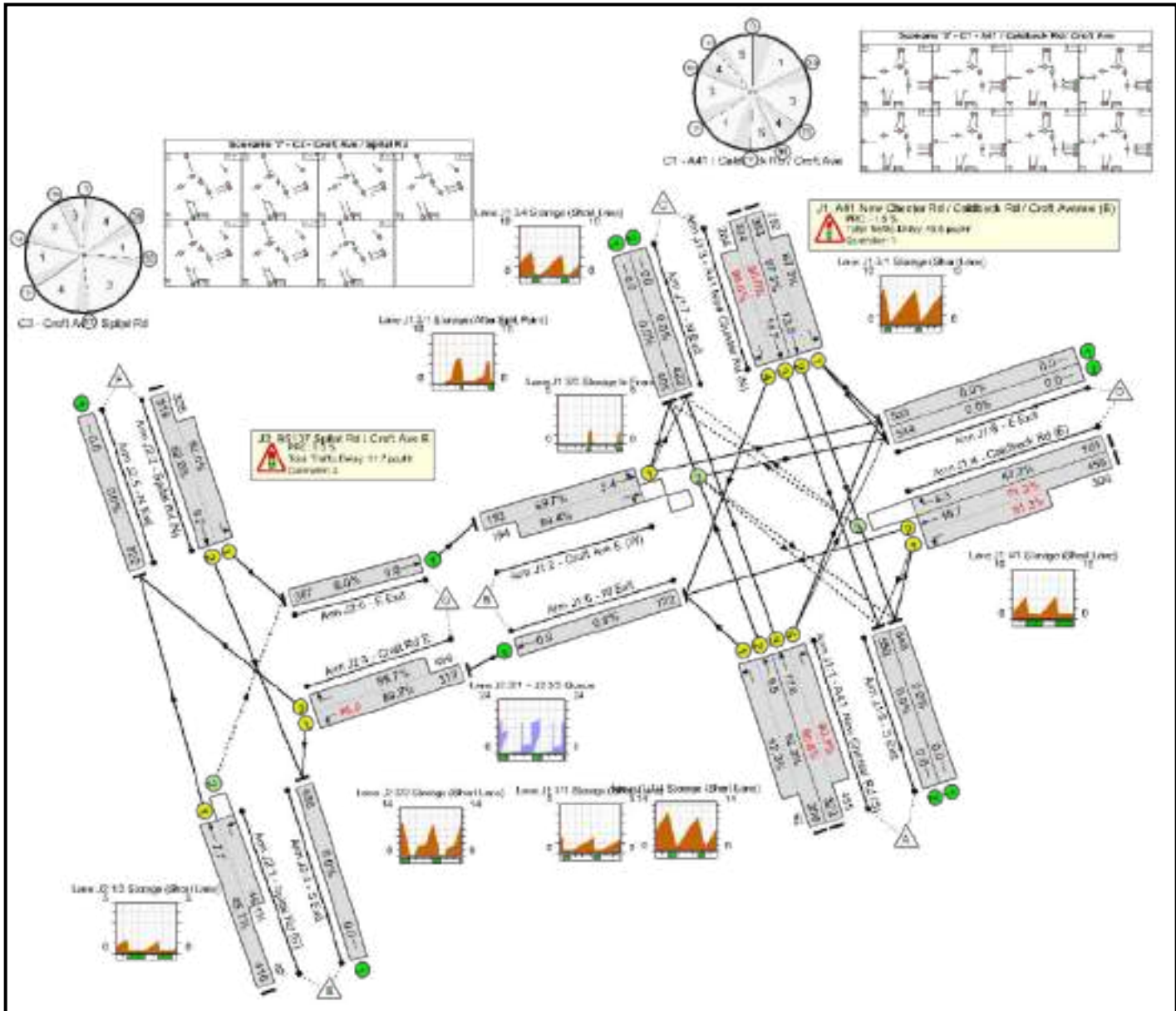
Stage Timings

Stage	1	2	3	4	1	2	4
Duration	20	23	7	23	15	40	26
Change Point	131	158	186	1	30	52	97

Signal Timings Diagram



ull Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

ull Input Data And Results

1/1+1/2	Spital Rd (S) Ahead Right	U+O	N/A	N/A	C2:B	C2:C	2	108	35	498	1935:1720	922+182	45.1 : 45.1%
2/2+2/1	Spital Rd (N) Ahead Left	U	N/A	N/A	C2:A		2	63	-	624	1915:1702	514+492	62.0 : 62.0%
3/1+3/2	Croft Rd E Left Right	U	N/A	N/A	C2:E	C2:D	2	64:50	14	723	1717:1741	353+453	89.7 : 89.7%
4/1	S Exit	U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
6/1	E Exit Ahead	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%

ull Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)	-	-	57	187	25	42.2	18.9	0.1	61.2	-	-	-	-
J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	-	-	29	134	25	31.8	17.6	0.1	49.5	-	-	-	-
1/2+1/1	368	368	-	-	-	3.3	0.8	-	4.2 (3.5+0.6)	40.6 (41.3:37.2)	7.7	0.8	8.5
1/3+1/4	778	778	-	-	-	7.5	4.5	-	12.0 (4.8+7.1)	55.3 (53.9:56.4)	13.1	4.5	17.6
2/1+2/2	387	387	12	0	11	1.8	0.0	0.0	1.8 (0.9+0.9)	16.5 (16.3:16.7)	5.4	0.0	5.4
3/2+3/1	675	675	-	-	-	7.0	3.2	-	10.2 (5.8+4.3)	54.3 (54.8:53.5)	10.3	3.2	13.5
3/3+3/4	598	598	-	-	-	5.8	4.0	-	9.8 (6.7+3.1)	59.1 (61.5:54.6)	10.7	4.0	14.7
4/2+4/1	762	762	-	-	-	5.2	4.7	-	9.8 (7.0+2.8)	46.4 (55.5:32.9)	14.1	4.7	18.7
4/3	164	164	16	134	14	1.3	0.5	0.0	1.8	39.9	3.8	0.5	4.3
5/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B5137 Spital Rd / Croft Ave E	-	-	28	54	0	10.4	1.2	0.0	11.7	-	-	-	-
1/1+1/2	498	498	28	54	0	1.8	0.4	0.0	2.2 (1.9+0.3)	15.9 (16.0:15.4)	7.3	0.4	7.7

ull Input Data And Results

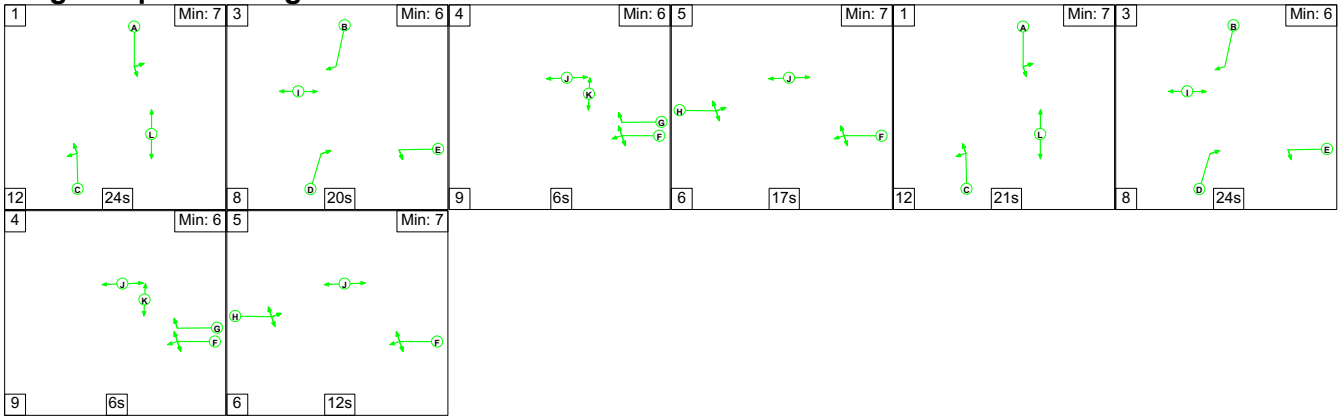
2/2+2/1	624	624	-	-	-	4.8	0.8	-	5.6 (2.8+2.8)	32.3 (32.1:32.5)	7.4	0.8	8.2
3/1+3/2	723	723	-	-	-	3.9	0.0	-	3.9 (1.3+2.6)	19.4 (14.8:23.0)	16.0	0.0	16.0
4/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41 / Caldbeck Rd / Croft Ave C2 - Croft Ave / Spital Rd			PRC for Signalled Lanes (%):		-1.5	Total Delay for Signalled Lanes (pcuHr):		49.53	Cycle Time (s):		200		
			PRC for Signalled Lanes (%):		0.3	Total Delay for Signalled Lanes (pcuHr):		11.69	Cycle Time (s):		200		
			PRC Over All Lanes (%):		-1.5	Total Delay Over All Lanes(pcuHr):		61.21					

Full Input Data And Results

Scenario 3: '3' (FG3: '2021 AM Base', Plan 2: 'Network Control Plan 2')

C1 - A41 / Caldbeck Rd / Croft Ave

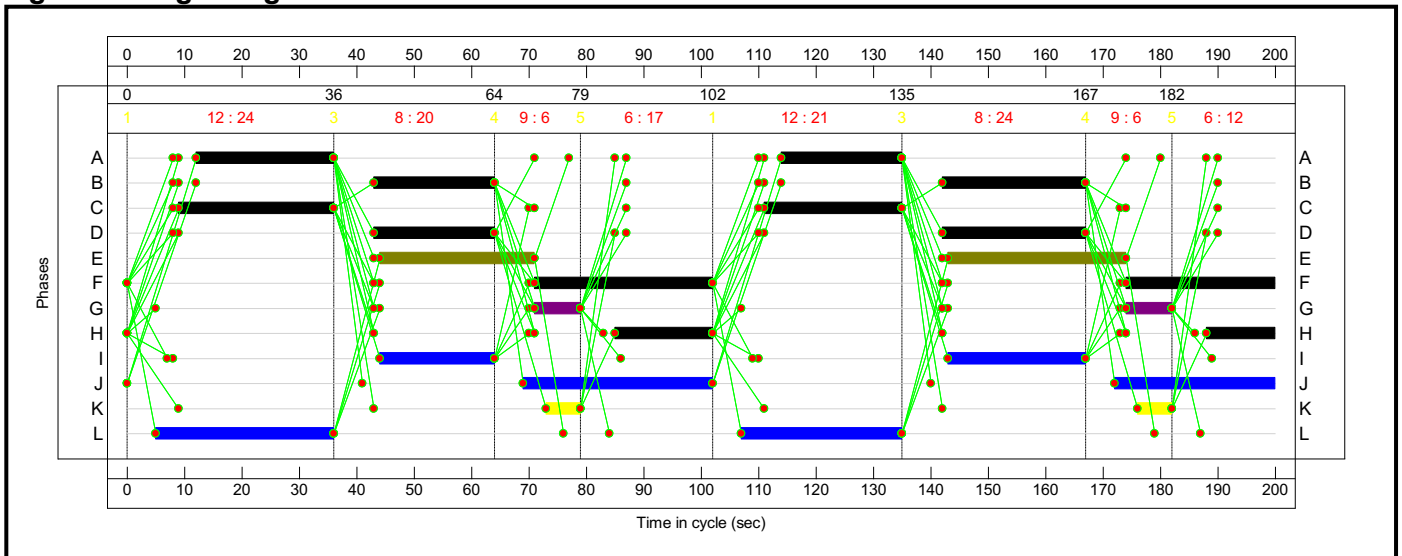
Stage Sequence Diagram



Stage Timings

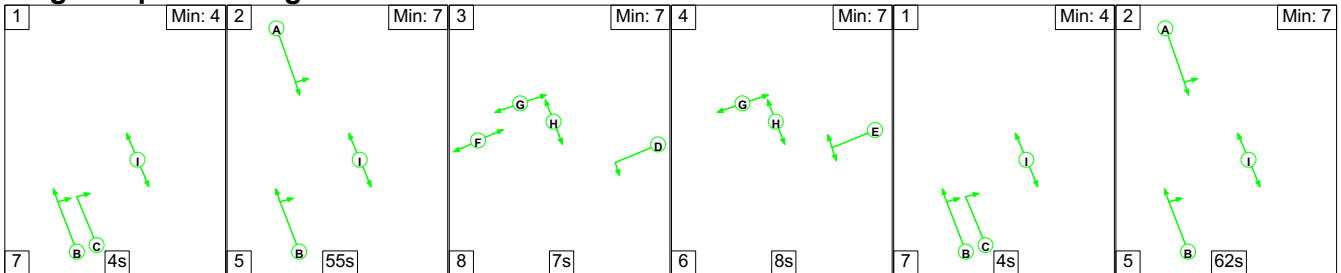
Stage	1	3	4	5	1	3	4	5
Duration	24	20	6	17	21	24	6	12
Change Point	0	36	64	79	102	135	167	182

Signal Timings Diagram

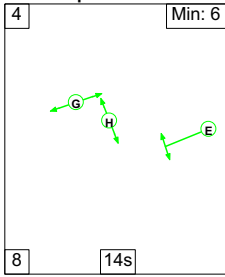


C2 - Croft Ave / Spital Rd

Stage Sequence Diagram



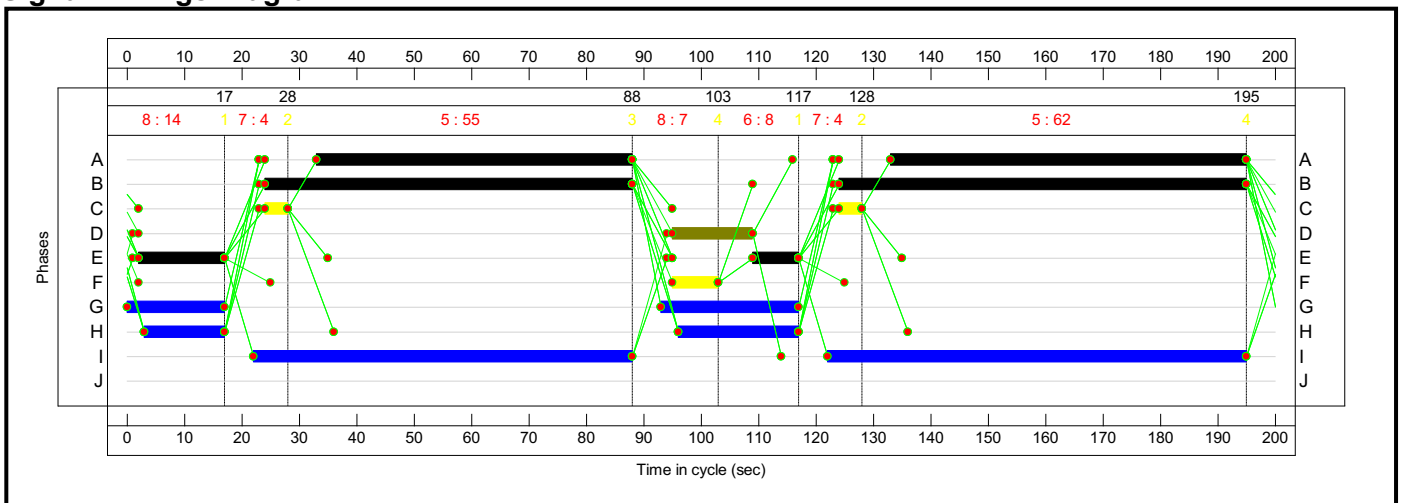
Full Input Data And Results



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	4	55	7	8	4	62	14
Change Point	17	28	88	103	117	128	195

Signal Timings Diagram



Full Input Data And Results

Network Results

ull Input Data And Results

1/1+1/2	Spital Rd (S) Ahead Right	U+O	N/A	N/A	C2:B	C2:C	2	135	8	484	1935:1720	1077+298	35.2 : 35.2%
2/2+2/1	Spital Rd (N) Ahead Left	U	N/A	N/A	C2:A		2	117	-	770	1915:1702	680+762	53.4 : 53.4%
3/1+3/2	Croft Rd E Left Right	U	N/A	N/A	C2:E	C2:D	2	37:23	14	415	1717:1741	335+218	77.4 : 71.7%
4/1	S Exit	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
6/1	E Exit Ahead	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%

ull Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)	-	-	132	104	15	34.4	9.7	0.1	44.2	-	-	-	-
J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	-	-	68	64	15	28.2	8.9	0.0	37.1	-	-	-	-
1/2+1/1	490	490	-	-	-	4.7	3.4	-	8.2 (7.7+0.4)	60.0 (60.4:52.7)	12.3	3.4	15.7
1/3+1/4	790	790	-	-	-	7.7	3.5	-	11.2 (5.3+5.8)	50.9 (49.1:52.6)	10.8	3.5	14.3
2/1+2/2	506	506	60	0	7	4.4	0.0	0.0	4.4 (2.2+2.2)	31.2 (31.1:31.3)	6.9	0.0	6.9
3/2+3/1	524	524	-	-	-	4.9	0.8	-	5.7 (3.1+2.6)	39.2 (39.3:39.0)	7.0	0.8	7.8
3/3+3/4	415	415	-	-	-	3.8	0.7	-	4.4 (2.8+1.6)	38.3 (39.0:37.2)	6.2	0.7	6.9
4/2+4/1	357	357	-	-	-	2.1	0.4	-	2.5 (2.0+0.5)	25.3 (32.1:13.3)	5.1	0.4	5.5
4/3	79	79	8	64	8	0.6	0.2	0.0	0.8	34.7	1.6	0.2	1.8
5/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B5137 Spital Rd / Croft Ave E	-	-	65	40	0	6.2	0.8	0.0	7.1	-	-	-	-
1/1+1/2	484	484	65	40	0	0.8	0.3	0.0	1.1 (0.9+0.3)	8.4 (8.3:8.8)	4.5	0.3	4.8

ull Input Data And Results

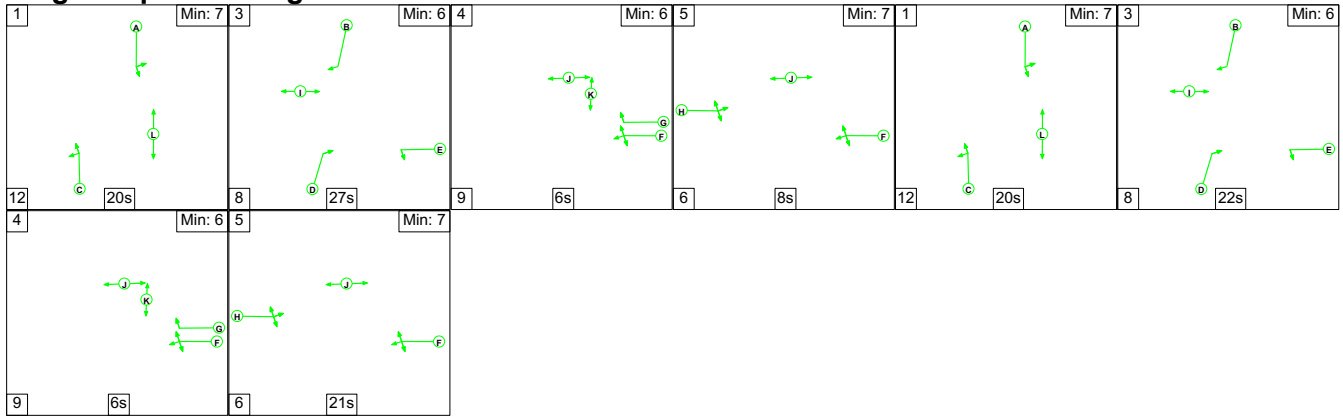
2/2+2/1	770	770	-	-	-	2.3	0.6	-	2.8 (1.3+1.5)	13.2 (12.9:13.5)	6.4	0.6	7.0
3/1+3/2	415	415	-	-	-	3.1	0.0	-	3.1 (1.8+1.3)	27.1 (25.7:29.5)	14.2	0.0	14.2
4/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41 / Caldbeck Rd / Croft Ave C2 - Croft Ave / Spital Rd			PRC for Signalled Lanes (%):		1.9	Total Delay for Signalled Lanes (pcuHr):		37.10	Cycle Time (s):		200		
			PRC for Signalled Lanes (%):		16.3	Total Delay for Signalled Lanes (pcuHr):		7.08	Cycle Time (s):		200		
			PRC Over All Lanes (%):		1.9	Total Delay Over All Lanes(pcuHr):		44.18					

Full Input Data And Results

Scenario 4: '4' (FG4: '2021 PM Base', Plan 2: 'Network Control Plan 2')

C1 - A41 / Caldbeck Rd / Croft Ave

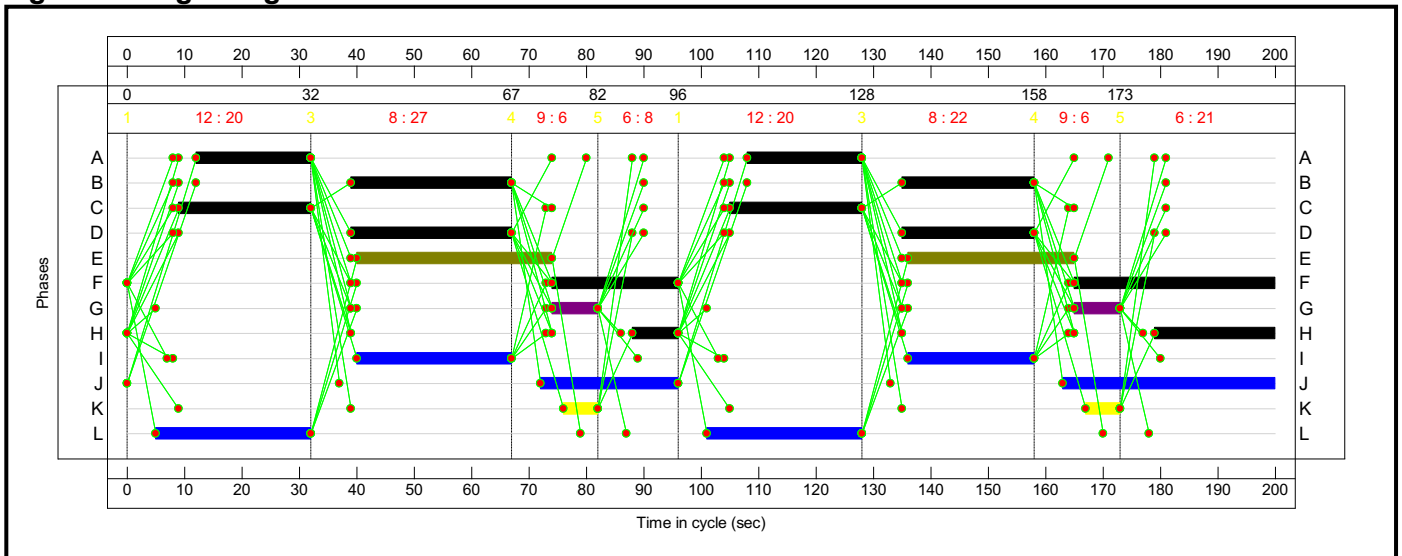
Stage Sequence Diagram



Stage Timings

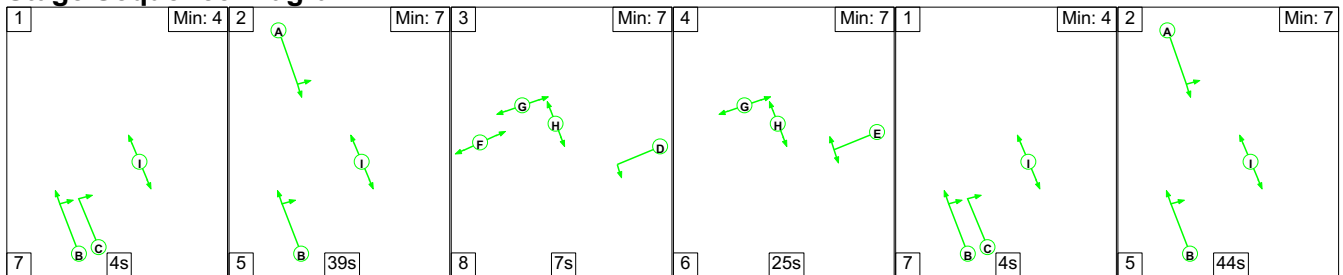
Stage	1	3	4	5	1	3	4	5
Duration	20	27	6	8	20	22	6	21
Change Point	0	32	67	82	96	128	158	173

Signal Timings Diagram

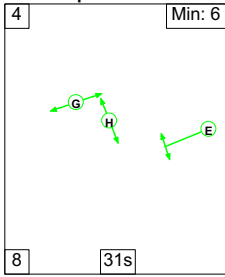


C2 - Croft Ave / Spital Rd

Stage Sequence Diagram



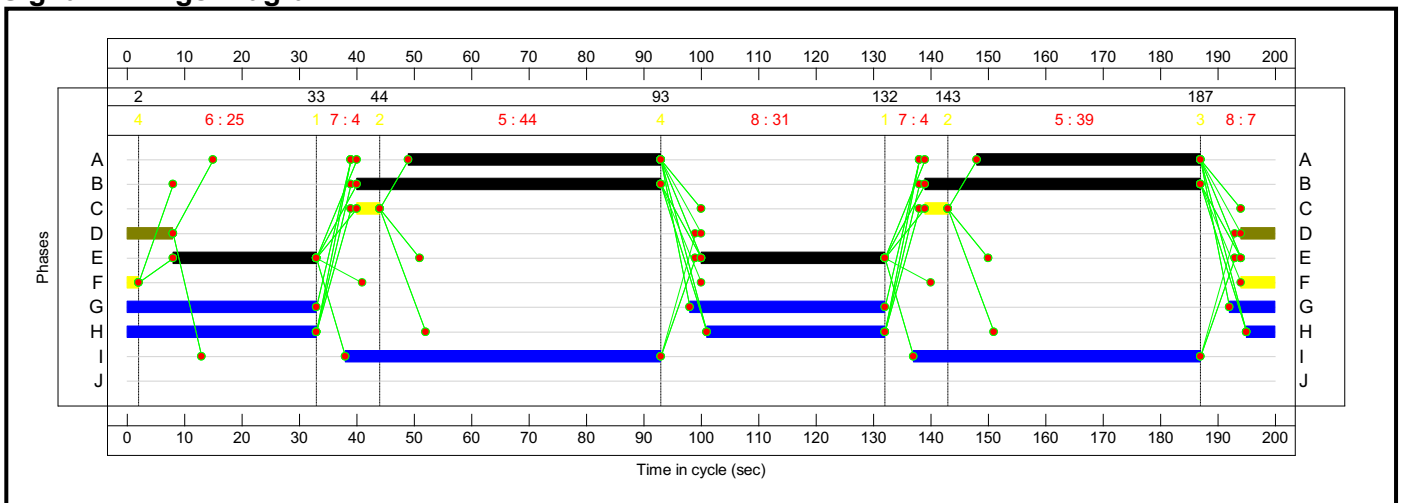
Full Input Data And Results



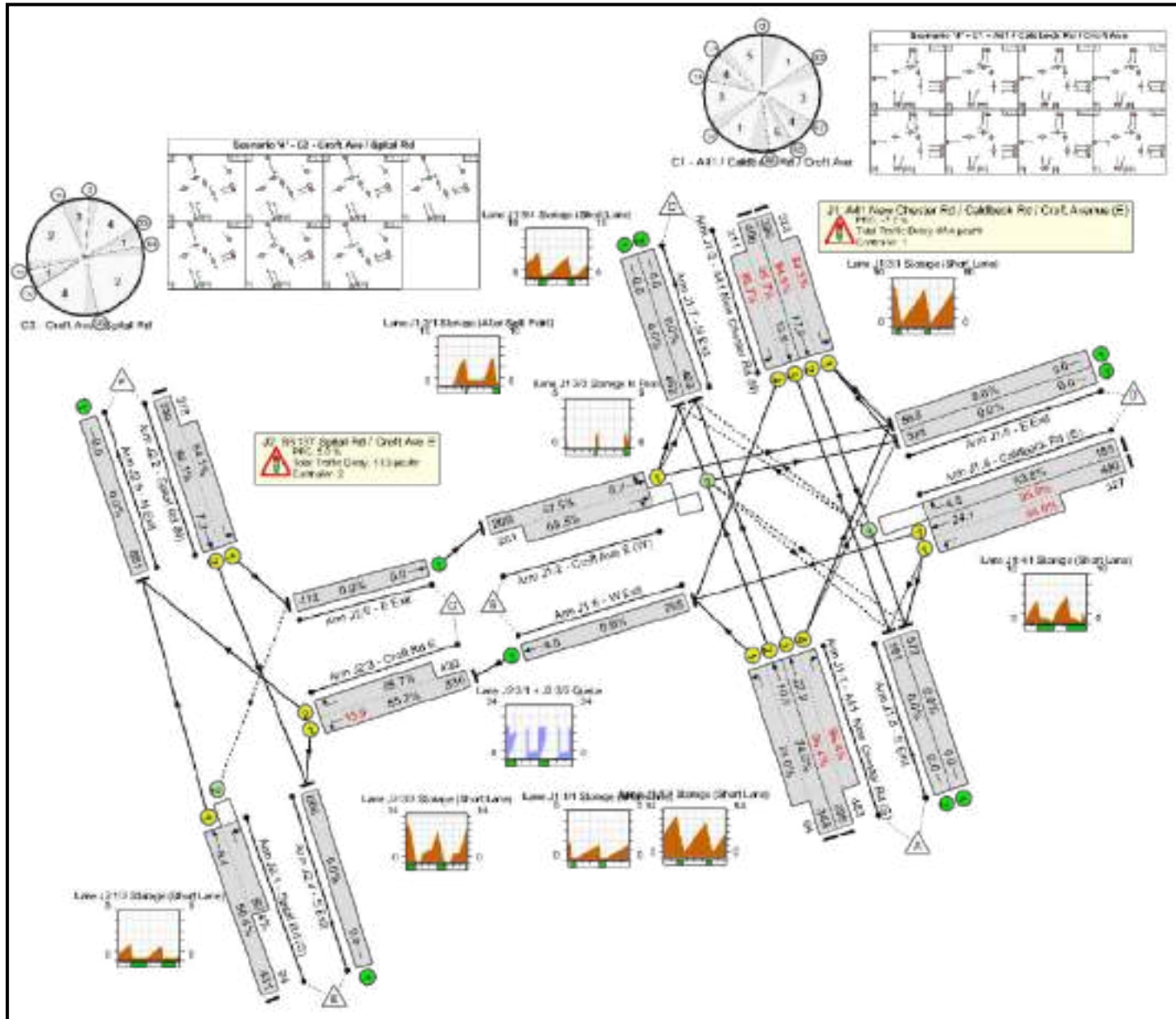
Stage Timings

Stage	1	2	3	4	1	2	4
Duration	4	39	7	25	4	44	31
Change Point	132	143	187	2	33	44	93

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

ull Input Data And Results

1/1+1/2	Spital Rd (S) Ahead Right	U+O	N/A	N/A	C2:B	C2:C	2	101	8	525	1935:1720	855+187	50.4 : 50.4%
2/2+2/1	Spital Rd (N) Ahead Left	U	N/A	N/A	C2:A		2	83	-	648	1915:1702	610+588	54.1 : 54.1%
3/1+3/2	Croft Rd E Left Right	U	N/A	N/A	C2:E	C2:D	2	71:57	14	766	1717:1741	392+502	85.7 : 85.7%
4/1	S Exit	U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
6/1	E Exit Ahead	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%

ull Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)	-	-	78	204	25	46.1	33.5	0.1	79.7	-	-	-	-
J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	-	-	36	152	25	35.9	32.4	0.1	68.4	-	-	-	-
1/2+1/1	413	413	-	-	-	3.9	1.4	-	5.3 (4.6+0.8)	46.6 (47.4:42.2)	9.4	1.4	10.8
1/3+1/4	781	781	-	-	-	7.7	8.5	-	16.2 (6.0+10.2)	74.7 (73.0:75.8)	14.4	8.5	22.9
2/1+2/2	401	401	13	0	11	2.8	0.0	0.1	2.9 (1.4+1.5)	25.9 (25.6:26.3)	5.7	0.0	5.7
3/2+3/1	719	719	-	-	-	7.7	6.6	-	14.3 (7.9+6.4)	71.5 (71.9:71.0)	11.3	6.6	17.9
3/3+3/4	617	617	-	-	-	6.2	7.3	-	13.5 (9.2+4.3)	78.5 (81.2:73.2)	12.3	7.3	19.6
4/2+4/1	817	817	-	-	-	6.1	8.0	-	14.1 (9.8+4.4)	62.3 (71.7:48.1)	16.1	8.0	24.1
4/3	189	189	23	152	14	1.5	0.6	0.1	2.1	39.9	4.3	0.6	4.8
5/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B5137 Spital Rd / Croft Ave E	-	-	42	52	0	10.2	1.1	0.0	11.3	-	-	-	-
1/1+1/2	525	525	42	52	0	2.1	0.5	0.0	2.7 (2.2+0.5)	18.5 (18.7:17.4)	7.9	0.5	8.4

ull Input Data And Results

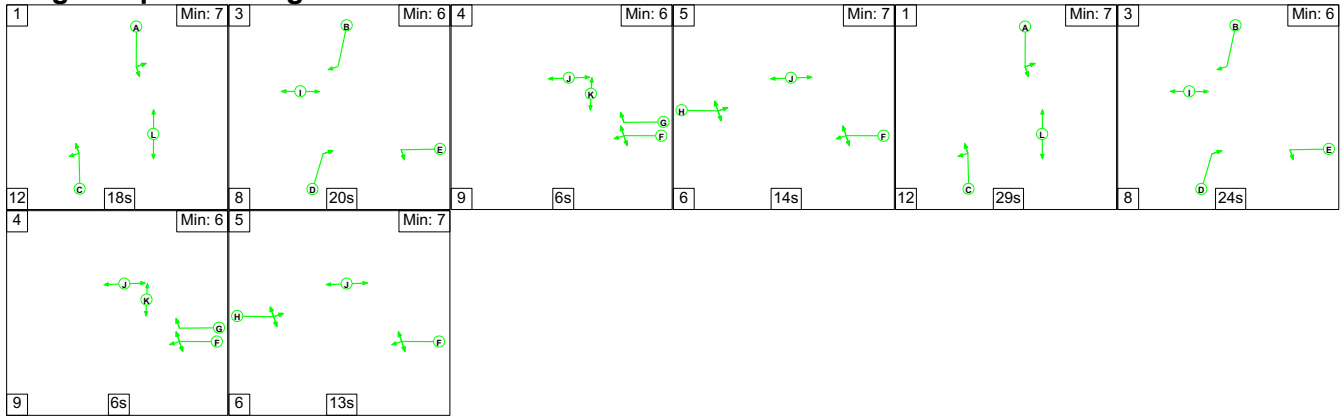
2/2+2/1	648	648	-	-	-	3.6	0.6	-	4.2 (2.1+2.1)	23.5 (23.3:23.7)	6.7	0.6	7.3
3/1+3/2	766	766	-	-	-	4.4	0.0	-	4.4 (1.5+2.9)	20.6 (15.5:24.6)	15.9	0.0	15.9
4/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41 / Caldbeck Rd / Croft Ave C2 - Croft Ave / Spital Rd			PRC for Signalled Lanes (%):			-7.2	Total Delay for Signalled Lanes (pcuHr):			68.40	Cycle Time (s): 200		
			PRC for Signalled Lanes (%):			5.0	Total Delay for Signalled Lanes (pcuHr):			11.31	Cycle Time (s): 200		
			PRC Over All Lanes (%):			-7.2	Total Delay Over All Lanes(pcuHr):			79.71			

Full Input Data And Results

Scenario 5: '5' (FG5: '2026 AM Base', Plan 2: 'Network Control Plan 2')

C1 - A41 / Caldbeck Rd / Croft Ave

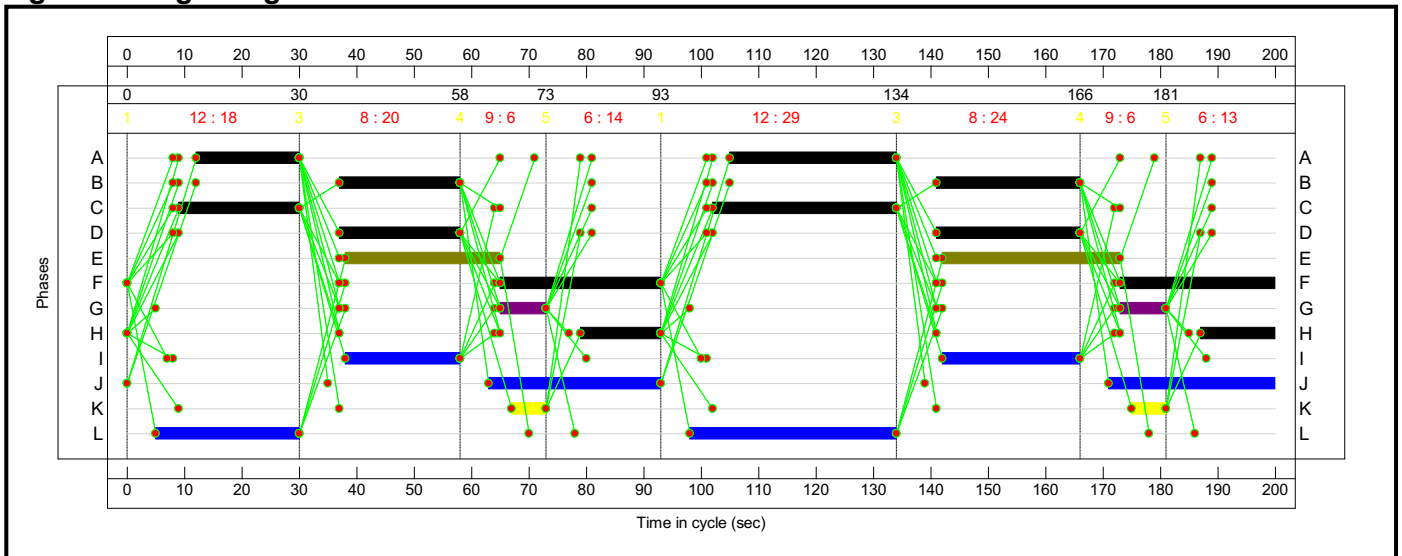
Stage Sequence Diagram



Stage Timings

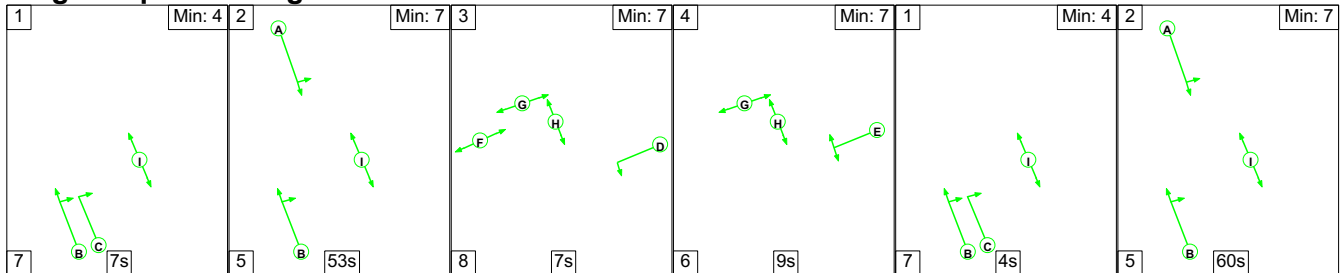
Stage	1	3	4	5	1	3	4	5
Duration	18	20	6	14	29	24	6	13
Change Point	0	30	58	73	93	134	166	181

Signal Timings Diagram

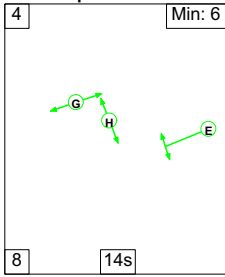


C2 - Croft Ave / Spital Rd

Stage Sequence Diagram



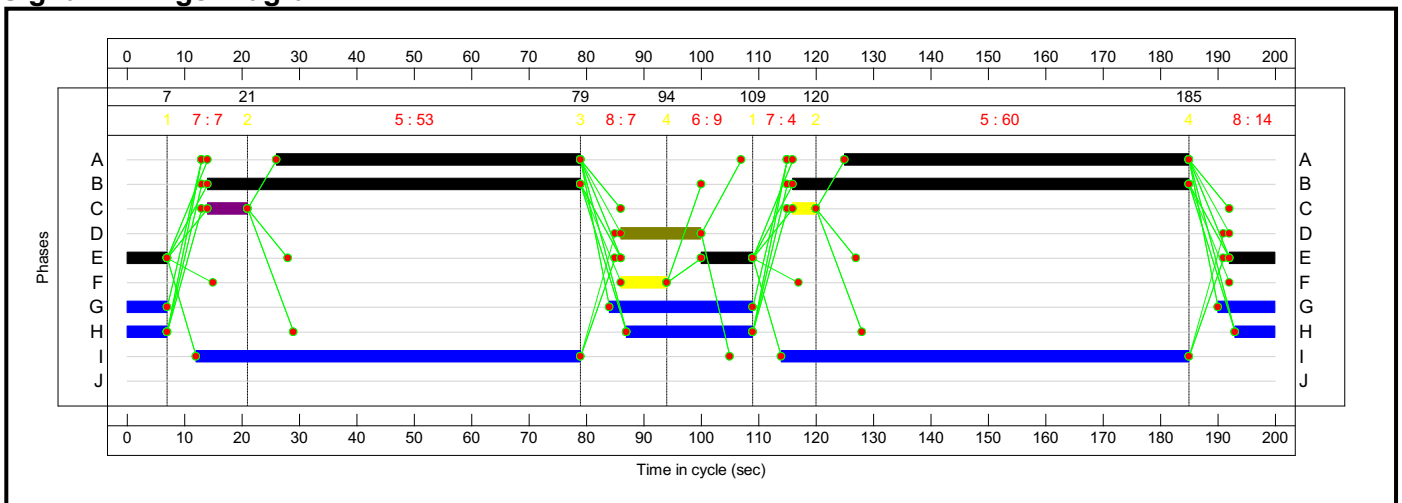
Full Input Data And Results



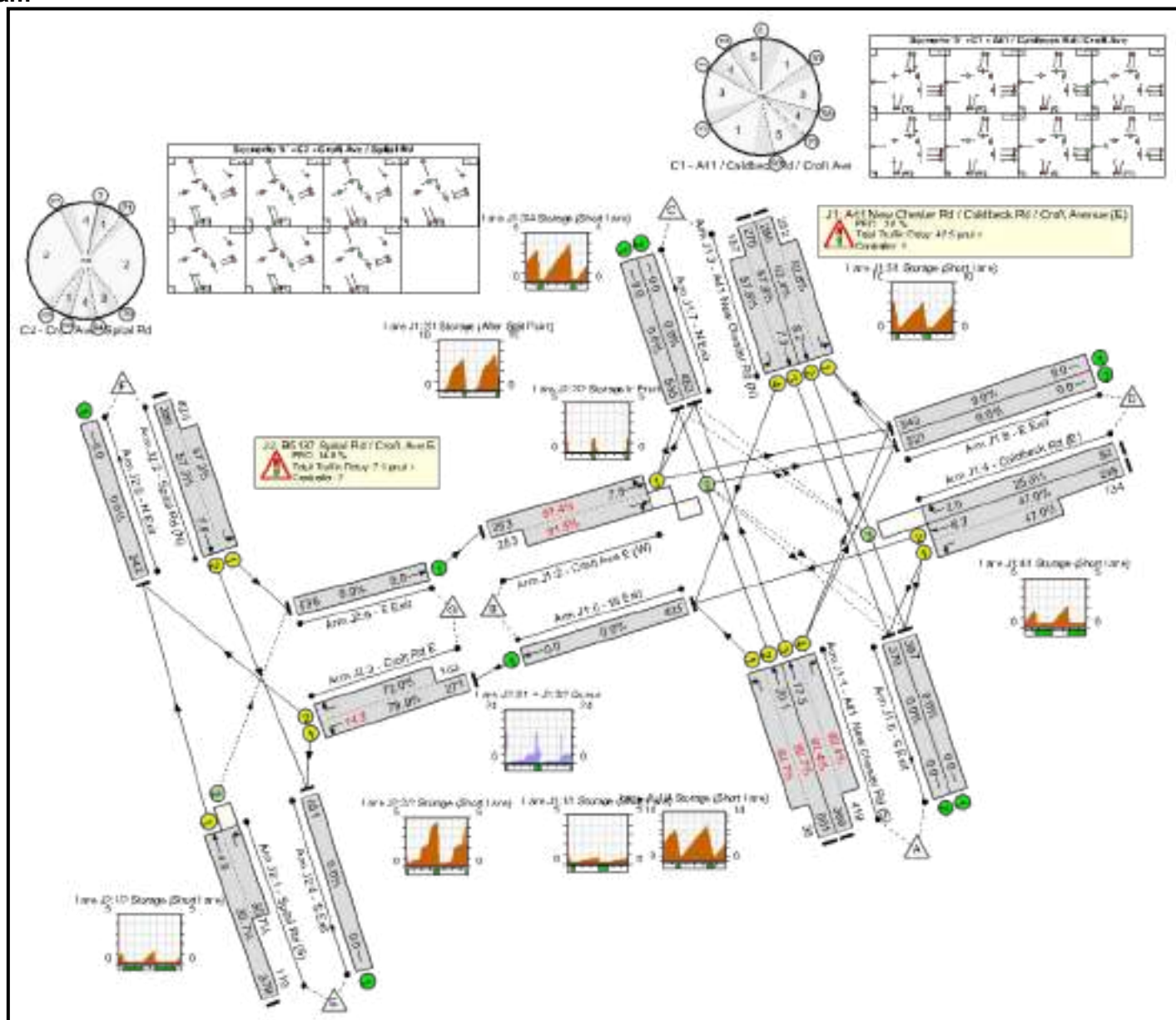
Stage Timings

Stage	1	2	3	4	1	2	4
Duration	7	53	7	9	4	60	14
Change Point	7	21	79	94	109	120	185

Signal Timings Diagram



Full Input Data And Results
 Network Layout Diagram



Full Input Data And Results

Network Results

ull Input Data And Results

1/1+1/2	Spital Rd (S) Ahead Right	U+O	N/A	N/A	C2:B	C2:C	2	134	11	489	1935:1720	1061+308	35.7 : 35.7%
2/2+2/1	Spital Rd (N) Ahead Left	U	N/A	N/A	C2:A		2	113	-	806	1915:1702	663+743	57.3 : 57.3%
3/1+3/2	Croft Rd E Left Right	U	N/A	N/A	C2:E	C2:D	2	38:24	14	434	1717:1741	343+226	78.9 : 72.0%
4/1	S Exit	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
6/1	E Exit Ahead	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%

ull Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)	-	-	128	111	19	36.3	13.4	0.1	49.8	-	-	-	-
J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	-	-	63	67	19	29.9	12.5	0.0	42.5	-	-	-	-
1/2+1/1	531	531	-	-	-	5.8	5.1	-	10.9 (10.4+0.5)	73.8 (74.6:61.5)	15.0	5.1	20.1
1/3+1/4	808	808	-	-	-	7.8	5.2	-	13.1 (6.0+7.1)	58.2 (55.6:60.7)	12.2	5.2	17.5
2/1+2/2	506	506	60	0	7	4.5	0.0	0.0	4.5 (2.2+2.3)	32.0 (31.9:32.2)	7.5	0.0	7.5
3/2+3/1	548	548	-	-	-	5.1	0.8	-	5.9 (3.2+2.7)	38.9 (39.0:38.7)	7.4	0.8	8.2
3/3+3/4	427	427	-	-	-	3.8	0.7	-	4.5 (2.9+1.6)	38.0 (38.4:37.4)	6.6	0.7	7.3
4/2+4/1	372	372	-	-	-	2.3	0.4	-	2.8 (2.2+0.5)	26.7 (33.7:14.2)	5.9	0.4	6.3
4/3	82	82	3	67	12	0.6	0.2	0.0	0.8	35.9	1.9	0.2	2.0
5/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B5137 Spital Rd / Croft Ave E	-	-	65	45	0	6.3	0.9	0.1	7.3	-	-	-	-
1/1+1/2	489	489	65	45	0	0.9	0.3	0.1	1.2 (0.9+0.3)	8.7 (8.5:9.3)	4.6	0.3	4.9

ull Input Data And Results

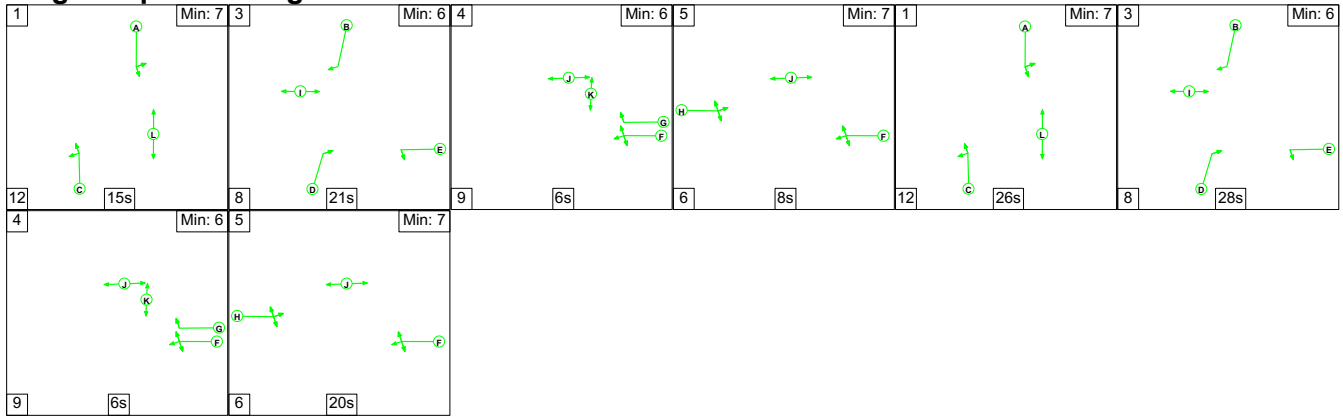
2/2+2/1	806	806	-	-	-	2.6	0.7	-	3.3 (1.5+1.8)	14.7 (14.3:15.1)	7.1	0.7	7.8
3/1+3/2	434	434	-	-	-	2.9	0.0	-	2.9 (1.7+1.2)	23.7 (22.4:25.9)	14.3	0.0	14.3
4/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41 / Caldbeck Rd / Croft Ave C2 - Croft Ave / Spital Rd			PRC for Signalled Lanes (%):		-3.0	Total Delay for Signalled Lanes (pcuHr):		42.46	Cycle Time (s):		200		
			PRC for Signalled Lanes (%):		14.0	Total Delay for Signalled Lanes (pcuHr):		7.33	Cycle Time (s):		200		
			PRC Over All Lanes (%):		-3.0	Total Delay Over All Lanes(pcuHr):		49.79					

Full Input Data And Results

Scenario 6: '6' (FG6: '2026 PM Base', Plan 2: 'Network Control Plan 2')

C1 - A41 / Caldbeck Rd / Croft Ave

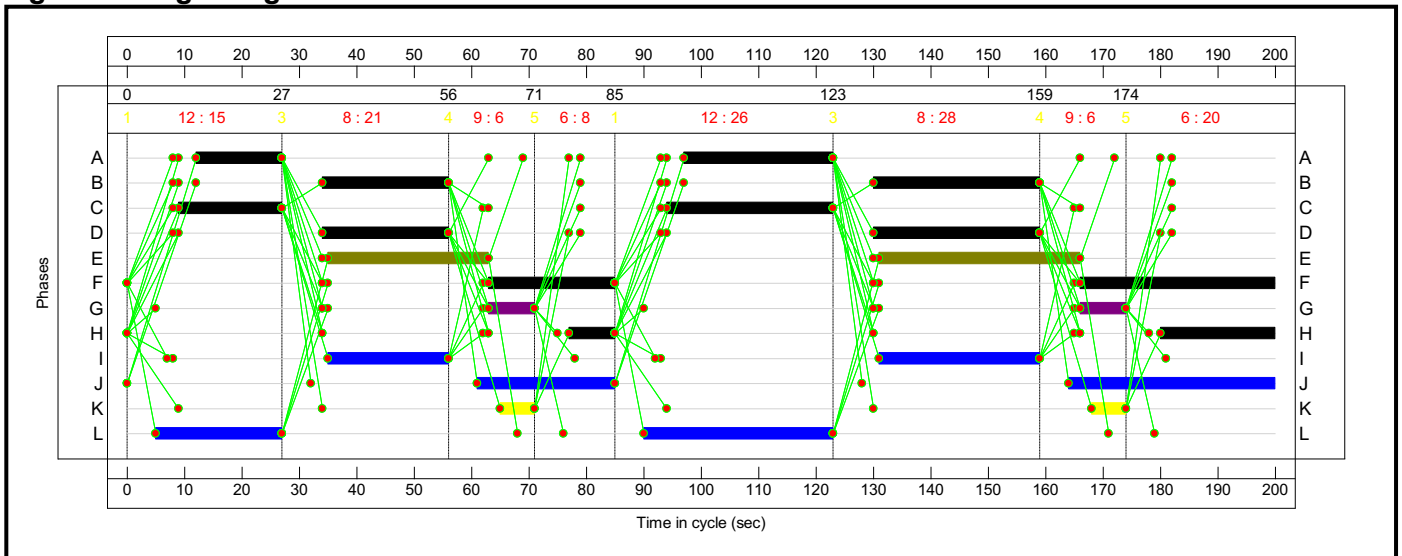
Stage Sequence Diagram



Stage Timings

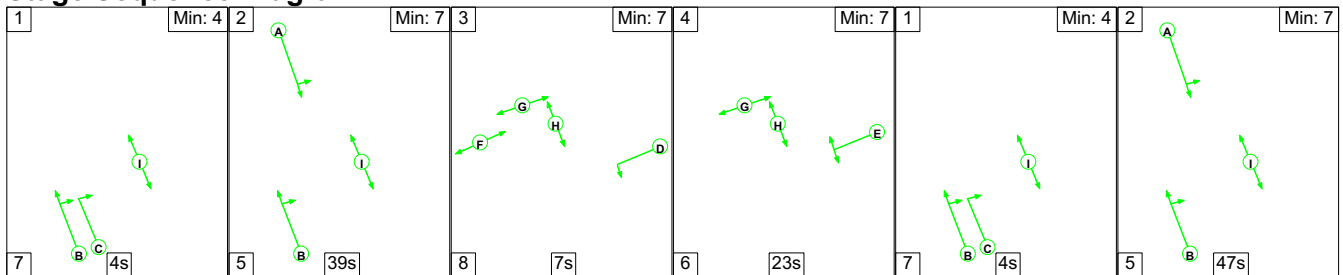
Stage	1	3	4	5	1	3	4	5
Duration	15	21	6	8	26	28	6	20
Change Point	0	27	56	71	85	123	159	174

Signal Timings Diagram

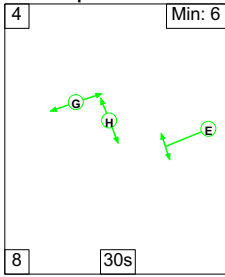


C2 - Croft Ave / Spital Rd

Stage Sequence Diagram



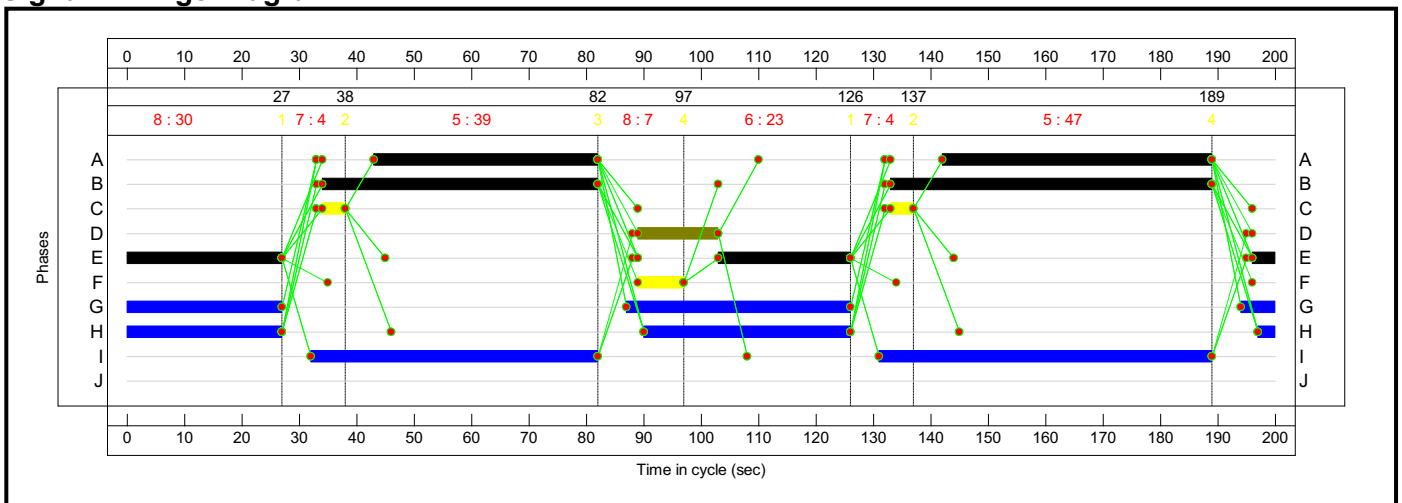
Full Input Data And Results



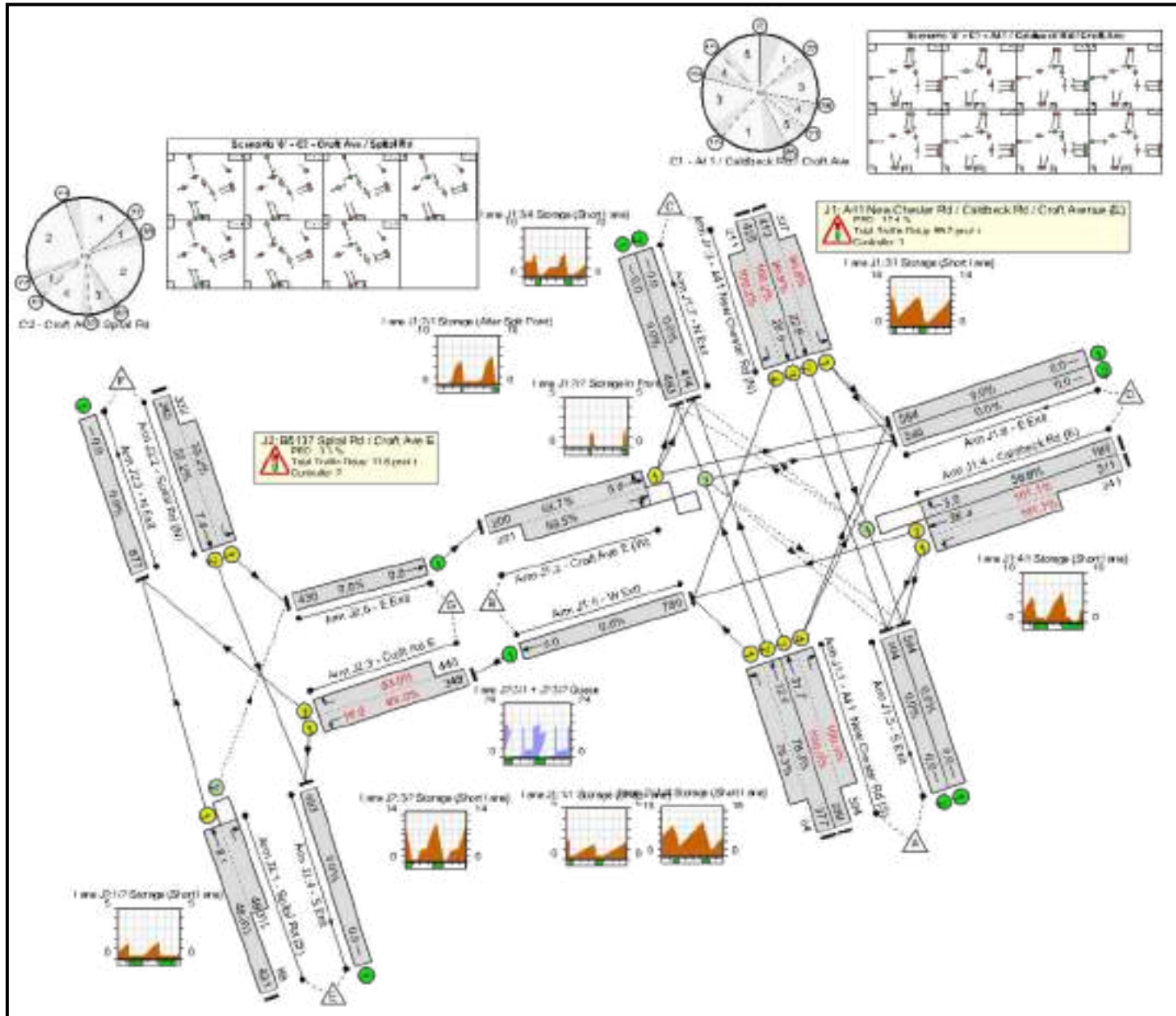
Stage Timings

Stage	1	2	3	4	1	2	4
Duration	4	39	7	23	4	47	30
Change Point	27	38	82	97	126	137	189

Signal Timings Diagram



ull Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

ull Input Data And Results

1/1+1/2	Spital Rd (S) Ahead Right	U+O	N/A	N/A	C2:B	C2:C	2	104	8	529	1935:1720	874+199	49.3 : 49.3%
2/2+2/1	Spital Rd (N) Ahead Left	U	N/A	N/A	C2:A		2	86	-	677	1915:1702	625+601	55.2 : 55.2%
3/1+3/2	Croft Rd E Left Right	U	N/A	N/A	C2:E	C2:D	2	68:54	14	800	1717:1741	375+479	93.0 : 93.0%
4/1	S Exit	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
6/1	E Exit Ahead	U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%

ull Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)	-	-	70	212	36	53.1	58.0	0.2	111.2	-	-	-	-
J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	-	-	25	159	36	42.7	56.9	0.1	99.7	-	-	-	-
1/2+1/1	441	441	-	-	-	4.5	1.8	-	6.3 (5.5+0.8)	51.1 (52.2:44.4)	10.9	1.8	12.6
1/3+1/4	803	800	-	-	-	8.9	15.5	-	24.4 (8.6+15.8)	109.4 (103.1:113.1)	16.2	15.5	31.7
2/1+2/2	401	401	2	0	22	2.5	0.0	0.1	2.6 (1.3+1.3)	23.2 (22.7:23.7)	5.8	0.0	5.8
3/2+3/1	750	750	-	-	-	10.2	8.9	-	19.1 (10.8+8.4)	91.9 (93.8:89.5)	13.7	8.9	22.6
3/3+3/4	636	635	-	-	-	7.7	12.9	-	20.5 (14.5+6.0)	116.2 (122.6:103.2)	16.0	12.9	28.9
4/2+4/1	852	842	-	-	-	7.2	17.2	-	24.5 (16.0+8.5)	103.3 (112.6:89.5)	21.2	17.2	38.4
4/3	196	196	23	159	15	1.6	0.7	0.1	2.3	42.9	4.8	0.7	5.6
5/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B5137 Spital Rd / Croft Ave E	-	-	45	53	0	10.4	1.1	0.0	11.6	-	-	-	-
1/1+1/2	529	529	45	53	0	2.0	0.5	0.0	2.6 (2.1+0.5)	17.4 (17.6:16.5)	7.7	0.5	8.1

ull Input Data And Results

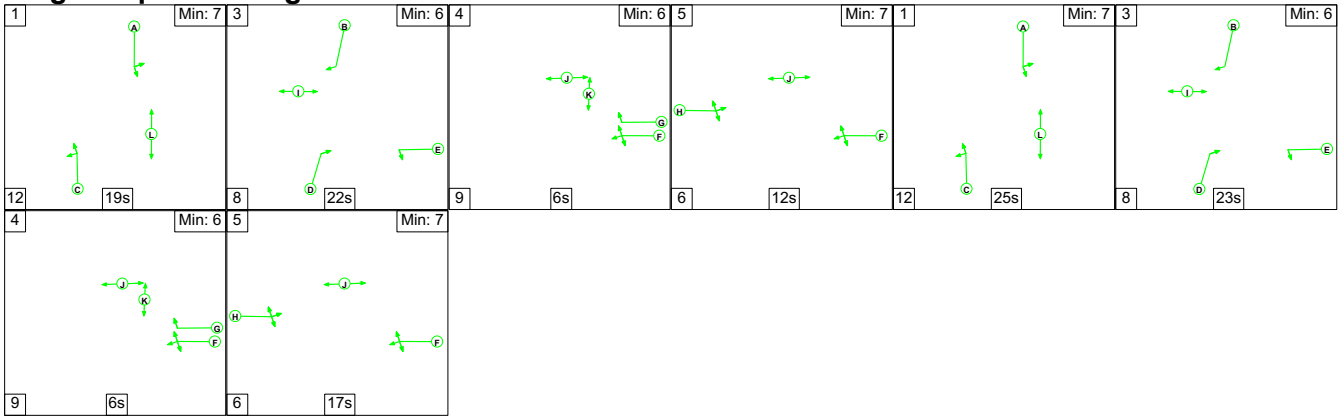
2/2+2/1	677	677	-	-	-	3.6	0.6	-	4.3 (2.2+2.1)	22.6 (22.5:22.8)	6.8	0.6	7.4
3/1+3/2	794	794	-	-	-	4.8	0.0	-	4.8 (1.6+3.1)	21.5 (16.7:25.4)	16.0	0.0	16.0
4/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41 / Caldbeck Rd / Croft Ave C2 - Croft Ave / Spital Rd			PRC for Signalled Lanes (%): -12.4 PRC for Signalled Lanes (%): -3.3 PRC Over All Lanes (%): -12.4			Total Delay for Signalled Lanes (pcuHr): 99.69 Total Delay for Signalled Lanes (pcuHr): 11.56 Total Delay Over All Lanes(pcuHr): 111.25			Cycle Time (s): 200 Cycle Time (s): 200				

Full Input Data And Results

Scenario 7: '7' (FG7: '2021 AM Base + Dev', Plan 2: 'Network Control Plan 2')

C1 - A41 / Caldbeck Rd / Croft Ave

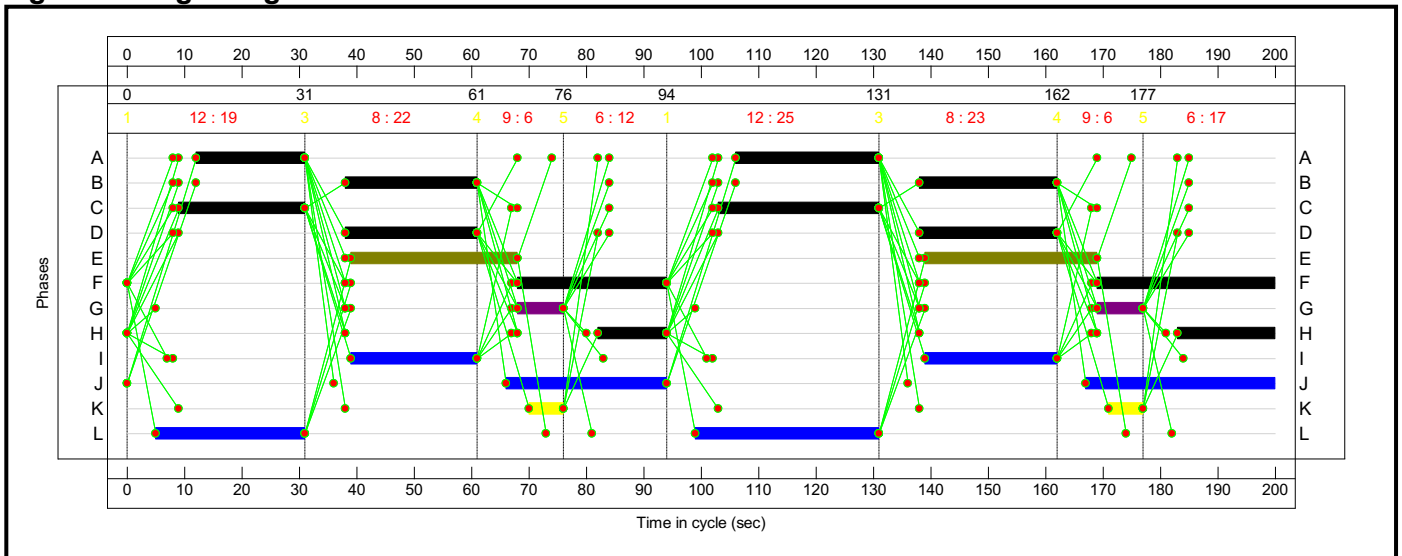
Stage Sequence Diagram



Stage Timings

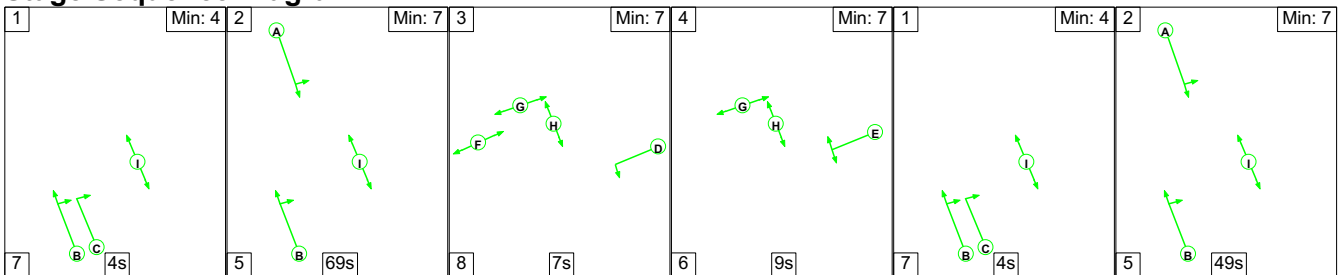
Stage	1	3	4	5	1	3	4	5
Duration	19	22	6	12	25	23	6	17
Change Point	0	31	61	76	94	131	162	177

Signal Timings Diagram

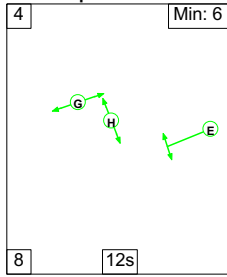


C2 - Croft Ave / Spital Rd

Stage Sequence Diagram



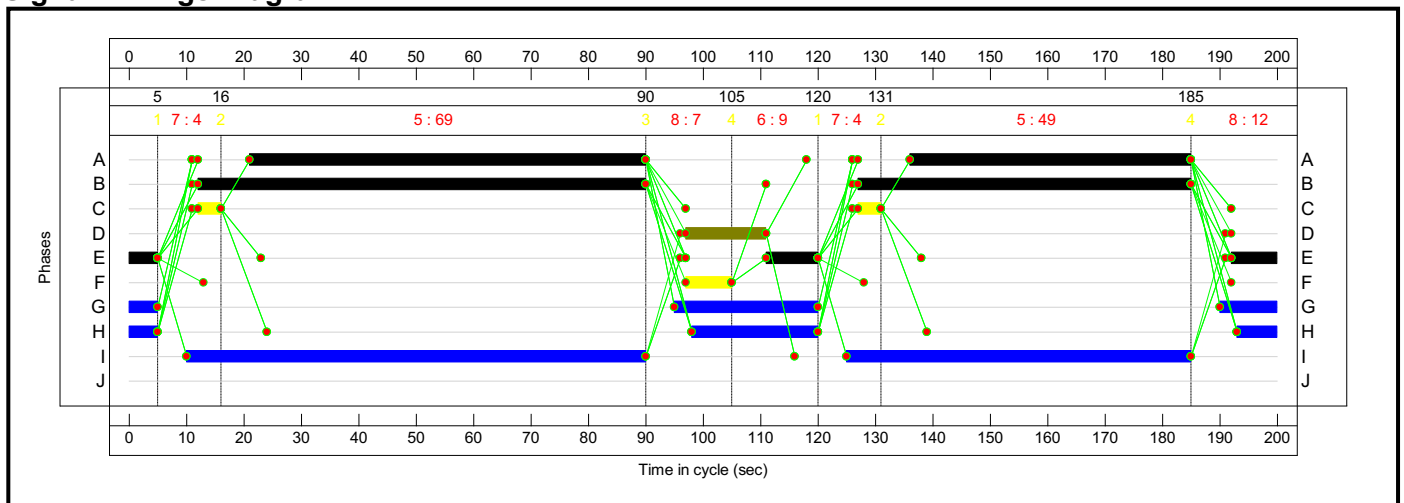
Full Input Data And Results



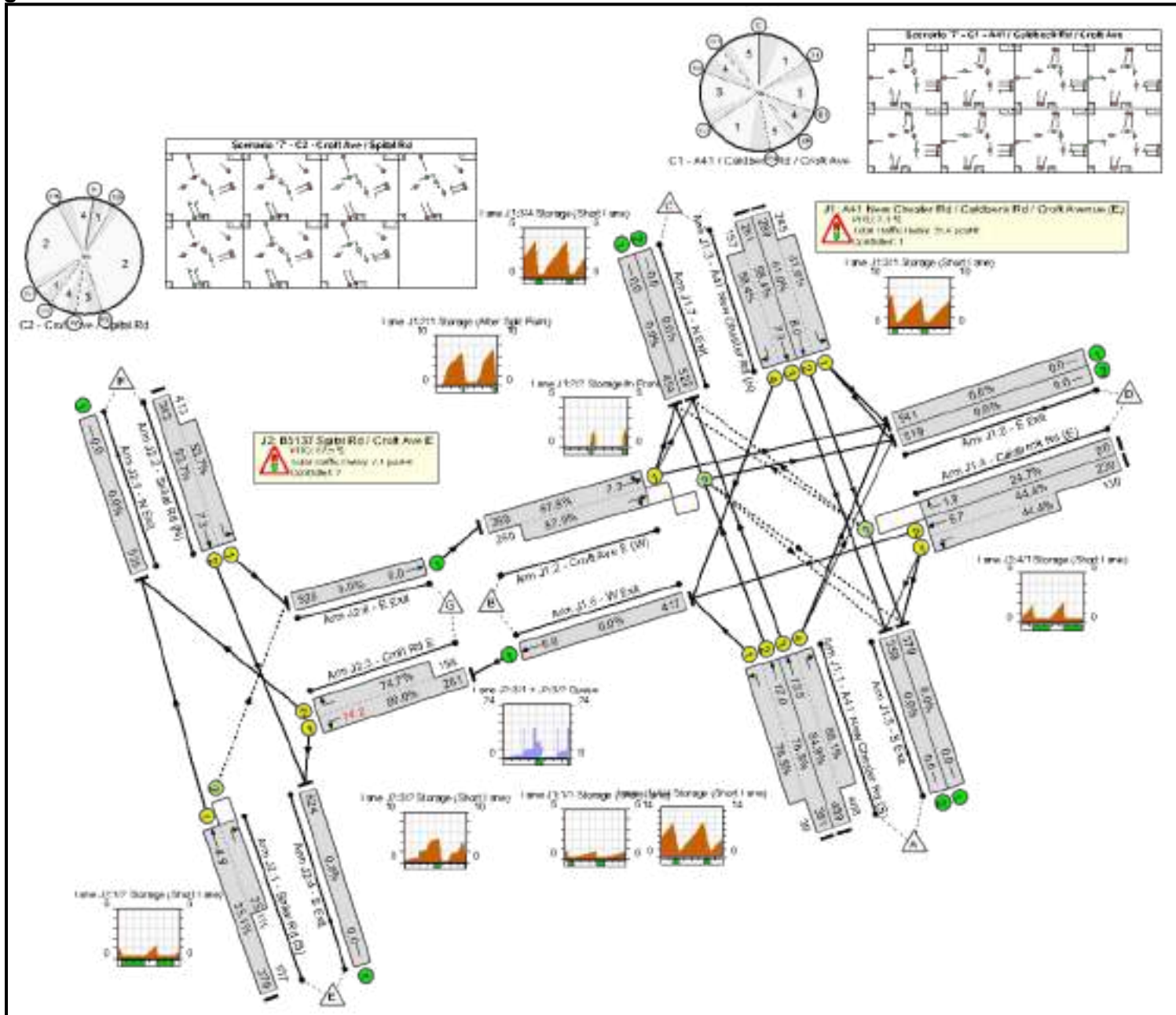
Stage Timings

Stage	1	2	3	4	1	2	4
Duration	4	69	7	9	4	49	12
Change Point	5	16	90	105	120	131	185

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

ull Input Data And Results

1/1+1/2	Spital Rd (S) Ahead Right	U+O	N/A	N/A	C2:B	C2:C	2	136	8	486	1935:1720	1081+305	35.1 : 35.1%
2/2+2/1	Spital Rd (N) Ahead Left	U	N/A	N/A	C2:A		2	118	-	776	1915:1702	676+769	53.7 : 53.7%
3/1+3/2	Croft Rd E Left Right	U	N/A	N/A	C2:E	C2:D	2	36:22	14	417	1717:1741	326+209	80.0 : 74.7%
4/1	S Exit	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
6/1	E Exit Ahead	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%

ull Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)	-	-	132	105	17	34.9	7.5	0.1	42.5	-	-	-	-
J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	-	-	66	64	17	28.7	6.7	0.0	35.4	-	-	-	-
1/2+1/1	421	421	-	-	-	4.0	1.6	-	5.5 (5.2+0.3)	47.4 (47.8:41.6)	10.4	1.6	12.0
1/3+1/4	867	867	-	-	-	8.6	3.0	-	11.6 (6.1+5.5)	48.3 (47.7:49.0)	12.5	3.0	15.5
2/1+2/2	520	520	60	0	7	4.6	0.0	0.0	4.6 (2.3+2.3)	31.8 (31.7:31.9)	7.3	0.0	7.3
3/2+3/1	525	525	-	-	-	5.0	0.8	-	5.8 (3.1+2.7)	39.8 (39.9:39.8)	7.2	0.8	8.0
3/3+3/4	418	418	-	-	-	3.8	0.7	-	4.5 (2.9+1.6)	38.8 (39.8:37.1)	6.6	0.7	7.3
4/2+4/1	360	360	-	-	-	2.1	0.4	-	2.5 (2.1+0.5)	25.3 (32.2:13.1)	5.3	0.4	5.7
4/3	80	80	5	64	10	0.6	0.2	0.0	0.8	35.0	1.7	0.2	1.9
5/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B5137 Spital Rd / Croft Ave E	-	-	66	41	0	6.3	0.8	0.0	7.1	-	-	-	-
1/1+1/2	486	486	66	41	0	0.8	0.3	0.0	1.1 (0.9+0.3)	8.3 (8.1:8.7)	4.6	0.3	4.9

ull Input Data And Results

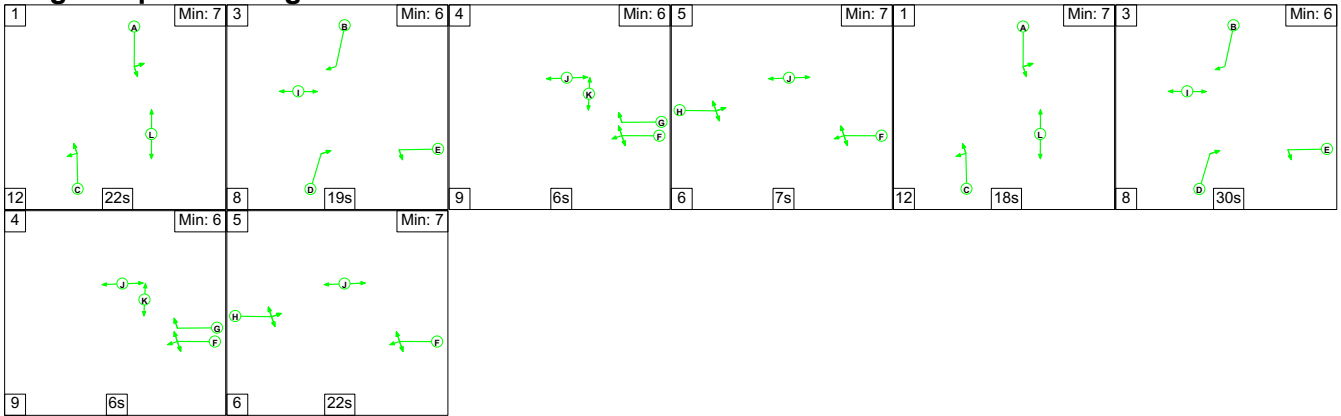
2/2+2/1	776	776	-	-	-	2.2	0.6	-	2.8 (1.3+1.5)	13.1 (12.7:13.4)	6.8	0.6	7.3
3/1+3/2	417	417	-	-	-	3.2	0.0	-	3.2 (1.9+1.3)	27.7 (26.1:30.4)	14.2	0.0	14.2
4/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41 / Caldbeck Rd / Croft Ave C2 - Croft Ave / Spital Rd			PRC for Signalled Lanes (%):		2.1	Total Delay for Signalled Lanes (pcuHr):		35.39	Cycle Time (s):		200		
			PRC for Signalled Lanes (%):		12.5	Total Delay for Signalled Lanes (pcuHr):		7.15	Cycle Time (s):		200		
			PRC Over All Lanes (%):		2.1	Total Delay Over All Lanes(pcuHr):		42.54					

Full Input Data And Results

Scenario 8: '8' (FG8: '2021 PM Base + Dev', Plan 2: 'Network Control Plan 2')

C1 - A41 / Caldbeck Rd / Croft Ave

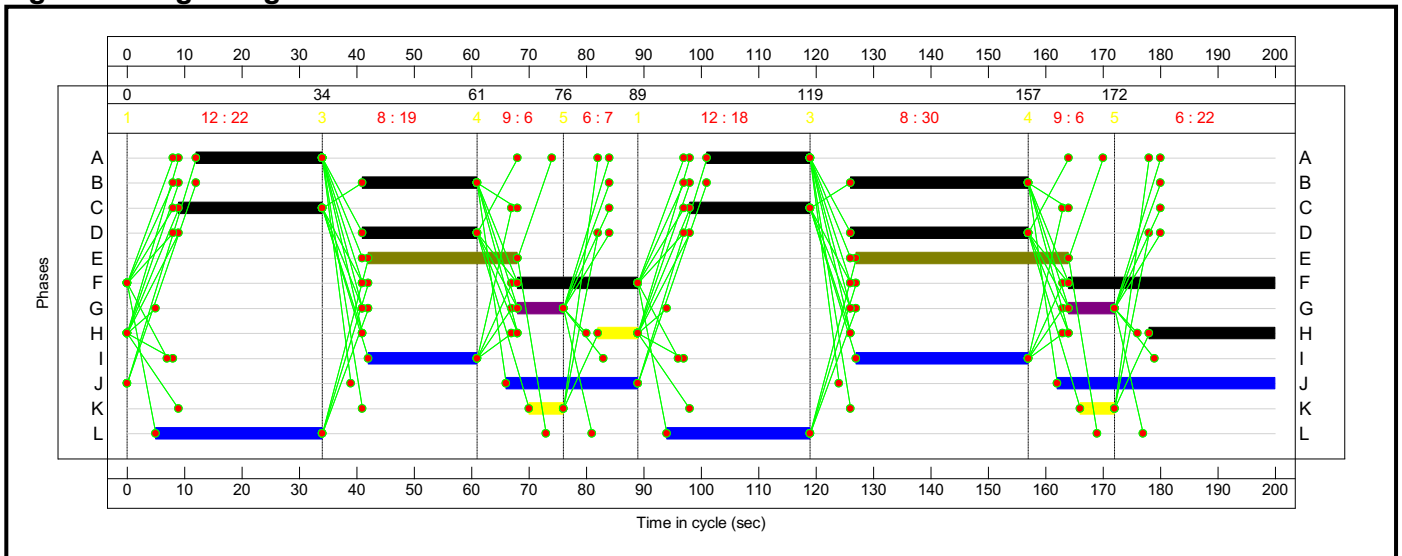
Stage Sequence Diagram



Stage Timings

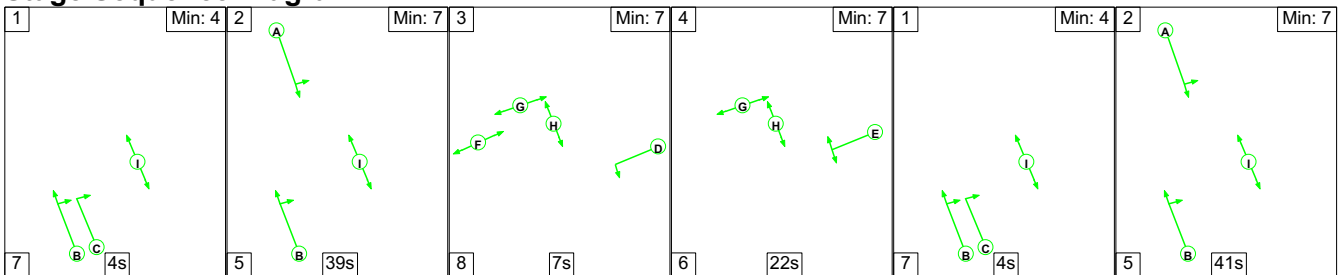
Stage	1	3	4	5	1	3	4	5
Duration	22	19	6	7	18	30	6	22
Change Point	0	34	61	76	89	119	157	172

Signal Timings Diagram

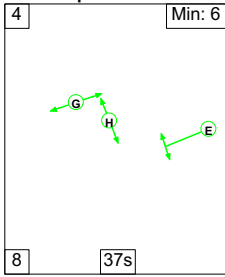


C2 - Croft Ave / Spital Rd

Stage Sequence Diagram



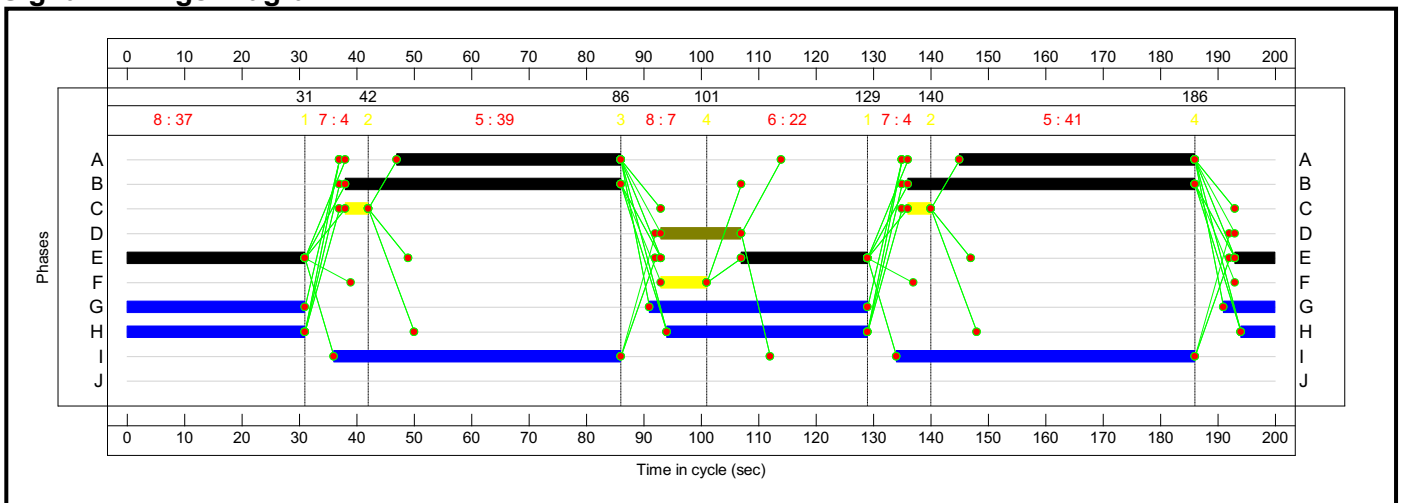
Full Input Data And Results



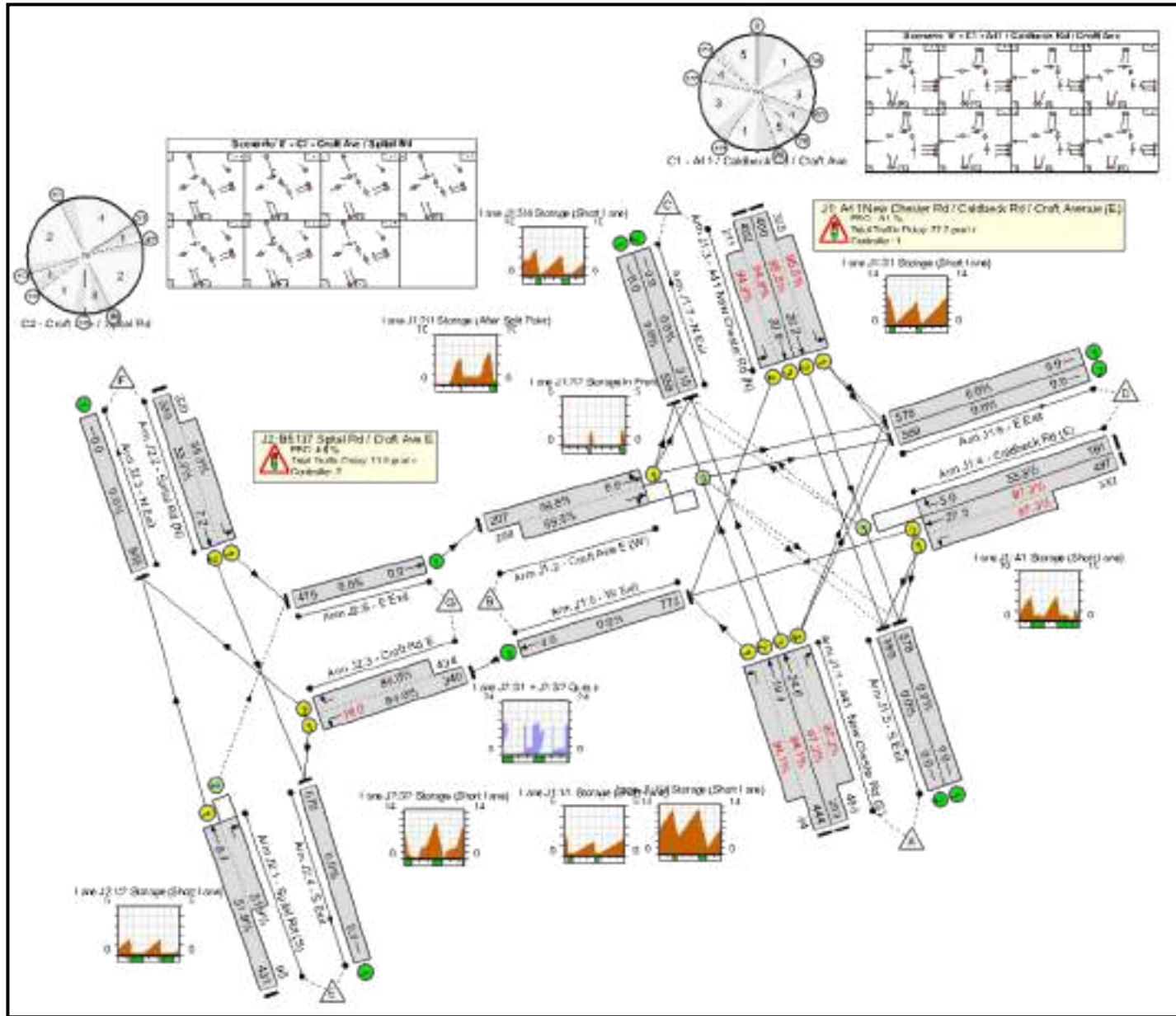
Stage Timings

Stage	1	2	3	4	1	2	4
Duration	4	39	7	22	4	41	37
Change Point	31	42	86	101	129	140	186

Signal Timings Diagram



ull Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

ull Input Data And Results

1/1+1/2	Spital Rd (S) Ahead Right	U+O	N/A	N/A	C2:B	C2:C	2	98	8	526	1935:1720	831+183	51.9 : 51.9%
2/2+2/1	Spital Rd (N) Ahead Left	U	N/A	N/A	C2:A		2	80	-	650	1915:1702	594+576	55.6 : 55.6%
3/1+3/2	Croft Rd E Left Right	U	N/A	N/A	C2:E	C2:D	2	74:60	14	774	1717:1741	395+505	86.0 : 86.0%
4/1	S Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
6/1	E Exit Ahead	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%

ull Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)	-	-	71	208	31	48.7	40.4	0.2	89.2	-	-	-	-
J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	-	-	30	154	31	38.4	39.2	0.1	77.7	-	-	-	-
1/2+1/1	508	508	-	-	-	5.3	5.9	-	11.2 (9.9+1.3)	79.0 (80.0:72.4)	14.1	5.9	19.9
1/3+1/4	689	689	-	-	-	8.1	9.0	-	17.2 (4.5+12.7)	89.7 (80.1:93.7)	15.6	9.0	24.6
2/1+2/2	415	415	6	0	18	3.2	0.0	0.1	3.2 (1.6+1.7)	28.1 (27.6:28.6)	6.6	0.0	6.6
3/2+3/1	725	725	-	-	-	8.0	7.4	-	15.4 (8.5+6.8)	76.4 (76.9:75.8)	12.8	7.4	20.2
3/3+3/4	613	613	-	-	-	6.4	6.6	-	12.9 (8.8+4.1)	75.9 (79.2:69.4)	14.3	6.6	20.8
4/2+4/1	829	829	-	-	-	5.9	9.8	-	15.7 (10.7+5.0)	68.1 (77.5:53.9)	17.7	9.8	27.5
4/3	191	191	24	154	13	1.5	0.6	0.1	2.2	40.9	4.4	0.6	5.0
5/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B5137 Spital Rd / Croft Ave E	-	-	41	54	0	10.3	1.2	0.0	11.5	-	-	-	-
1/1+1/2	526	526	41	54	0	2.3	0.5	0.0	2.9 (2.4+0.5)	19.5 (19.8:18.4)	7.8	0.5	8.3

ull Input Data And Results

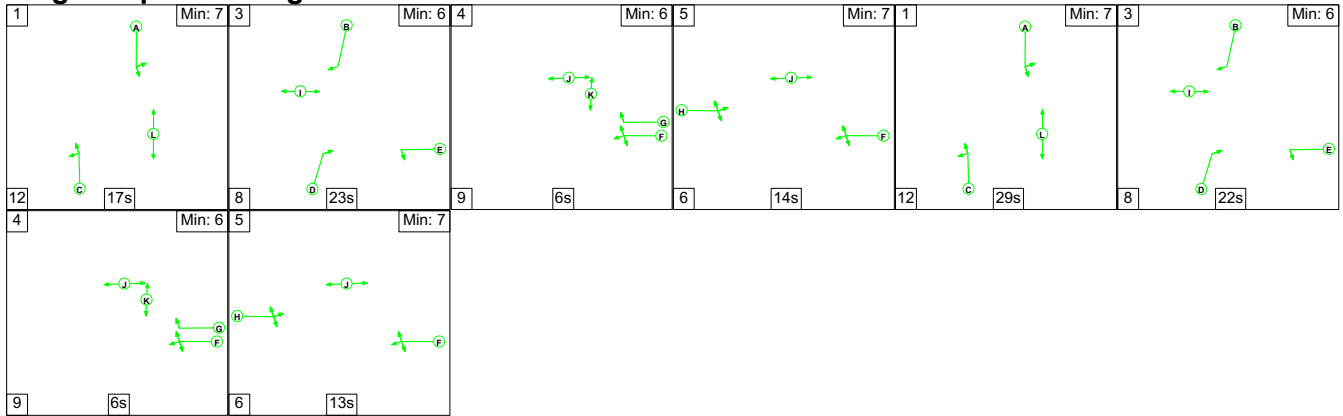
2/2+2/1	650	650	-	-	-	3.8	0.6	-	4.5 (2.2+2.2)	24.7 (24.5:24.9)	6.6	0.6	7.2
3/1+3/2	774	774	-	-	-	4.2	0.0	-	4.2 (1.4+2.8)	19.5 (14.8:23.2)	16.0	0.0	16.0
4/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41 / Caldbeck Rd / Croft Ave C2 - Croft Ave / Spital Rd			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):			-8.1 4.6 -8.1		Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		77.71 11.51 89.21		Cycle Time (s): 200 Cycle Time (s): 200	

Full Input Data And Results

Scenario 9: '9' (FG9: '2026 AM Base + Dev', Plan 2: 'Network Control Plan 2')

C1 - A41 / Caldbeck Rd / Croft Ave

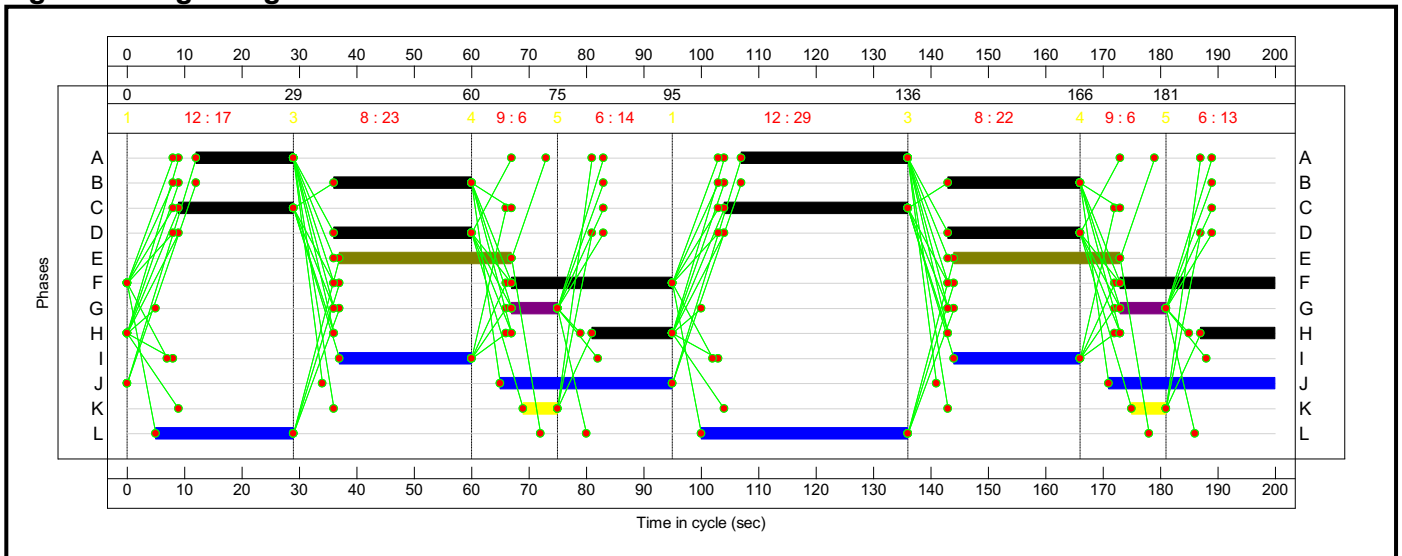
Stage Sequence Diagram



Stage Timings

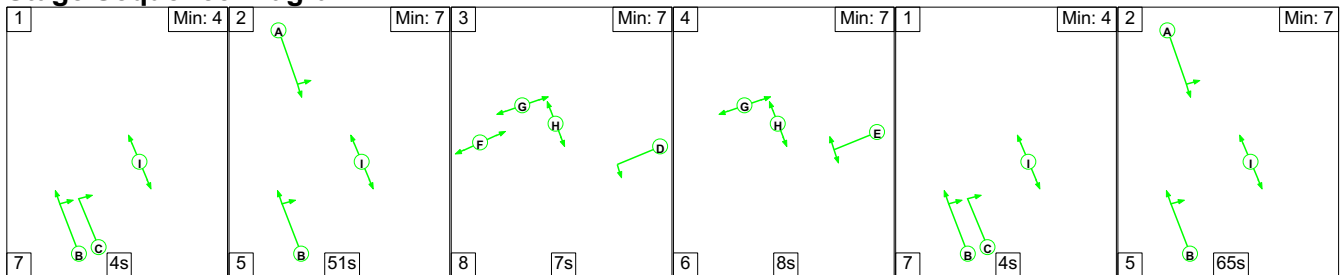
Stage	1	3	4	5	1	3	4	5
Duration	17	23	6	14	29	22	6	13
Change Point	0	29	60	75	95	136	166	181

Signal Timings Diagram

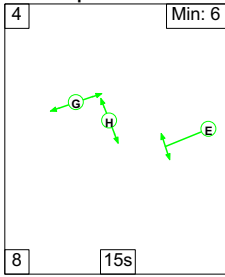


C2 - Croft Ave / Spital Rd

Stage Sequence Diagram



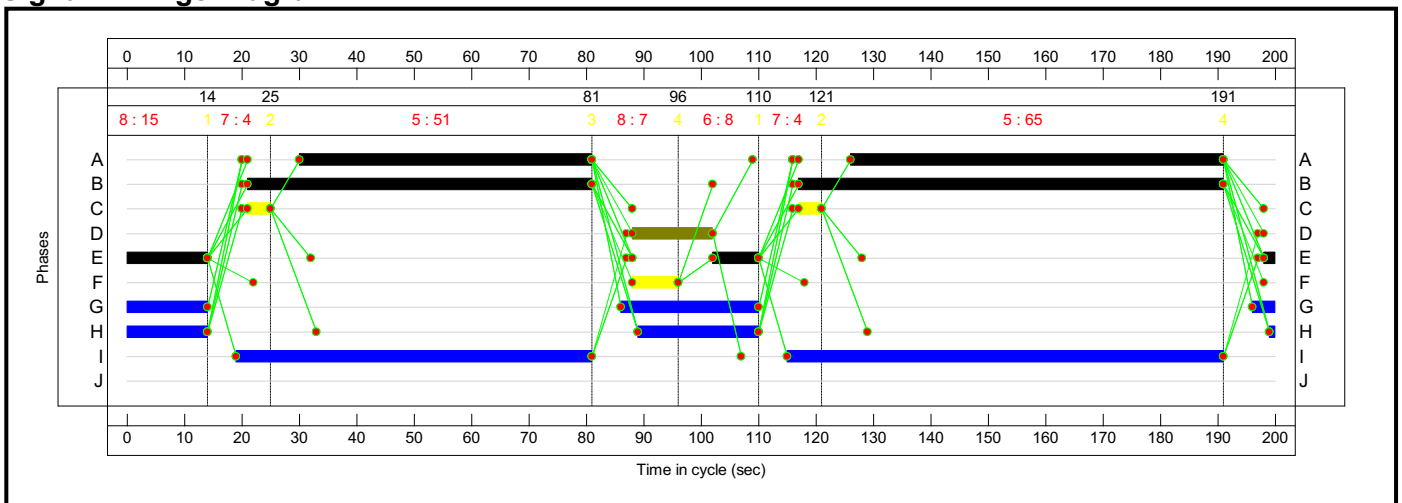
Full Input Data And Results



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	4	51	7	8	4	65	15
Change Point	14	25	81	96	110	121	191

Signal Timings Diagram



Full Input Data And Results

Network Results

ull Input Data And Results

1/1+1/2	Spital Rd (S) Ahead Right	U+O	N/A	N/A	C2:B	C2:C	2	134	8	491	1935:1720	1058+313	35.8 : 35.8%
2/2+2/1	Spital Rd (N) Ahead Left	U	N/A	N/A	C2:A		2	116	-	812	1915:1702	668+760	56.9 : 56.9%
3/1+3/2	Croft Rd E Left Right	U	N/A	N/A	C2:E	C2:D	2	38:24	14	437	1717:1741	343+226	79.5 : 72.5%
4/1	S Exit	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
6/1	E Exit Ahead	U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%

ull Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)	-	-	128	111	26	36.7	8.8	0.1	45.7	-	-	-	-
J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	-	-	60	68	26	30.4	7.9	0.0	38.3	-	-	-	-
1/2+1/1	454	454	-	-	-	4.2	1.9	-	6.2 (5.8+0.4)	48.8 (49.2:42.4)	11.1	1.9	13.0
1/3+1/4	892	892	-	-	-	8.8	3.8	-	12.6 (6.4+6.2)	50.7 (49.4:52.2)	12.4	3.8	16.2
2/1+2/2	544	544	60	0	11	5.4	0.0	0.0	5.4 (2.7+2.7)	35.6 (35.2:35.9)	8.0	0.0	8.0
3/2+3/1	546	546	-	-	-	5.1	0.8	-	6.0 (3.2+2.8)	39.3 (39.4:39.3)	7.3	0.8	8.1
3/3+3/4	433	433	-	-	-	3.9	0.7	-	4.6 (3.0+1.6)	38.7 (39.3:37.5)	6.7	0.7	7.5
4/2+4/1	377	377	-	-	-	2.3	0.5	-	2.8 (2.3+0.5)	26.6 (33.6:14.1)	5.8	0.5	6.3
4/3	83	83	0	68	15	0.6	0.2	0.0	0.8	35.9	1.8	0.2	2.0
5/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B5137 Spital Rd / Croft Ave E	-	-	68	44	0	6.3	0.9	0.1	7.3	-	-	-	-
1/1+1/2	491	491	68	44	0	0.8	0.3	0.1	1.2 (0.9+0.3)	8.6 (8.5:9.2)	4.5	0.3	4.8

ull Input Data And Results

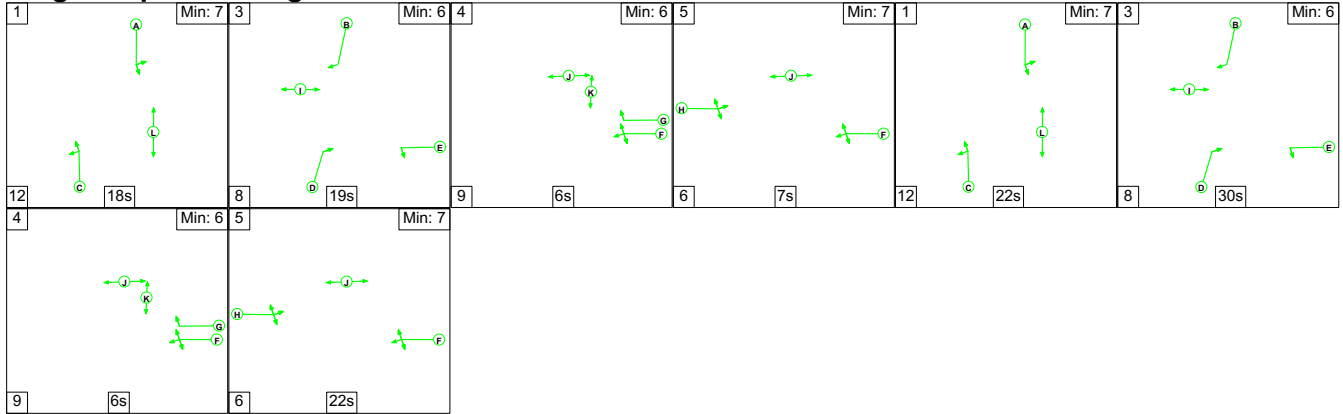
2/2+2/1	812	812	-	-	-	2.5	0.7	-	3.1 (1.4+1.7)	13.9 (13.5:14.2)	7.0	0.7	7.6
3/1+3/2	437	437	-	-	-	3.0	0.0	-	3.0 (1.8+1.2)	25.0 (23.7:27.1)	14.3	0.0	14.3
4/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41 / Caldbeck Rd / Croft Ave C2 - Croft Ave / Spital Rd			PRC for Signalled Lanes (%):		-9.6	Total Delay for Signalled Lanes (pcuHr):		38.32	Cycle Time (s):		200		
			PRC for Signalled Lanes (%):		13.2	Total Delay for Signalled Lanes (pcuHr):		7.34	Cycle Time (s):		200		
			PRC Over All Lanes (%):		-9.6	Total Delay Over All Lanes(pcuHr):		45.66					

Full Input Data And Results

Scenario 10: '10' (FG10: '2026 PM Base + Dev', Plan 2: 'Network Control Plan 2')

C1 - A41 / Caldbeck Rd / Croft Ave

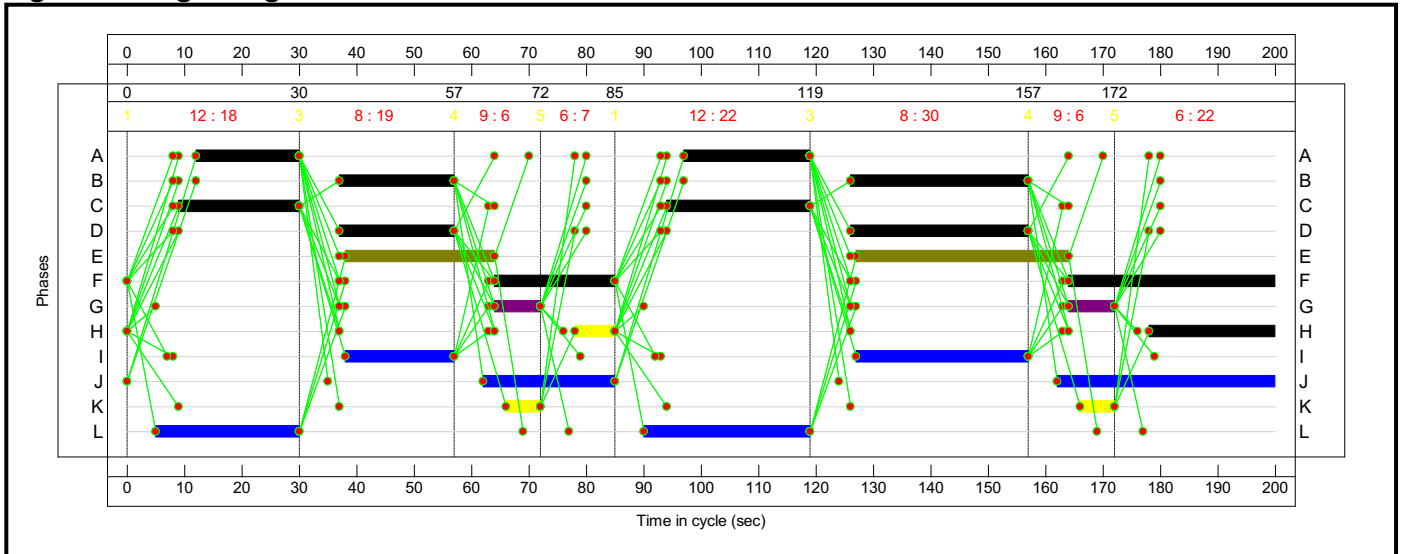
Stage Sequence Diagram



Stage Timings

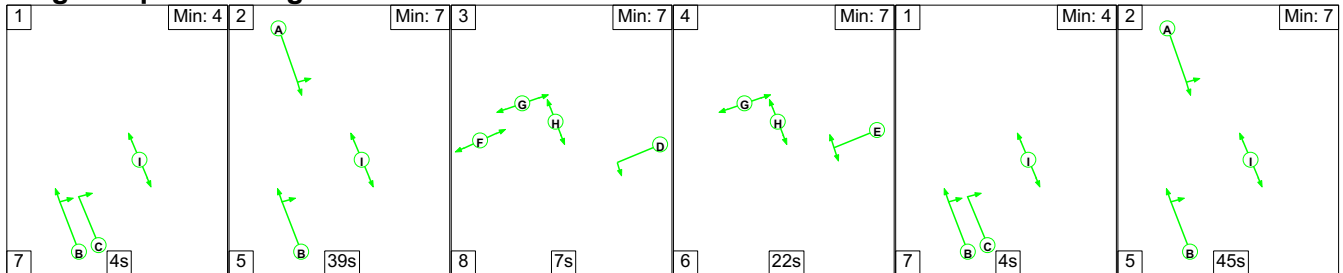
Stage	1	3	4	5	1	3	4	5
Duration	18	19	6	7	22	30	6	22
Change Point	0	30	57	72	85	119	157	172

Signal Timings Diagram

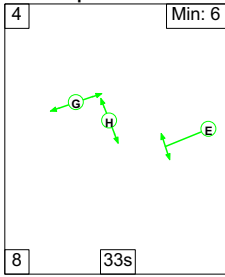


C2 - Croft Ave / Spital Rd

Stage Sequence Diagram



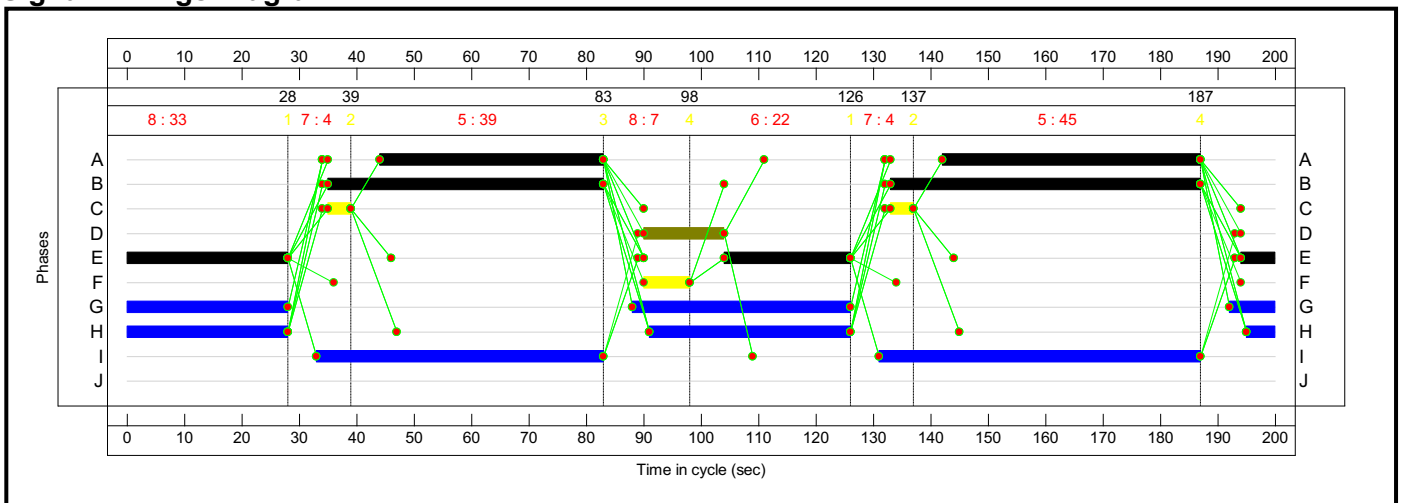
Full Input Data And Results



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	4	39	7	22	4	45	33
Change Point	28	39	83	98	126	137	187

Signal Timings Diagram



Full Input Data And Results

Network Results

ull Input Data And Results

1/1+1/2	Spital Rd (S) Ahead Right	U+O	N/A	N/A	C2:B	C2:C	2	102	8	530	1935:1720	857+197	50.3 : 50.3%
2/2+2/1	Spital Rd (N) Ahead Left	U	N/A	N/A	C2:A		2	84	-	679	1915:1702	613+593	56.3 : 56.3%
3/1+3/2	Croft Rd E Left Right	U	N/A	N/A	C2:E	C2:D	2	70:56	14	807	1717:1741	379+485	92.5 : 92.5%
4/1	S Exit	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
6/1	E Exit Ahead	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%

ull Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 / Caldbeck Rd and B5137 Spital Rd / Croft Ave (E)	-	-	71	215	38	55.4	69.8	0.2	125.3	-	-	-	-
J1: A41 New Chester Rd / Caldbeck Rd / Croft Avenue (E)	-	-	26	160	38	44.8	68.6	0.1	113.6	-	-	-	-
1/2+1/1	529	529	-	-	-	6.5	9.8	-	16.3 (14.6+1.7)	111.0 (112.9:97.4)	14.3	9.8	24.1
1/3+1/4	718	711	-	-	-	9.0	16.0	-	25.1 (6.6+18.4)	125.6 (113.3:130.7)	18.8	16.0	34.8
2/1+2/2	433	433	1	0	24	3.5	0.0	0.1	3.6 (1.8+1.8)	29.7 (29.2:30.1)	7.2	0.0	7.2
3/2+3/1	755	755	-	-	-	9.8	12.9	-	22.7 (12.8+9.9)	108.1 (110.3:105.3)	12.9	12.9	25.7
3/3+3/4	632	632	-	-	-	7.3	11.2	-	18.5 (12.9+5.5)	105.2 (110.6:94.4)	15.5	11.2	26.7
4/2+4/1	864	852	-	-	-	7.1	18.0	-	25.1 (16.4+8.7)	104.7 (114.1:90.7)	21.4	18.0	39.4
4/3	199	199	25	160	14	1.6	0.7	0.1	2.4	42.9	4.8	0.7	5.5
5/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B5137 Spital Rd / Croft Ave E	-	-	45	54	0	10.5	1.1	0.0	11.7	-	-	-	-
1/1+1/2	530	530	45	54	0	2.1	0.5	0.0	2.7 (2.2+0.5)	18.1 (18.3:17.2)	7.5	0.5	8.0

ull Input Data And Results

2/2+2/1	679	679	-	-	-	3.8	0.6	-	4.4 (2.2+2.2)	23.4 (23.2:23.6)	6.7	0.6	7.4	
3/1+3/2	800	800	-	-	-	4.7	0.0	-	4.7 (1.6+3.1)	21.0 (16.0:24.9)	16.0	0.0	16.0	
4/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A41 / Caldbeck Rd / Croft Ave C2 - Croft Ave / Spital Rd			PRC for Signalled Lanes (%): -12.7		PRC for Signalled Lanes (%): -2.8		PRC Over All Lanes (%): -12.7		Total Delay for Signalled Lanes (pcuHr): 113.58		Total Delay for Signalled Lanes (pcuHr): 11.74		Total Delay Over All Lanes(pcuHr): 125.32	
									Cycle Time (s): 200		Cycle Time (s): 200			

APPENDIX J

Welton Road (West) / Caldbeck Road – PICADY Modelling

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: 1_Caldbeck Road_Welton Road (West).j9

Path: C:\Users\manch\Dropbox (mode)\Project\Manchester\2. Projects\J325601_Croft Retail Park, Welton Road\4. Data\6. Junction Capacity Assessments\PICADY\1_Caldbeck Road_Welton Road (west)

Report generation date: 28/05/2021 08:05:53

- »2018 Base, AM
- »2018 Base, PM
- »2021 Base, AM
- »2021 Base, PM
- »2021 Base + CD, AM
- »2021 Base + CD, PM
- »2021 Base + CD + Dev, AM
- »2021 Base + CD + Dev, PM
- »2026 Base, AM
- »2026 Base, PM
- »2026 Base + CD, AM
- »2026 Base + CD, PM
- »2026 Base + CD + Dev, AM
- »2026 Base + CD + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
2018 Base								
Stream B-AC	0.0	0.00	0.00	0.31	0.0	0.00	0.00	0.46
Stream C-AB	0.1	7.91	0.12		0.3	9.31	0.23	
2021 Base								
Stream B-AC	0.0	0.00	0.00	0.32	0.0	0.00	0.00	0.48
Stream C-AB	0.1	8.06	0.13		0.3	9.58	0.24	
2021 Base + CD								
Stream B-AC	0.0	0.00	0.00	0.31	0.0	0.00	0.00	0.47
Stream C-AB	0.1	8.13	0.13		0.3	9.79	0.24	
2021 Base + CD + Dev								
Stream B-AC	0.0	0.00	0.00	0.33	0.0	0.00	0.00	0.47
Stream C-AB	0.2	8.28	0.14		0.3	9.85	0.25	
2026 Base								
Stream B-AC	0.0	0.00	0.00	0.33	0.0	0.00	0.00	0.49
Stream C-AB	0.2	8.29	0.14		0.3	9.93	0.25	
2026 Base + CD								
Stream B-AC	0.0	0.00	0.00	0.32	0.0	0.00	0.00	0.48
Stream C-AB	0.2	8.37	0.14		0.3	10.16	0.26	
2026 Base + CD + Dev								
Stream B-AC	0.0	0.00	0.00	0.34	0.0	0.00	0.00	0.49
Stream C-AB	0.2	8.50	0.14		0.4	10.25	0.26	

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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	03/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-J595SBC\Manchester Mode
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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	2018 Base	AM	ONE HOUR	08:15	09:45	15	✓
D2	2018 Base	PM	ONE HOUR	16:15	17:45	15	✓
D4	2021 Base	AM	ONE HOUR	08:15	09:45	15	✓
D5	2021 Base	PM	ONE HOUR	16:15	17:45	15	✓
D6	2021 Base + CD	AM	ONE HOUR	08:15	09:45	15	✓
D7	2021 Base + CD	PM	ONE HOUR	16:15	17:45	15	✓
D8	2021 Base + CD + Dev	AM	ONE HOUR	08:15	09:45	15	✓
D9	2021 Base + CD + Dev	PM	ONE HOUR	16:15	17:45	15	✓
D20	2026 Base	AM	ONE HOUR	08:15	09:45	15	✓
D21	2026 Base	PM	ONE HOUR	16:15	17:45	15	✓
D23	2026 Base + CD	AM	ONE HOUR	08:15	09:45	15	✓
D24	2026 Base + CD	PM	ONE HOUR	16:15	17:45	15	✓
D25	2026 Base + CD + Dev	AM	ONE HOUR	08:15	09:45	15	✓
D26	2026 Base + CD + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Caldbeck Road (West)		Major
B	Welton Road (North)		Minor
C	Caldbeck Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Caldbeck Road (East)	15.00	✓	3.30	✓	3.40	70.0	✓	5.00

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 - Welton Road (North)	One lane	5.00	32	20

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	641	0.066	0.167	0.105	0.239
1	B-C	764	0.071	0.180	-	-
1	C-B	695	0.164	0.164	-	-

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	2018 Base	AM	ONE HOUR	08:15	09:45	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 - Caldbeck Road (West)		ONE HOUR	✓	981	100.000
B - Welton Road (North)		ONE HOUR	✓	0	100.000
C - Caldbeck Road (East)		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	624	357
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	396	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	0	0
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	0	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	0.00	0.00	0.0	A	0	0
C-AB	0.12	7.91	0.1	A	52	78
C-A					363	545
A-B					573	859
A-C					328	491

Main Results for each time segment

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)	LOS
B-AC	0	0	593	0.000	0	0.0	0.0	0.000	A
C-AB	43	11	574	0.075	43	0.0	0.1	6.772	A
C-A	298	75			298				
A-B	470	117			470				
A-C	269	67			269				

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)	LOS
B-AC	0	0	572	0.000	0	0.0	0.0	0.000	A
C-AB	51	13	550	0.093	51	0.1	0.1	7.212	A
C-A	356	89			356				
A-B	561	140			561				
A-C	321	80			321				

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)	LOS
B-AC	0	0	543	0.000	0	0.0	0.0	0.000	A
C-AB	63	16	518	0.121	63	0.1	0.1	7.905	A
C-A	436	109			436				
A-B	687	172			687				
A-C	393	98			393				

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)	LOS
B-AC	0	0	543	0.000	0	0.0	0.0	0.000	A
C-AB	63	16	518	0.121	63	0.1	0.1	7.910	A
C-A	436	109			436				
A-B	687	172			687				
A-C	393	98			393				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	572	0.000	0	0.0	0.0	0.000	A
C-AB	51	13	550	0.093	51	0.1	0.1	7.219	A
C-A	356	89			356				
A-B	561	140			561				
A-C	321	80			321				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	592	0.000	0	0.0	0.0	0.000	A
C-AB	43	11	574	0.075	43	0.1	0.1	6.785	A
C-A	298	75			298				
A-B	470	117			470				
A-C	269	67			269				

2018 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.46	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	2018 Base	PM	ONE HOUR	16:15	17:45	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 - Caldbeck Road (West)		ONE HOUR	✓	1077	100.000
B - Welton Road (North)		ONE HOUR	✓	0	100.000
C - Caldbeck Road (East)		ONE HOUR	✓	1029	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	866	211
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	925	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	0	0
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	0	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	0.00	0.00	0.0	A	0	0
C-AB	0.23	9.31	0.3	A	95	143
C-A					849	1273
A-B					795	1192
A-C					194	290

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	566	0.000	0	0.0	0.0	0.000	A
C-AB	78	20	562	0.139	78	0.0	0.2	7.424	A
C-A	696	174			696				
A-B	652	163			652				
A-C	159	40			159				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	94	23	536	0.174	93	0.2	0.2	8.123	A
C-A	832	208			832				
A-B	779	195			779				
A-C	190	47			190				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	500	0.000	0	0.0	0.0	0.000	A
C-AB	115	29	501	0.229	114	0.2	0.3	9.296	A
C-A	1018	255			1018				
A-B	953	238			953				
A-C	232	58			232				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	500	0.000	0	0.0	0.0	0.000	A
C-AB	115	29	501	0.229	115	0.3	0.3	9.313	A
C-A	1018	255			1018				
A-B	953	238			953				
A-C	232	58			232				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	94	23	536	0.174	94	0.3	0.2	8.141	A
C-A	832	208			832				
A-B	779	195			779				
A-C	190	47			190				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	565	0.000	0	0.0	0.0	0.000	A
C-AB	78	20	562	0.139	79	0.2	0.2	7.448	A
C-A	696	174			696				
A-B	652	163			652				
A-C	159	40			159				

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.32	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	2021 Base	AM	ONE HOUR	08:15	09:45	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 - Caldbeck Road (West)		ONE HOUR	✓	1016	100.000
B - Welton Road (North)		ONE HOUR	✓	0	100.000
C - Caldbeck Road (East)		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	646	370
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	411	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	0	0
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	0	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	0.00	0.00	0.0	A	0	0
C-AB	0.13	8.06	0.1	A	54	81
C-A					377	566
A-B					593	889
A-C					340	509

Main Results for each time segment

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)	LOS
B-AC	0	0	589	0.000	0	0.0	0.0	0.000	A
C-AB	44	11	569	0.078	44	0.0	0.1	6.847	A
C-A	309	77			309				
A-B	486	122			486				
A-C	279	70			279				

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)	LOS
B-AC	0	0	567	0.000	0	0.0	0.0	0.000	A
C-AB	53	13	545	0.097	53	0.1	0.1	7.314	A
C-A	369	92			369				
A-B	581	145			581				
A-C	333	83			333				

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)	LOS
B-AC	0	0	537	0.000	0	0.0	0.0	0.000	A
C-AB	65	16	512	0.127	65	0.1	0.1	8.056	A
C-A	453	113			453				
A-B	711	178			711				
A-C	407	102			407				

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)	LOS
B-AC	0	0	537	0.000	0	0.0	0.0	0.000	A
C-AB	65	16	512	0.127	65	0.1	0.1	8.060	A
C-A	453	113			453				
A-B	711	178			711				
A-C	407	102			407				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	567	0.000	0	0.0	0.0	0.000	A
C-AB	53	13	545	0.097	53	0.1	0.1	7.321	A
C-A	369	92			369				
A-B	581	145			581				
A-C	333	83			333				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	589	0.000	0	0.0	0.0	0.000	A
C-AB	44	11	569	0.078	45	0.1	0.1	6.858	A
C-A	309	77			309				
A-B	486	122			486				
A-C	279	70			279				

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.48	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	2021 Base	PM	ONE HOUR	16:15	17:45	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 - Caldbeck Road (West)		ONE HOUR	✓	1114	100.000
B - Welton Road (North)		ONE HOUR	✓	0	100.000
C - Caldbeck Road (East)		ONE HOUR	✓	1065	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	896	218
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	957	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	0	0
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	0	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	0.00	0.00	0.0	A	0	0
C-AB	0.24	9.58	0.3	A	99	149
C-A					878	1317
A-B					822	1233
A-C					200	300

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	561	0.000	0	0.0	0.0	0.000	A
C-AB	81	20	557	0.146	81	0.0	0.2	7.539	A
C-A	720	180			720				
A-B	675	169			675				
A-C	164	41			164				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	533	0.000	0	0.0	0.0	0.000	A
C-AB	97	24	531	0.183	97	0.2	0.2	8.290	A
C-A	860	215			860				
A-B	805	201			805				
A-C	196	49			196				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	119	30	495	0.241	119	0.2	0.3	9.565	A
C-A	1053	263			1053				
A-B	987	247			987				
A-C	240	60			240				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	119	30	495	0.241	119	0.3	0.3	9.584	A
C-A	1053	263			1053				
A-B	987	247			987				
A-C	240	60			240				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	532	0.000	0	0.0	0.0	0.000	A
C-AB	97	24	531	0.183	97	0.3	0.2	8.314	A
C-A	860	215			860				
A-B	805	201			805				
A-C	196	49			196				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	561	0.000	0	0.0	0.0	0.000	A
C-AB	81	20	557	0.146	82	0.2	0.2	7.569	A
C-A	720	180			720				
A-B	675	169			675				
A-C	164	41			164				

2021 Base + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.31	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	2021 Base + CD	AM	ONE HOUR	08:15	09:45	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 - Caldbeck Road (West)		ONE HOUR	✓	1038	100.000
B - Welton Road (North)		ONE HOUR	✓	0	100.000
C - Caldbeck Road (East)		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	646	392
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	435	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	0	0
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	0	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	0.00	0.00	0.0	A	0	0
C-AB	0.13	8.13	0.1	A	54	81
C-A					399	599
A-B					593	889
A-C					360	540

Main Results for each time segment

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)	LOS
B-AC	0	0	585	0.000	0	0.0	0.0	0.000	A
C-AB	44	11	567	0.078	44	0.0	0.1	6.883	A
C-A	327	82			327				
A-B	486	122			486				
A-C	295	74			295				

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)	LOS
B-AC	0	0	562	0.000	0	0.0	0.0	0.000	A
C-AB	53	13	542	0.098	53	0.1	0.1	7.362	A
C-A	391	98			391				
A-B	581	145			581				
A-C	352	88			352				

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)	LOS
B-AC	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	65	16	508	0.128	65	0.1	0.1	8.128	A
C-A	479	120			479				
A-B	711	178			711				
A-C	432	108			432				

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)	LOS
B-AC	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	65	16	508	0.128	65	0.1	0.1	8.132	A
C-A	479	120			479				
A-B	711	178			711				
A-C	432	108			432				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	562	0.000	0	0.0	0.0	0.000	A
C-AB	53	13	542	0.098	53	0.1	0.1	7.367	A
C-A	391	98			391				
A-B	581	145			581				
A-C	352	88			352				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	584	0.000	0	0.0	0.0	0.000	A
C-AB	44	11	567	0.078	45	0.1	0.1	6.893	A
C-A	327	82			327				
A-B	486	122			486				
A-C	295	74			295				

2021 Base + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.47	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	2021 Base + CD	PM	ONE HOUR	16:15	17:45	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 - Caldbeck Road (West)		ONE HOUR	✓	1159	100.000
B - Welton Road (North)		ONE HOUR	✓	0	100.000
C - Caldbeck Road (East)		ONE HOUR	✓	1112	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	896	263
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	1004	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	0	0
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	0	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	0.00	0.00	0.0	A	0	0
C-AB	0.24	9.79	0.3	A	99	149
C-A					921	1382
A-B					822	1233
A-C					241	362

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	552	0.000	0	0.0	0.0	0.000	A
C-AB	81	20	552	0.147	81	0.0	0.2	7.628	A
C-A	756	189			756				
A-B	675	169			675				
A-C	198	50			198				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	97	24	524	0.185	97	0.2	0.2	8.418	A
C-A	903	226			903				
A-B	805	201			805				
A-C	236	59			236				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	479	0.000	0	0.0	0.0	0.000	A
C-AB	119	30	487	0.245	119	0.2	0.3	9.774	A
C-A	1105	276			1105				
A-B	987	247			987				
A-C	290	72			290				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	479	0.000	0	0.0	0.0	0.000	A
C-AB	119	30	487	0.245	119	0.3	0.3	9.793	A
C-A	1105	276			1105				
A-B	987	247			987				
A-C	290	72			290				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	97	24	524	0.185	97	0.3	0.2	8.443	A
C-A	903	226			903				
A-B	805	201			805				
A-C	236	59			236				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	552	0.000	0	0.0	0.0	0.000	A
C-AB	81	20	552	0.147	82	0.2	0.2	7.656	A
C-A	756	189			756				
A-B	675	169			675				
A-C	198	50			198				

2021 Base + CD + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.33	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	2021 Base + CD + Dev	AM	ONE HOUR	08:15	09:45	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 - Caldbeck Road (West)		ONE HOUR	✓	1057	100.000
B - Welton Road (North)		ONE HOUR	✓	0	100.000
C - Caldbeck Road (East)		ONE HOUR	✓	502	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	665	392
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	439	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	0	0
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	0	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	0.00	0.00	0.0	A	0	0
C-AB	0.14	8.28	0.2	A	58	87
C-A					403	604
A-B					610	915
A-C					360	540

Main Results for each time segment

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)	LOS
B-AC	0	0	583	0.000	0	0.0	0.0	0.000	A
C-AB	47	12	564	0.084	47	0.0	0.1	6.954	A
C-A	331	83			331				
A-B	501	125			501				
A-C	295	74			295				

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)	LOS
B-AC	0	0	560	0.000	0	0.0	0.0	0.000	A
C-AB	57	14	539	0.105	57	0.1	0.1	7.457	A
C-A	395	99			395				
A-B	598	149			598				
A-C	352	88			352				

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)	LOS
B-AC	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	69	17	504	0.138	69	0.1	0.2	8.276	A
C-A	483	121			483				
A-B	732	183			732				
A-C	432	108			432				

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)	LOS
B-AC	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	69	17	504	0.138	69	0.2	0.2	8.279	A
C-A	483	121			483				
A-B	732	183			732				
A-C	432	108			432				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	560	0.000	0	0.0	0.0	0.000	A
C-AB	57	14	539	0.105	57	0.2	0.1	7.465	A
C-A	395	99			395				
A-B	598	149			598				
A-C	352	88			352				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	583	0.000	0	0.0	0.0	0.000	A
C-AB	47	12	564	0.084	48	0.1	0.1	6.968	A
C-A	331	83			331				
A-B	501	125			501				
A-C	295	74			295				

2021 Base + CD + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.47	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
D9	2021 Base + CD + Dev	PM	ONE HOUR	16:15	17:45	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 - Caldbeck Road (West)		ONE HOUR	✓	1166	100.000
B - Welton Road (North)		ONE HOUR	✓	0	100.000
C - Caldbeck Road (East)		ONE HOUR	✓	1128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	903	263
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	1019	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Caldbeck Road (West)	B - Welton Road (North)	C - Caldbeck Road (East)
From	A - Caldbeck Road (West)	0	0	0
	B - Welton Road (North)	0	0	0
	C - Caldbeck Road (East)	0	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	0.00	0.00	0.0	A	0	0
C-AB	0.25	9.85	0.3	A	100	150
C-A					935	1402
A-B					829	1243
A-C					241	362

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	551	0.000	0	0.0	0.0	0.000	A
C-AB	82	21	551	0.149	81	0.0	0.2	7.654	A
C-A	767	192			767				
A-B	680	170			680				
A-C	198	50			198				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	520	0.000	0	0.0	0.0	0.000	A
C-AB	98	25	523	0.187	98	0.2	0.2	8.456	A
C-A	916	229			916				
A-B	812	203			812				
A-C	236	59			236				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	477	0.000	0	0.0	0.0	0.000	A
C-AB	120	30	486	0.248	120	0.2	0.3	9.834	A
C-A	1122	280			1122				
A-B	994	249			994				
A-C	290	72			290				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	477	0.000	0	0.0	0.0	0.000	A
C-AB	120	30	486	0.248	120	0.3	0.3	9.855	A
C-A	1122	280			1122				
A-B	994	249			994				
A-C	290	72			290				