

Public Document Pack

Date of meeting Tuesday, 3rd December, 2024
Time 7.00 pm
Venue Queen Elizabeth II & Astley Rooms - Castle House, Barracks Road, Newcastle, Staffs. ST5 1BL
Contact Geoff Durham 742222



**NEWCASTLE
UNDER LYME**
BOROUGH COUNCIL

Castle House
Barracks Road
Newcastle-under-Lyme
Staffordshire
ST5 1BL

Planning Committee

AGENDA

OPEN AGENDA

- 1 APOLOGIES**
- 2 DECLARATIONS OF INTEREST**
To receive Declarations of Interest from Members on items included on the agenda.
- 3 MINUTES OF PREVIOUS MEETING(S)** (Pages 5 - 8)
To consider the minutes of the previous meeting(s).
- 4 APPLICATION FOR MAJOR DEVELOPMENT - 9-11 LIVERPOOL ROAD, NEWCASTLE-UNDER-LYME. MR G CHARALAMBOUS - GEOPAR PROPERTIES. 22/00397/FUL** (Pages 9 - 18)
- 5 APPLICATION FOR MAJOR DEVELOPMENT - LAND TO THE NORTH WEST OF BAR HILL, MADELEY. MR CALLUM FISK. 23/00979/OUT** (Pages 19 - 40)
- 6 APPLICATION FOR MAJOR DEVELOPMENT - LAND AT BATH ROAD, SILVERDALE. DURATA DEVELOPMENT LTD. 24/00101/FUL** (Pages 41 - 54)
This item includes a supplementary report.
- 7 APPLICATION FOR MAJOR DEVELOPMENT - LAND BETWEEN APEDALE ROAD AND PALATINE DRIVE, CHESTERTON. GLEESON DEVELOPMENTS. 24/00594/FUL** (Pages 55 - 64)
This item includes a supplementary report.
- 8 APPLICATION FOR MAJOR DEVELOPMENT - FORMER JUBILEE BATHS, NELSON PLACE, NEWCASTLE. INTEGRITAS PROPERTY GROUP. 24/00576/FUL** (Pages 65 - 70)

- 9 APPLICATION FOR MINOR DEVELOPMENT - UNITS 10 - 14 & 35 - 39 PARKHOUSE INDUSTRIAL ESTATE EAST. NEWCASTLE UNDER LYME BOROUGH COUNCIL. 24/00707/DEEM3 (Pages 71 - 76)
- 10 APPLICATION FOR MINOR DEVELOPMENT - BATHPOOL PARK, BOATHORSE ROAD, KIDSGROVE. NEWCASTLE-UNDER-LYME BOROUGH COUNCIL. 24/00723/DEEM3 (Pages 77 - 82)
- 11 NON-DETERMINATION APPEAL IN RELATION TO OUTLINE PLANNING PERMISSION 24/00162/OUT FOR THE CONSTRUCTION OF UP TO 150 DWELLINGS AT LAND SOUTH OF ECCLESHALL ROAD, LOGGERHEADS (Pages 83 - 108)
- 12 APPLICATION FOR FINANCIAL ASSISTANCE (HISTORIC BUILDINGS GRANT) - ST MARGARETS PRIMARY SCHOOL, KNOTTON ROAD, WOLSTANTON. 24/25005/HBG (Pages 109 - 112)

This item includes a supplementary report.

- 13 UPDATE ON 5 BOGGS COTTAGES (Pages 113 - 114)
- 14 INFORMATION ITEM - HIGHWAY ACCESS AND SAFETY, BALDWINS GATE (Pages 115 - 994)
- 15 URGENT BUSINESS

To consider any business which is urgent within the meaning of Section 100B(4) of the Local Government Act, 1972

16 DISCLOSURE OF EXEMPT INFORMATION

To resolve that the public be excluded from the meeting during consideration of the following item(s) because it is likely that there will be a disclosure of exempt information as defined in paragraphs 1,2 and 3 in Part 1 of Schedule 12A of the Local Government Act 1972.

Members: Councillors Northcott (Chair), Crisp (Vice-Chair), Beeston, Burnett-Faulkner, Bryan, Fear, Holland, Hutchison, Brown, Gorton, J Williams and G Williams

Members of the Council: If you identify any personal training/development requirements from any of the items included in this agenda or through issues raised during the meeting, please bring them to the attention of the Democratic Services Officer at the close of the meeting.

Meeting Quorums :- Where the total membership of a committee is 12 Members or less, the quorum will be 3 members....Where the total membership is more than 12 Members, the quorum will be one quarter of the total membership.

SUBSTITUTE MEMBER SCHEME (Section B5 – Rule 2 of Constitution)

The Constitution provides for the appointment of Substitute members to attend Committees. The named Substitutes for this meeting are listed below:-

- | | | |
|---------------------|-----------------|-------------------|
| Substitute Members: | Sweeney | Whieldon |
| | Panter | Fox-Hewitt |
| | S Tagg (Leader) | D Jones |
| | Johnson | Edginton-Plunkett |
| | J Tagg | Grocott |
| | S Jones | Dymond |

If you are unable to attend this meeting and wish to appoint a Substitute to attend on your place you need to identify a Substitute member from the list above who is able to attend on your behalf

Officers will be in attendance prior to the meeting for informal discussions on agenda items.

NOTE: IF THE FIRE ALARM SOUNDS, PLEASE LEAVE THE BUILDING IMMEDIATELY THROUGH THE FIRE EXIT DOORS.

ON EXITING THE BUILDING, PLEASE ASSEMBLE AT THE FRONT OF THE BUILDING BY THE STATUE OF QUEEN VICTORIA. DO NOT RE-ENTER THE BUILDING UNTIL ADVISED TO DO SO.

This page is intentionally left blank

Agenda Item 3

Planning Committee - 05/11/24

PLANNING COMMITTEE

Tuesday, 5th November, 2024
Time of Commencement: 7.00 pm

[View the agenda here](#)

[Watch the meeting here](#)

Present: Councillor Paul Northcott (Chair)

Councillors:	Beeston	Holland	Gorton
	Burnett-Faulkner	Hutchison	J Williams
	Fear	Brown	G Williams

Apologies: Councillor(s) Crisp and Bryan

Substitutes: Mayor - Councillor Barry Panter (In place of Councillor Nicholas Crisp)
Councillor Gill Heesom (In place of Councillor Amy Bryan)

Officers:	Craig Jordan	Service Director - Planning Development Management Manager
	Rachel Killeen	

1. **DECLARATIONS OF INTEREST**

There were no declarations of interest stated.

2. **MINUTES OF PREVIOUS MEETING(S)**

Resolved: That, subject to the following amendments, the minutes of the meeting held on 8 October, 2024 be agreed as a correct record:

In relation to item 3, Councillor Holland asked that the minute be amended to request that County Highways review the access arrangements and highway safety and that when the Chair received an answer to his letter, could members of this Committee receive a copy.

This was agreed and the Chair advised that, to date, no response had been received.

In relation to item 7, Councillor Brown requested that her abstention to the officer's recommendation be recorded.

3. **APPLICATION FOR MAJOR DEVELOPMENT - UNITS 1 AND 2, BRICK KILN LANE, CHESTERTON. NEWCASTLE UNDER LYME BOROUGH COUNCIL. 24/00617/FUL**

Planning Committee - 05/11/24

Resolved: That the application be permitted, subject to the undermentioned conditions:

- (i) Standard time limit
- (ii) Approved plans
- (iii) Provision of cycle parking
- (iv) Submission of Parking and Servicing Management Plan
- (v) Hours of operation
- (vi) Development in accordance with approved Noise Management Plan

[Watch the debate here](#)

4. **APPLICATION FOR MINOR DEVELOPMENT - OPEN MARKET, HIGH STREET, NEWCASTLE-UNDER-LYME. NEWCASTLE-UNDER-LYME BOROUGH COUNCIL. 24/00336/DEEM3**

Resolved: That the application be permitted, subject to the undermentioned conditions:

- (i) Time limit condition
- (ii) Approved plans
- (iii) Materials
- (iv) Level of illumination

[Watch the debate here](#)

5. **APPLICATION FOR FINANCIAL ASSISTANCE (HISTORIC BUILDINGS GRANT) - THE CROSSWAYS (FLATS 1-3) 36 IRONMARKET, NEWCASTLE, STAFFS. ST5 1RP . 24/25004/HBG**

Resolved: That a Historic Building Grant of £380 be given towards repairing 4 timber windows Newcastle Town Centre Conservation Area.

[Watch the debate here](#)

6. **LAND AT DODDLEPOOL, BETLEY. 17/00186/207C2**

Resolved:

- (i) That the information be received
- (ii) That a further report be brought to Committee in two months time

[Watch the debate here](#)

7. **URGENT BUSINESS**

There was no Urgent Business.

8. **DISCLOSURE OF EXEMPT INFORMATION**

There was no confidential business.

**Councillor Paul Northcott
Chair**

Meeting concluded at 7.32 pm

This page is intentionally left blank

9-11 LIVERPOOL ROAD, NEWCASTLE-UNDER-LYME
MR G CHARALAMBOUS – GEOPAR PROPERTIES

22/00397/FUL

Full planning permission is sought for the construction of 2 commercial units (Classes E(a) & E(b)) and 55 student flats with associated communal, ancillary accommodation and amenity spaces.

The site is within the Primary Shopping Area of Newcastle Town Centre as indicated on the Local Development Framework Proposals Map and adjoins Newcastle Conservation Area. The Newcastle Town Centre Supplementary Planning Document identifies the site as lying within the Northern Quarter.

The 13-week period for the determination of this application expired on 20th September 2022 but an extension of time has been agreed to 6th December 2024.

RECOMMENDATION

A) Subject to the applicant entering into a Section 106 obligation by agreement by 17th January 2025 to secure a financial contribution of £145,058 towards the enhancement of public open space,

Permit, subject to conditions relating to the following matters: -

- i. Commencement time limit**
- ii. Approved plans**
- iii. Occupation by students only**
- iv. Construction Method Statement**
- v. Secure cycle parking**
- vi. Provision of travel packs**
- vii. Contaminated land**
- viii. Glazing and ventilation scheme**
- ix. Details of fixed mechanical ventilation or refrigeration /air conditioning plant**
- x. External lighting**
- xi. Details of boundary treatments**
- xii. Landscaping details**
- xiii. Security details**
- xiv. Details/samples of materials**

B) Should the above Section 106 obligation not be secured within the above period, the Head of Planning be given delegated authority to refuse the application on the grounds that without such a matter being secured, the development would fail to meet the public open space impacts of the development; or, if he considers it appropriate, to extend the period of time within which the obligations can be secured.

Reason for Recommendation

The site provides a highly sustainable location for residential development. It is not considered that there would be any harm to the setting of St Giles' Church or the character and appearance of the Conservation Area. The development would provide acceptable living conditions for its occupiers and given its highly sustainable location, it is not considered that the lack of parking within the proposal would have any significant adverse impact on highway safety so as to justify a refusal on such grounds.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with the planning application

Amended plans and additional information have been sought and received and the proposal is now considered to be a sustainable form of development that complies with the provisions of the National Planning Policy Framework.

Key Issues

Full planning permission is sought for the construction of 2 commercial units fronting Liverpool Road (Classes E(a) & E(b)) and 55 student flats with associated communal, ancillary accommodation and amenity spaces.

The site lies within the Urban Area of Newcastle as indicated on the Local Development Framework Proposals Map. The site is adjacent to but not within the Newcastle Town Centre Conservation Area. The Newcastle Town Centre Supplementary Planning Document identifies the site as lying within the Northern Quarter.

The key issues in the determination of the application are:

- Is the principle of the proposed development on the site acceptable?
- Is the proposal acceptable in terms of its design and impact on the form and character of the Conservation Area?
- Are acceptable residential amenity levels achieved for the occupiers?
- Is the proposal acceptable in terms of highway safety and sustainable travel initiatives?
- What, if any, planning obligations are necessary to make the development policy compliant?

Is the principle of the proposed development on the site acceptable?

Two commercial units are proposed on Liverpool Road which would be either retail or café use. Both uses are defined by the NPPF as 'main town centre uses' and given that the site is within the Town Centre, the proposal accords with national policy.

In terms of the residential element, local and national planning policy seeks to provide new housing development within existing urban development boundaries on previously developed land. The site is located within the Urban Area of Newcastle.

Policy ASP5 of the Core Spatial Strategy (CSS) – the most up-to-date and relevant part of the development plan - sets a requirement for at least 4,800 net additional dwellings in the urban area of Newcastle-under-Lyme by 2026 and a target of at least 3,200 dwellings within Newcastle Urban Central (within which the site lies).

Policy SP1 of the CSS states that new development will be prioritised in favour of previously developed land where it can support sustainable patterns of development and provides access to services and service centres by foot, public transport and cycling. The Core Strategy goes on to state that sustainable transformation can only be achieved if a brownfield site offers the best overall sustainable solution and its development will work to promote key spatial considerations. Priority will be given to developing sites which are well located in relation to existing neighbourhoods, employment, services and infrastructure and also taking into account how the site connects to and impacts positively on the growth of the locality.

The Newcastle Town Centre SPD states that encouraging mixed-use development increases the diversity of uses within a locality. As a result, such development would enhance the vitality and viability of the Town Centre by encouraging its use by a greater range of people for different purposes, possibly at different times of the day and night. This helps to strengthen the social fabric and economic viability of the Town Centre. It also has positive implications in terms of sustainable development as it encourages proximity of uses, reducing the need to travel.

This is a previously developed site in a highly sustainable location within the urban area. The site is in easy walking distance of the shops and services of Newcastle Town Centre with regular bus services to destinations around the borough, including Keele University, and beyond. It is considered that the site provides a sustainable location for additional residential development that would accord with the Town Centre SPD.

Development for residential purposes on this site is supported by policies of the Development Plan and it is considered that the site provides a sustainable location for additional residential development.

Is the proposal acceptable in terms of its design and its impact on the form and character of the area and the Conservation Area?

The site is not located in a conservation area, however, Newcastle Town Centre Conservation Area lies adjacent to the south-west. There are no listed buildings within the site, but the Grade II* listed Church of St Giles lies 150m to the south of the application site.

In considering development affecting Listed Buildings, special regard will be given to the desirability of preserving the building, its setting or any features of special architectural or historic interest (Section 66, Planning [Listed Buildings and Conservation Areas] Act 1990).

Local and national planning policies seek to protect and enhance the character and appearance of Conservation Areas and development that is contrary to those aims will be resisted. There is a statutory duty upon the Local Planning Authority to pay special attention to the desirability of preserving or enhancing the character and appearance of Conservation Areas in the exercise of planning functions.

The NPPF states that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 205 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Saved NLP Policy B9 states that the Council will resist development that would harm the special architectural or historic character or appearance of Conservation Areas.

Saved Policy B5 states that the Council will resist development proposals that would adversely affect the setting of a listed building.

A Heritage Statement that accompanies the application concludes that the proposed development is of an acceptable design, scale and massing that preserves the setting of the Conservation Area and whilst it has some adverse impact on the setting of St Giles Church, the level of harm can be offset by the introduction of a new building of high-quality design that improves the visual amenities of the area and provides new student accommodation that will contribute to the vitality of this part of the town centre.

Given that this is just a very limited incidental glimpse of the Church from Ryecroft, Officers consider that it makes such a limited contribution to the setting and significance of the Church, that there would be no harm to its setting.

Therefore, to conclude, it is not considered that there would be any adverse impact on the setting of any listed buildings or on the character of the Conservation Area.

The scheme essentially comprises three elements: the two blocks of student accommodation and the central landscaped court with the first floor of the existing Salvation Army premises forming the

enclosure to the courtyard. The Bridge Street entrance would be the principal entrance with landlord/management office space located immediately off the entrance foyer.

The development would comprise five storeys fronting Liverpool Road and three storeys to Bridge Street. Further to concerns from Officers regarding a potential 'canyoning' effect of the building and the multi-storey car park on the opposite side of Liverpool Road, the fifth storey has been significantly set back from the Liverpool Road frontage so that it has the appearance of four storeys from the road.

The architectural language would be clean and contemporary, and the materials palette would be kept to a minimum comprising predominantly brick and zinc cladding with limited elements of timber cladding. Depth to facades would be achieved through careful detailing of window reveals with a minimum of 200mm reveal depth consistently throughout the development.

It is considered that the design of the proposed scheme would be in keeping with other contemporary style buildings in the vicinity and that this high-quality development would improve the visual amenities of the area.

Are acceptable residential amenity levels achieved for the occupiers?

The proposed development is located within the town centre and in close proximity to the A34, a public house and two restaurants. The application is supported by a Noise Assessment and the Environmental Health Division (EHD) has no objections on noise grounds subject to the imposition of conditions.

The application is also supported by an Odour Risk Assessment in relation to the emissions from the kitchens of The Jug public house, The Peony and the Koh I Noor. For the Jug it predicted a high odour risk to the proposed development. The Odour Risk Assessment recommends that mitigation measures are implemented in relation to the kitchen ventilation system of the Jug and that the Peony and Koh I Noor are dealt with through the existing conditions that have been imposed to address the odour from these. On this basis, the EHD recommends that the applicant carries out appropriate odour mitigation works at the Jug. Such works can be required via a Grampian condition.

It is considered that the residents of all rooms would have an acceptable outlook and level of amenity and some outside amenity space would be available in addition to a number of open spaces and parks within and around the town.

Overall, it is considered that the development would provide acceptable living conditions for its occupiers.

Is the proposal acceptable in terms of highway safety and sustainable travel initiatives?

Policy T16 of the Local Plan states that development which provides significantly less parking than the maximum specified levels will not be permitted if this would create or aggravate a local on-street parking or traffic problem, and furthermore that development may be permitted where local on-street problems can be overcome by measures to improve non-car modes of travel to the site and/or measures to control parking and waiting in nearby streets. Saved Policy T17 of the Local Plan states that development in Newcastle Town Centre within the ring road will not be permitted to provide new private parking but will be required, where appropriate, to contribute to appropriate improvements to travel to the development. The policy identifies what such improvements may include.

The NPPF, at paragraph 115, states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The development would be serviced from both Bridge Street and Liverpool Road. It is proposed to retain the existing undercroft car parking area for 10 no. vehicles. The car park would provide parking for the Salvation Army premises, for staff of the proposed retail stores and staff and small service vehicles associated with the running of the student accommodation.

Although no student or retail customer parking is proposed, given the highly sustainable location of the site and the fact that the building was previously operated as a children's play centre, the proposed development would be unlikely to result in any material increase in vehicular traffic on the local highway network. The development would not have an impact on on-street parking on surrounding roads due to comprehensive on street parking restrictions already being in place.

Secure and undercover cycle parking will be provided.

The application is supported by a Transport Statement which states that the proposed development would not have a negative impact on the capacity or safety of the local road network. The Highway Authority has no objections to the proposal.

Your Officer's view is that there is a very good bus service between the town centre and Keele University Campus or Staffordshire University, and very limited parking is available to students at both Staffordshire and Keele Universities – all of which would influence students to leave any vehicle they may have at home. In addition, there is a wide range of facilities and services within a very short distance of the site that can be accessed more easily on foot than car. Such factors will encourage student occupiers to not have a vehicle.

On the basis of the above and given the previous use of the site, it is not considered that the lack of parking within the proposal would have any significant adverse impact on highway safety so as to justify a refusal on such grounds.

What, if any, planning obligations are necessary to make the development policy compliant?

Section 122 of the Community Infrastructure Levy Regulations states that planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

The development would put pressure on nearby areas of public open space given that such needs are not satisfied on site and it is considered that in principle a financial contribution towards such areas could comply with CIL Regulations and the Council's adopted Developer Contribution SPD.

The Landscape Development Section (LDS) has requested a contribution of £4933 per dwelling for the studios and £5,579 per cluster for nearby public realm spaces and/or Brampton Park which is a 755m walk away. For the studios, the play area element (£512) and a proportionate amount of the maintenance contribution (£134) has been deducted from the total.

In other student developments in the Town Centre, adjustments have been made to the required contribution in recognition that the standard contribution sought is based upon there being on average 2.5 people occupying each dwelling and that all of the student units are to be single person accommodation. The adjustment that was made was to request 2/5ths of the total for each unit.

On this basis, for this site, the contribution for each studio room is £1,947. For each of the clusters of rooms, with a reduction of the play funding element, a contribution of £4,868 is sought. This equates to a total contribution of £145,058. This is considered reasonable.

The LDS has indicated that any financial contribution that is secured could be used for nearby public realm spaces and/or Brampton Park. Given the proximity of the application site to the town centre green spaces and Brampton Park, this is considered acceptable as it would be directly related to the development.

APPENDIX

Policies and proposals in the approved development plan relevant to this decision:-

[Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy \(CSS\) 2006-2026](#)

Policy SP1:	Spatial Principles of Targeted Regeneration
Policy SP2:	Spatial Principles of Economic Development
Policy SP3:	Spatial Principles of Movement and Access
Policy ASP5:	Newcastle and Kidsgrove Urban Neighbourhoods Area Spatial Policy
Policy CSP1:	Design Quality
Policy CSP2:	Historic Environment
Policy CSP3:	Sustainability and Climate Change
Policy CSP5:	Open Space/Sport/Recreation
Policy CSP6:	Affordable Housing
Policy CSP10:	Planning Obligations

[Newcastle-under-Lyme Local Plan \(NLP\) 2011](#)

Policy H1:	Residential Development: Sustainable Location and Protection of the Countryside
Policy T16:	Development – General Parking Requirements
Policy T17:	Parking in Town and District Centres
Policy B9:	Prevention of Harm to Conservation Areas
Policy B10:	The Requirement to Preserve or Enhance the Character or Appearance of a Conservation Area
Policy B14:	Development in or Adjoining the Boundary of Conservation Areas
Policy C4:	Open Space in new housing areas
Policy IM1:	Provision of Essential Supporting Infrastructure and Community Facilities

Other Material Considerations include:

[National Planning Policy Framework](#) (2021)

[Planning Practice Guidance](#) (2014 as updated)

[Supplementary Planning Guidance/Documents](#)

[Developer contributions SPD](#) (September 2007)

[Affordable Housing SPD](#) (2009)

[Space Around Dwellings SPG](#) (SAD) (July 2004)

[Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document](#) (2010)

[Newcastle Town Centre SPD](#) (2009)

[Newcastle Town Centre Conservation Area Appraisal](#) (August 2008)

[Relevant Planning History](#)

N9111	Erection of supermarket – Approved
11/00617/FUL	Change of Use from Office/Teaching Area to 1 No. 3 Bedroom self-contained flat (Class C3) – Approved
12/00194/COU	Change of use from retail (Class A1) to part seating area/refreshment/snack bar (Class A3) and part indoor play area (Class D2) – Approved

Views of Consultees

The **Highway Authority** has no objections subject to conditions regarding a Construction Traffic Management Plan, provision of travel packs and cycle facilities.

The **Conservation Officer** states that the site is not within the town centre Conservation Area (CA) but the frontage of Bridge Street is within, so it's close. This section of Bridge Street does not currently make any positive contribution to the CA, so an improved and active frontage is welcomed. Concerns were raised in relation to the original plans submitted regarding the height of the building, particularly on Liverpool Road. It was felt that further consideration was required of the adjacent smaller scale of buildings in the CA which would be dwarfed by the proposal and may create a tunnelling effect given the plans for the new multi-storey. The retail or non-residential use at the ground floor is welcomed.

On receipt of amended plans, concerns were raised regarding the radical changes to the Bridge St frontage given that the original scheme was preferred. The materials were queried as red brick was considered preferable and tonally the cladding on the first scheme was preferred. The attempt to reduce the impact on the Liverpool Road elevation is welcomed. Again, preference was for the original scheme and materials which linked better with the adjacent restaurant. It was less fussy with the clean brick edge on the first scheme and regular rhythm which is easy to read. The shop frontages appear simple and more lightweight on the new scheme which works better with the contemporary building.

Details of materials and solar panels should be required via condition.

The **Conservation Advisory Working Party** was pleased with the partial reduction in height but this will still be visible in longer distance views. They were happy with the salvation army building being visually separate. They welcomed the use within the town centre but felt that the appearance was still a little fussy, would prefer no metal cladding even though it was slightly simpler than the previous design. They felt that the Bridge St frontage appeared more complicated on the entrance corner now given there was general support for this elevation on the original scheme. Overall the design was trying too hard to bring variety in the elevations. Concern was expressed with the use of buff colour bricks.

Subject to a S106 Agreement to ensure the provision of odour mitigation at the Jug public house, the **Environmental Health Division** has no objections subject to conditions relating to contaminated land, an environmental management plan, glazing and ventilation scheme, details of fixed mechanical ventilation or refrigeration /air conditioning plant, external lighting and the town centre location to be emphasised to potential occupants.

The **Landscape Development Section** has no objections. A public open space contribution of £4933 per dwelling for the studios and £5,579 per cluster is sought for nearby public realm spaces and/or Brampton Park which is a 755m walk away. For the studios, the play area element (£512) and a proportionate amount of the maintenance contribution (£134) has been deducted from the total.

Staffordshire Police **Crime Prevention Design Advisor** has no concerns with the principle of the redevelopment of the site broadly along the lines proposed, although there are a number of aspects which require some clarification and/or reconsideration. A summary of the points made is as follows:

- The elimination of the covered former loading bays on Bridge Street would be a significant benefit
- Access to the undercroft area should be suitably controlled
- Stairwell to the side off Bridge Street conflicts with the presence of the lockable gate
- The recess to the side of the plant room should be gated off to deny unauthorised access
- Importance and need for a suitably robust and layered access control policy
- A well-designed and professionally installed CCTV surveillance camera system can play an important part within a multi-layered security strategy
- Security recommendations are made for the retail component of the proposals

No comments have been received from **Newcastle South LAP**, the **Housing Strategy Section** and the **Waste Management Section** and given that the period for comment has passed, it must be assumed that they have no comments to make.

Representations

Two representations have been received raising the following concerns:

- Impact on The Jug public house. Conditions are required to ensure adequate sound proofing and colling of the residential units.
- Lack of a coherent plan for the wider area.
- Inappropriate design.
- Ai quality issues.

Applicant's/Agent's submission

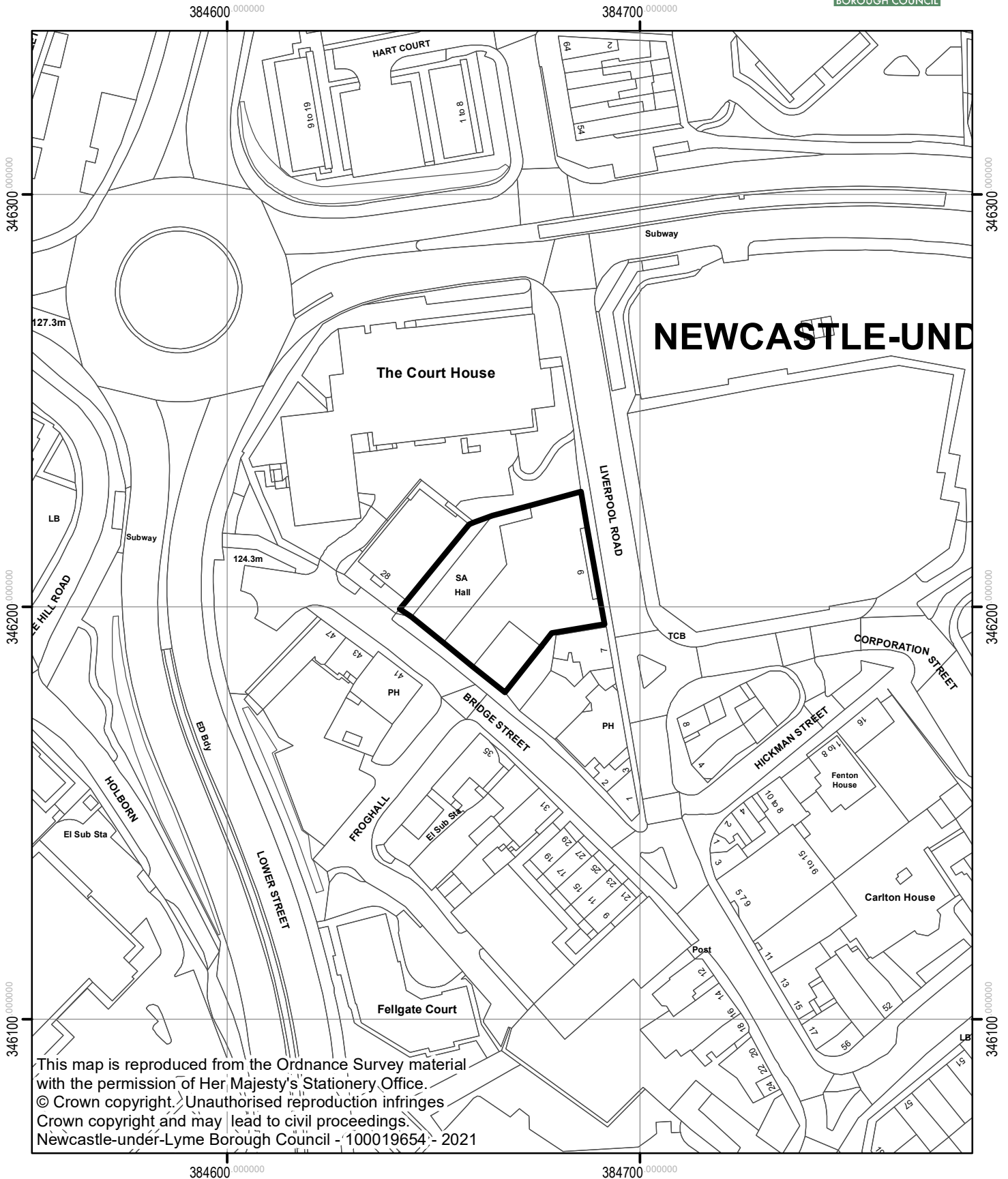
All of the application documents can be viewed on the Council's website using the following link:
<http://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/22/00397/FUL>

Background papers

Planning files referred to
Planning Documents referred to

Date report prepared

19 November 2024



This map is reproduced from the Ordnance Survey material with the permission of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to civil proceedings. Newcastle-under-Lyme Borough Council - 100019654 - 2021

This page is intentionally left blank

Classification: NULBC UNCLASSIFIED

LAND TO THE NORTH WEST OF BAR HILL, MADELEY
LONE STAR LAND LTD AND GRAHAM WARD FARMS LTD

23/00979/OUT

The application seeks outline planning permission for a residential development of up to 155 dwellings with access to be considered but all other matters reserved for subsequent approval.

The application site lies to the northwest of Bar Hill (A525), outside the village envelope of Madeley within the open countryside and on land designated as an Area of Landscape Enhancement, as indicated on the Local Development Framework Proposals Map.

The statutory 13-week determination period for this application expired on 19th March 2023 but the applicant has agreed an extension to the statutory determination period to the 15th December 2024.

RECOMMENDATIONS

(A) Subject to the applicant first entering into a Section 106 agreement by 31st January 2025 to secure the following:

- £1,205,288.00 towards school spaces
- £138,968 towards primary care facilities
- £6,000 towards Travel Plan Monitoring
- 30% onsite affordable housing
- Long-term maintenance of the open space on the site

PERMIT the application subject to conditions relating to the following matters: -

1. Standard time limits for submission of reserved matters and commencement of development
2. Approved plans and supporting documents
3. Reserved matters submission to comply with the principles of the Design and Access Statement
4. Drainage design
5. Visibility splays
6. Offsite highway works
7. Travel Plan
8. Construction Environment Management Plan
9. Unexpected land contamination
10. Noise mitigation measures
11. Tree and hedgerow protection measures
12. Arboricultural Method Statement
13. Archaeological investigation
14. Biodiversity and ecology enhancement measures
15. Detailed Biodiversity Net Gain Assessment and Plan
16. Approval of details of play facilities and timing of provision of open space and these facilities
17. Mineral Recovery Plan

B. Should the Section 106 obligations referred to in (A) above not be secured within the above period, then the Head of Planning be given delegated authority to refuse the application on the grounds that without such matters being secured, the development would fail to be acceptable in planning terms and would not achieve sustainable development outcomes; or, if he considers it appropriate, to extend the period of time within which the obligations can be secured.

Reason for recommendations

While the site is located beyond the village envelope of Madeley it is considered that it represents a sustainable rural location. The adverse impacts of the development, principally arising from the extension of the village into the countryside, do not significantly and demonstrably outweigh the benefits of the development. Accordingly, permission should be granted, provided the financial contributions and affordable housing indicated in the recommendation are secured. Conditions to minimise the harm are also considered appropriate.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with this application

The Authority has requested additional information during the consideration of the planning application to address specific concerns. Following the submission of amended and additional information, the proposal is considered to represent a sustainable form of development that would comply with the aims and objectives of the NPPF.

KEY ISSUES

The application seeks outline planning permission for a residential development of up to 155 dwellings, with access to be considered as part of the proposal but all other matters reserved for subsequent approval.

The application site lies to the north of the A525, outside the village envelope of Madeley and within the open countryside and on land designated as an Area of Landscape Enhancement as indicated on the Local Development Framework Proposals Map. The site does not lie within the Green Belt.

The main issues for consideration in the determination of this full planning application are:-

- Principle of residential development,
- Landscape and visual impacts,
- Highway safety,
- Landscape and open space,
- Ecology and biodiversity,
- Affordable housing,
- Residential amenity,
- Flood risk and drainage,
- Agricultural land,
- Planning obligations,
- Planning balance.

Is the principle of residential development on the site acceptable?

The application site comprises greenfield land that is located beyond, but adjacent to, the defined village envelope for Madeley.

Core Spatial Strategy (CSS) Policy SP1 states that new housing will be primarily directed towards sites within Newcastle Town Centre, neighbourhoods with General Renewal Areas and Areas of Major Intervention, and within the identified significant urban centres. It goes on to say that new development will be prioritised in favour of previously developed land where it can support sustainable patterns of development and provides access to services and service centres by foot, public transport and cycling.

Policy SP3 of the CSS seeks to maximise the accessibility of new residential development by walking, cycling and public transport.

CSS Policy ASP6 states that in the Rural Area there will be a maximum of 900 net additional dwellings of high design quality primarily located on sustainable brownfield land within the village envelopes of the key Rural Service Centres, namely Loggerheads, Madeley and the villages of Audley Parish, to meet identified local requirements, in particular, the need for affordable housing.

Furthermore, Policy H1 of the Newcastle Local Plan (NLP) seeks to support housing within the urban area of Newcastle or Kidsgrove or one of the village envelopes.

Policy HOU1 of the Madeley Neighbourhood Plan (MNP) states that new housing development will be supported within the village envelope of Madeley Village and Madeley Heath, as defined in the Neighbourhood Plan.

The Final Draft Local Plan (Regulation 19) has now finished its consultation period and the LPA are now considering the representation received before submitting the final draft plan. The Local Plan sets the vision and framework for how the Borough will grow up to 2040. The Local Plan, once adopted, will set out targets for the number of jobs and homes to be delivered in the Borough and an overarching spatial strategy to guide development to sustainable locations. The final draft Local Plan includes a number of draft allocations, which includes this site for 150 dwellings. Given that the Local Plan is not yet adopted and that there are objections to housing allocations within it, then the Plan should be afforded limited to moderate weight in decision taking (in line with paragraph 48 of the National Planning Policy Framework).

Paragraph 11 of the NPPF states that Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

(Para 11(d))

The Council's five-year housing land supply position is that it is able to demonstrate a housing land supply of 5.26 years. Therefore, the Council is currently able to demonstrate an appropriate supply of specific, deliverable housing sites.

Paragraph 14 of the NPPF states that in situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided the following apply:

- a) the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and
- b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement (see paragraphs 67-68).

While the Neighbourhood Plan conforms with criteria a) of paragraph 14, it does not contain any policies for housing allocations to meet its identified housing requirement. Although NP Policy HOU1 is relevant to housing, it in itself does not allocate housing to any particular site, rather it is a restrictive condition to ensure that development isn't built outside of the village envelope of the settlement. Given the above, paragraph 14 cannot be applied here.

CSS Policies SP1 and ASP6, and Local Plan Policy H1 are concerned with meeting housing requirements, and Inspectors in a number of previous appeal decisions, have found that these policies do not reflect an up-to-date assessment of housing needs, and as such are out of date in respect of detailed housing requirements by virtue of the evidence base upon which they are based.

In *Paul Newman New Homes Ltd v SSHCLG & Aylesbury Vale DC* [2019] EWHC 2367 (Admin) the judgement looks at how decision makers should assess whether "the policies which are most important for determining the application are out-of-date". It states that the first

step is to identify the “basket of policies from the development plan which constitute those most important for determining the application”. The second task is to “decide whether that basket, viewed overall, is out of date”. The basket of policies can be out of date for reasons set out in the NPPF to do with housing supply and delivery, but also if (as a matter of planning judgement) the basket of policies has been overtaken by things that have happened since the plan was adopted, either on the ground or through a change in national policy, or for some other reason.

The basket of policies from the development plan most important for determining this application are considered to be LP Policy H1, CSS Policies SP1 and ASP6 and Policy HOU1 of the MNP. As stated above, it has been accepted that the LP and CSS policies are out of date. The MNP was prepared based upon the requirements of the now out of date position set out within Policies H1 and ASP6. This change in the local planning context has a bearing on the weight to be applied to the Neighbourhood Plan policies and therefore it is considered reasonable to conclude that the ‘basket of policies’ overall, is out of date.

In the absence of up-to-date policies in relation to the provision of housing, the tilted balance outlined within Paragraph 11(d) of the framework is considered to be engaged and an assessment of whether any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole is required.

In sustainability terms, although the site is outside the village envelope of Madeley, the village is considered to represent a relatively sustainable location. It has a two primary schools, a secondary school, and a selection of retail and food outlets. There are also two churches within the village, and a football club on the outskirts of the village.

There is a bus service that runs through the village linking to the towns of Newcastle and Crewe. The timetable, correct as of the August 2024 shows that there is hourly service to both Newcastle and Crewe which runs on Monday to Saturday however there are no services running on Sundays.

It is the case that the occupiers of the proposed dwellings will be able to access certain services and facilities within walking distance and will also have a choice of modes of transport. Top-up shopping for example, would be obtainable from within the village and accessible from the application site by foot or cycle. It is acknowledged that the bus service does not operate in the evenings or on Sundays but it is considered that the bus service would provide an alternative for those without access to a car for certain trips. There are bus stops within walking distance of the application site.

The majority of representations received in objecting to the proposal refer to the lack of appropriate supporting infrastructure and services to serve the existing population. Issues relating to healthcare and education provision will be dealt with later in this report.

Although this site is outside the village envelope, it would still be close to existing facilities. It is located approximately 560m from the village centre. Manual for Streets advises that walkable neighbourhoods are typically characterised as having facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot. This, in addition to the level of services provided within the existing village centre means that there is a good level of facilities available for the day to day needs of prospective residents of the development site.

A Travel Plan has been prepared to reinforce the alternative modes of transport available. It sets out a package of measures which are designed to increase the use of sustainable modes of transport and minimise single-occupancy car journeys. This includes making residents

aware of cycle, bus and walking routes, providing electric charging points and secure cycle parking.

These points undoubtedly weigh in favour of a conclusion that in terms of access to some facilities and a choice of mode of transport, the site can be described as being in a sustainable location.

Paragraph 8 of the NPPF states that there are three overarching objectives to achieving sustainable development: economic, social and environmental. The applicant considers that this scheme would deliver these objectives. It is agreed that the economic, social and environmental factors referred to by the applicant are valid. In particular it is the case that the development would fulfil a social role by delivering a mix of market housing and affordable housing.

It is acknowledged that both local and national planning policy seeks to provide new housing development within existing development boundaries on previously developed land where available. It is accepted that residential development on this greenfield site outside the settlement boundary would be contrary to this preferred approach. Nevertheless, this site would contribute to meeting the housing need for the borough over the emerging plan period in a sustainable and accessible location which would help to significantly boost the supply of homes in the borough. The allocation of the site in the draft Local Plan also affords some weight in favour of the scheme.

The consideration of whether any adverse impacts exist that would outweigh the benefits of the proposed scheme shall be considered later in this report.

The design and the impact on the character and appearance of the area

Paragraph 131 of the National Planning Policy Framework (the Framework) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 135 of the framework lists 6 criteria, a) – f) with which planning policies and decisions should accord and details, amongst other things, that developments should be visually attractive and sympathetic to local character and history, including the surrounding built environment and landscape setting while not preventing or discouraging appropriate innovation or change.

CSS Policy CSP1 states that new development should be well designed to respect the character, identity and context of Newcastle and Stoke-on-Trent's unique townscape and landscape and in particular, the built heritage, its historic environment, its rural setting and the settlement pattern created by the hierarchy of centres. It states that new development should protect important and longer distance views of historic landmarks and rural vistas and contribute positively to an area's identity and heritage (both natural and built) in terms of scale, density, layout, use of appropriate vernacular materials for buildings and surfaces and access. This policy is considered to be consistent with the NPPF.

Policy DES1 of the Neighbourhood Plan states that new development should complement the local context and should avoid the appearance of overdevelopment and over urbanization, taking account of the rural character of the area.

RE5 of the Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance SPD (2010) states that new development in the rural area should amongst other things respond to the typical forms of buildings in the village or locality and that new buildings should respond to the materials, details and colours that may be distinctive to a locality.

R12 of that same document states that residential development should be designed to contribute towards improving the character and quality of the area. Proposals will be required to demonstrate the appropriateness of their approach in each case. Development in or on the edge of existing settlements should respond to the established urban or suburban character where this exists already and has a definite value. Where there is no established urban or suburban character, new development should demonstrate that it is creating a new urban character that is appropriate to the area. R13 states that the assessment of an appropriate site density must be design-led and should consider massing, height and bulk as well as density. R14 states that developments must provide an appropriate balance of variety and consistency.

With regards to impact on the landscape, CSS Policy CSP4 indicates that the location, scale, and nature of all development should avoid and mitigate adverse impacts (on) the area's distinctive natural assets and landscape character. This policy is considered to be consistent with the NPPF which states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

NLP Policy N17 expects development to be informed by and be sympathetic to landscape character and quality which should contribute, as appropriate, to the regeneration, restoration, enhancement, maintenance or active conservation of the landscape likely to be affected.

NLP Policy N20 states that within an Area of Landscape Enhancement the Council will support, subject to other plan policies, proposals that will enhance the character and quality of the landscape. Within these areas it will be necessary to demonstrate that development will not further erode the character or quality of the landscape.

The application site covers 8.65ha of arable farmland. The site's eastern and western boundary are made up of an established tree line and the northern boundary is a mature hedgerow with some small trees. The southern boundary is made up of a mixture of trees, hedges and boundary treatments which make up the rear gardens of properties that are located on Bar Hill. Agricultural fields make up the surrounding land uses to the west and north whilst a railway line is located to the east.

Although residential properties of varying scales and character are located to the south of the site and to the east beyond the railway line, the nature and character of the land is open agricultural land which clearly goes beyond the existing the settlement boundary of Madeley.

A Landscape and Visual Impact Appraisal (LVIA) has been submitted with the application. The LVIA states that the existing green infrastructure, particularly the linear vegetation along the railway line and the pronounced landform of Bar Hill, provides an effective screen to views from the wider landscape. In respect of nearer distances, it is acknowledged that there is a Public Right of Way which runs close to the site however there is variation in the extent of views available due to the site being screened by localised topography and vegetation.

In terms of landscape impacts, the LVIA summarises that overall, the proposed development would result in only limited effects on local visual amenity, with notable effects limited to locations on or immediately adjacent to the site, and some very limited visual effects from locations further from the site.

Objections from local residents have raised a number of concerns about the harm of the proposed development to the landscape, and the loss of open countryside which adds to the character of the settlement.

Although an indicative layout has been submitted to show how the site may be developed, layout, scale and appearance arrangements are matters reserved for subsequent approval, and therefore, it is not considered necessary to comment in detail or consider the layout submitted. Notwithstanding this, the layout shows that the proposed dwellings can sit comfortably within the site with an acceptable level of off-street car parking, turning areas and private rear garden areas without appearing as overdevelopment.

The proposed development was presented to a Design Review Panel (DRP) at an early stage in the process, as encouraged by the NPPF, and the applicants have shown on the indicative layout an approach in line with the comments received from the DRP, which is a positive and well-received approach to design and place making.

Officers accept the conclusions that harm from the proposed development would be localised, however, even though the harm would be at the lower end of the scale, there will ultimately still be some harm to the character and appearance of the landscape. The proposed development would result in the introduction of new built form into an area of currently undeveloped agricultural land on the edge of Madeley.

In order to ensure that the development would not appear overly urban within the edge of village location, the applicant has incorporated a good proportion of green infrastructure into the indicative layout. Features of this include a strong green buffer around the perimeter of the site; the retention of the majority of the existing natural landscape features; tree lined focal streets and the use of green lanes to create attractive pedestrian routes throughout the development. All of these factors will help to provide a development that respects the surrounding landscape and ultimately provide a scheme that takes a strong, landscape led approach that will greatly assist in allowing development to assimilate with the character and appearance of this part of the landscape. Whilst it is accepted that this masterplan is indicative, development can be permitted that is subject to any reserved matters scheme following the broad principles presented within the masterplan and the design and access statement.

The density of the overall site when including the open space would be 18 dwellings per hectare. Your Officer's view is that given the location of the site, the density of the proposed scheme is appropriate. There is a mix of dwelling sizes and styles in the area and the lower density of development being pursued here is considered to be the most appropriate given the edge of village location of the site and characteristics of the wider landscape. The proposed houses would be set back from the highway of Bar Hill ensuring that the new built development would not be intrusive or overbearing when viewed in context with the existing street scene.

The provision of strong green infrastructure throughout the site ensures that the development scheme would provide a strong transition between the rural landscape and the built development at the edge of the village. In addition, the development would not be seen in total isolation from other existing built development within the area due to the row of existing properties which are located on the northern edge of Bar Hill.

However, the development would undoubtedly introduce a suburban form of built development into a parcel of the landscape that is currently comprised of open, arable land that makes a positive contribution to the landscape and visual amenities of the immediate area. Therefore, the proposed development would result in harm to the landscape at a localised level and so this must be taken into consideration within the tilted balance which will be considered later in this report.

The impact of the development on highway safety

The NPPF, at paragraph 115, states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

A number of objections have been raised by local residents regarding highway safety matters, particularly in relation to on street parking and potential vehicle conflict along Bar Hill.

The main vehicular access to the site would be from Bar Hill and would comprise of a simple priority T-junction with a carriageway width of 5.5m. Additionally, 2m footways would be provided on both sides. Details submitted with the application demonstrate that appropriate visibility splays can be achieved. The site would also be connected to the main part of Madeley via a pedestrian level crossing in the northeast corner of the site which leads onto Moss Lane.

At the request of the Highway Authority (HA) an updated capacity assessment has been undertaken at the site access which forecasts that the majority of vehicle movements would be directed towards the east in the direction of the main part of Madeley.

The Transport Statement submitted with the application concludes that the critical junctions will not be adversely affected in terms of capacity and therefore would not warrant mitigation.

The HA has confirmed that they agree with the findings of the Statement in that the proposed priority junction arrangement is adequate to support the scale of development in capacity terms. It should also be noted that a speed reduction scheme with enhanced village gateway features has been proposed to support the proposed access arrangement design to address highway safety concerns which is welcomed by the HA.

The proposal has also demonstrated that safe and suitable pedestrian/cycle/wheeling routes via Bower End Lane, Moss Lane and the public right of way network are available (subject to improvement works) between the site and amenities and facilities in Madeley village to accommodate and encourage sustainable journeys in accordance with the NPPF. Promotion of sustainable travel will also be encouraged via the submitted Residential Travel Plan.

Following the submission of additional details, the HA has confirmed that they have no objections to the proposal subject to a number of conditions and subject to a section 106 agreement to secure travel plan monitoring. Therefore, whilst the concerns of residents are noted, in the absence of any objections from the HA, it is not considered that a refusal on highways grounds could be sustained.

Landscape and Open Space

CSS Strategic Aim 2 seeks to facilitate the delivery of the best of healthy urban living in the development of the conurbation and to ensure that new development makes adequate provision for all necessary community facilities, including health care, education, sports, recreation and leisure.

CSS Policy CSP1 expects new development to contribute positively to healthy lifestyles.

NLP Policy C4 states that an appropriate amount of publicly accessible open space must be provided in areas of new housing, and its maintenance must be secured. The design and location of new play areas must take into account community safety issues.

Within the development there would be the provision of 3.5ha of open space which is comprised of a mix of areas of amenity green space, a local area of play (LAP), a Locally Equipped Area of Play (LEAP), and landscape strips along the boundaries of the site.

In addition to the aforementioned on-site provision, developments of between 10 and 200 dwellings require a contribution for a multi-use games area (MUGA). This can be secured as part of the S106 agreement.

The Landscape Development Section has no objection in principle to the proposed development and is supportive of the open space proposals.

The development would make a successful contribution in the creation of healthy lifestyles for occupants of the proposed development as well as existing residents within the village. For the reasons outlined above, the proposals are considered to accord with development plan policy the guidance set out within the NPPF.

Ecology and Biodiversity

Paragraph 180 of the NPPF states that planning policies and decision should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Paragraph 186 of the Framework states that when determining planning applications, LPAs should apply the following principles;

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;
- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments

should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

CSS Policy CSP4 seeks to protect, maintain and enhance the quality and quantity of the area's natural assets including enhancing the area's natural habitats and biodiversity to achieve the outcomes and targets set out within the UK and Staffordshire Biodiversity Action Plans and Staffordshire Geodiversity Action Plan. Development should avoid and/or mitigate adverse impacts, and wherever possible, enhance the area's natural assets, landscape character, waterways, green corridors and priority species and habitats.

The site is largely comprised of an open agricultural field that is of limited ecological value and is not subject to any ecological designations, however a number of mature trees and hedgerows make up the sites boundaries which are of ecological importance.

A number of objections have been received from residents regarding the impact of the proposal on ecology and habitats.

An Ecological Assessment (EA) has been submitted alongside the application proposals.

The LPA consulted with Natural England, the County Ecologist and Staffordshire Wildlife Trust as part of the application process but received no comments.

The Appraisal notes that the presence of bat roosts has not been identified as a constraint to the development, and the removal of the minor length of a hedgerow in order to facilitate a PRoW linkage within the north-eastern corner of the site is unlikely to impact the habits of commuting and foraging bats along this part of the site.

In relation to protected birds, the EA states that given the low numbers of species utilising this habitat and the abundance of similar habitat in the immediate surrounding, it is considered that the effects of habitat loss will have a minor adverse impact on the species associated with this habitat.

The EA has also considered the suitability of the site and adjacent land for amphibians, including Great Crested Newts and reptiles but concludes that the scheme would have negligible impacts on these species.

The Ecological Appraisal sets out a number of mitigation and enhancement measures such as a sensitive lighting scheme, tree protection measures, bat box provision and planting. The conclusions of the EA are that subject to the enhancement measures suggested, the development would lead to negligible impact on local species and habitats and would provide minor beneficial impact on the common and widespread generalist species that are tolerant of a high level of anthropogenic disturbance.

With regards to Biodiversity Net Gain, as this application was made prior to the legislation being made mandatory on the 12th February 2024, the Local Planning Authority cannot impose a mandatory requirement for BNG on the site. However, the applicant has submitted with the application a feasibility stage BNG assessment. This has concluded that based on the indicative masterplan layout and the features of the site it will be possible to provide a 31% net gain on site. Any reserved matters application shall include a detailed BNG Design Stage Assessment which will include detailed landscaping proposals and a 30-year habitat management plan.

Subject to the imposition of conditions requiring appropriate mitigation and enhancement, it is not considered that an objection could be sustained on the grounds of ecological impact. For

the reasons outlined above, the proposals are considered to accord with development plan policy and the guidance set out within the NPPF.

Affordable Housing

CSS Policy CSP6 sets out that within the rural areas, on sites of 5 dwellings or more, 25% of the total dwellings must be affordable housing units and be fully integrated with the market housing, be built to the same design, quality and space standards and should not be visually distinguishable from other development on the site.

The proposed scheme would provide 30% affordable housing on site which is above the level required by policy. This would equate to 47 units which would then be split into affordable rent and intermediate housing (shared ownership). The supporting documentation also indicates that the affordable housing would be 'pepper-potted' around the site.

As the proposed development would exceed the policy compliant provision of 25%, the proposed development is considered to be acceptable and would accord with the relevant policies of the development plan as well as the aims and objectives of the NPPF.

Policy CSP6 of the CSS states that residential development within the urban areas will be required to contribute towards affordable housing at a rate equivalent to a target of 25% of the total dwellings to be provided. This application proposes 30% affordable housing and therefore meets the requirements of policy CSP6.

It is generally accepted that affordable housing can be either secured by planning condition or by a S106 agreement, in this case the council would control the affordable housing element of the scheme through a S106 agreement.

Residential Amenity

Paragraph 180 of the NPPF advises that, planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Paragraph 191 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Paragraph 192 states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

The application is supported by an Air Quality Assessment which concludes that the impact of the development on local air quality is predicted to be 'negligible'.

Objections received have referred to a loss of quality of life from the drawn out construction process, noise and disruption that would go hand in hand with a largescale development site.

A Noise and Vibration Assessment has also been submitted which indicates that acceptable external and internal sound levels would be achieved.

Further to the above, the Environmental Health Division note that there are shooting events in the area which are not considered in the acoustic report, however officers consider that it would be difficult to resist the proposal on this reason alone. The EH team also note that if acoustic screening is positioned to mitigate the noise from the rail line then this will need to be carefully considered to ensure that reflection of the noise does not result in an adverse impact to other properties within the area/on the opposite side of the railway tracks and that any permission should be subject to a Construction Environmental Management Plan.

For the reasons outlined above, the proposals are considered to accord with development plan policy and the guidance set out within the NPPF.

With respect to the interrelationship of the proposed dwellings with the neighbouring properties, the outline nature of the application requires the decision-maker to anticipate the likely form of development. It is considered that subject to careful control over positioning of windows, sufficient distance can be achieved between both existing and proposed dwellings and that sufficient private amenity space would be provided to comply with the Council's Space Around Dwellings SPG.

Flood Risk and Drainage

NPPF Paragraph 173 outlines that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.

The site lies in Flood Zone 1 which is land/property with the lowest risk of flooding, however the adjacent railway line which falls outside of the site boundary lies within flood zone 2.

The application is accompanied by a Flood Risk Assessment and Drainage Strategy (FRADS) which has been updated in line with the requirements of the Lead Local Flood Authority and Network Rail.

The proposed drainage strategy for the site demonstrates a surface water outfall to the Bar Hill Wildlife Haven to the south-east of the development site. This Haven outfalls to existing land drainage that conveys surface water north towards a Network Rail culvert flowing beneath the main railway line on the site's eastern boundary. The applicant has stated that this arrangement is acceptable to the owner of the Wildlife Haven and Network Rail have agreed to the discharge of surface water through the culvert asset under their ownership subject to drainage conditions.

The site would rely on the conveyance of surface water into a piped, gravity-based drainage system, however, a central swale system is also shown in the drainage layout for the conveyance of surface water generated by areas of the proposed development. In addition to the above a dry swale is proposed along the south-western and western development boundaries to convey surface water around the boundary of the development and a land drain/filter drain is specified along the northern boundary to capture surface water generated by the land upstream of the development and to intercept any runoff during heavy rainfall.

Infiltration testing at the site suggests that partial discharges of surface water may be feasible to ground and the opportunity to discharge via infiltration SuDS and source control shall be explored in the detailed design stage, particularly for the upper catchments which are furthest away from NR Infrastructure. The detailed design shall include the use of features to recycle and re-use surface water (water butts and rainfall gardens) and to promote source control and initial treatment (permeable paving, tree pits and/or bio retention areas).

In considering this proposed arrangement, the Lead Local Flood Authority and National Rail have no objections to the application subject to pre-commencement conditions being attached

to any permission granted, to ensure that the full detailed drainage design is submitted for review and that sufficient measures will be put in place to ensure no increase in flood risk occurs during the construction phase.

For the reasons outlined above, the proposals are considered to accord with development plan policy and the guidance set out within the NPPF.

Agricultural Land Quality

Paragraph 180 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

The NPPF identifies that best and most versatile agricultural land in grades 1, 2 and 3a of the Agricultural Land Classification.

The Agricultural Land Classification Assessment (ALCA) submitted with the application identifies that the site contains 2.6ha of Grade 3a, 'Good' quality agricultural land. Consequently, the development results in a loss of approximately 2.6ha of the Best and Most Versatile Agricultural Land (BMVAL).

The ALCA identifies that the land climate of the land is not a limitation to production in this instance. The ALCA goes on to detail that the wetness associated with the site is the main limitation associated with the site.

Objections received have noted the loss of versatile agricultural land which would limit the self-sufficiency of crop production within the locality and lead to further environmental harm.

In considering the loss of BMVAL during an appeal at Baldwins Gate Farm, the inspector noted that the land quality was not unusual for this area of the Borough and that many sites adjacent to the community are likely to contain a portion of BMVAL. There was also no evidence that the bulk of the BMVAL in the holding would be lost, however, the inspector acknowledged that the proportions of the loss would represent a significant proportion of the overall site area and affords them some harm.

The site forms part of Netherset Hey Farm and the land associated with the agricultural holding has another 750 acres of associated agricultural land which is located approximately three quarters of a mile away from the application site. The separation between the two areas of land is not ideal in terms of practicality as the farming of the land required tractors and cattle to be moved through central Madeley. Originally, the application site was part of a 45-acre block part of which was compulsorily purchased by HS2.

Although it is acknowledged that the site is only a very small part of the wider landholding, the site comprises best and most versatile land and therefore your Officer considers that it must be concluded that the loss of this land is a material consideration which weighs against the proposal. Whether this and any other adverse impacts would significantly and demonstrably outweigh the benefits will be considered at the end of this report.

Planning Obligations

Section 122 of the Community Infrastructure Levy (CIL) Regulations states that planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

Financial contributions have been requested from the following consultees;

- The integrated Care Board have requested a financial contribution of £138,968 towards primary care facilities.
- The Education Authority have requested a financial contribution of £1,205,288.00 towards the provision of additional school spaces.
- The Highway Authority have requested a contribution of £6,000 toward travel plan monitoring which will be secured by a S106 agreement.

It is acknowledged that the objections from residents raise a number of concerns regarding the capacity of the school and health infrastructure in the area. From consulting the relative statutory bodies, these parties consider that the additional impact from the development in terms of school places and doctors' surgeries can be appropriately mitigated against through appropriate financial contributions.

The application site also provides the requisite levels of on-site open space. The appropriate provision and managements of these spaces can be secured through a S106 agreement.

Planning Balance

As stated above, it is considered that the test in paragraph 11(d) of the NPPF has to be applied and an assessment of whether any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole is required.

The provision of 155 houses on the site would make a substantial contribution towards the Borough's housing land supply, particularly in the context of a development plan that is not up to date in terms of housing need. In addition, the application would provide 30% affordable housing on site, a provision that is above the policy compliant level of 25%. This would again make a significant contribution towards the provision of affordable housing within the Borough.

The indicative masterplan and layout of the site also proposes that above policy compliant levels of Public Open Space would be provided on the site, something that would enhance the lifestyle and health of future occupants of the scheme and existing residents.

The allocation of the site in the draft Local Plan can also be afforded limited to moderate weight in favour of the proposal.

Now turning to the harms of the development. It is accepted that the proposal would erode part of the open countryside and would have some localised visual harm. There is also the loss of BMVAL as a result of the proposals, however, it is clear from the evidence provided that the loss of the land subject to this application would not make the land within the reimagining holding unviable and unproductive. Therefore, only limited weight is attached to the loss on this occasion.

The aforementioned harms are acknowledged, however it is considered that the benefits of the scheme, most notably the contribution to local market and affordable housing needs are substantial benefits and these harms, on this occasion, are not sufficient to significantly and demonstrably outweigh the identified benefits of the scheme. On this basis planning

permission should be granted provided the required contributions are obtained to address infrastructure requirements and appropriate conditions are imposed, as recommended.

Reducing Inequalities

The Equality Act 2010 says public authorities must comply with the public sector equality duty in addition to the duty not to discriminate. The public sector equality duty requires public authorities to consider or think about how their policies or decisions affect people who are protected under the Equality Act. If a public authority hasn't properly considered its public sector equality duty it can be challenged in the courts.

The duty aims to make sure public authorities think about things like discrimination and the needs of people who are disadvantaged or suffer inequality, when they make decisions.

People are protected under the Act if they have protected characteristics. The characteristics that are protected in relation to the public sector equality duty are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

When public authorities carry out their functions the Equality Act says they must have due regard or think about the need to:

- Eliminate unlawful discrimination
- Advance equality of opportunity between people who share a protected characteristic and those who don't
- Foster or encourage good relations between people who share a protected characteristic and those who don't

With regard to this proposal it is considered that it will not have a differential impact on those with protected characteristics.

APPENDIX

Policies and Proposals in the approved Development Plan relevant to this decision: -

Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy (CSS) 2006-2026

Policy SP1: Spatial Principles of Targeted Regeneration
Policy SP3: Spatial Principles of Movement and Access
Policy ASP6: Rural Area Spatial Policy
Policy CSP1: Design Quality
Policy CSP3: Sustainability and Climate Change
Policy CSP4: Natural Assets
Policy CSP5: Open Space/Sport/Recreation
Policy CSP6: Affordable Housing
Policy CSP10: Planning Obligations

Newcastle-under-Lyme Local Plan (NLP) 2011

Policy H1: Residential Development: Sustainable Location and Protection of the Countryside
Policy T16: Development – General Parking Requirements
Policy N12: Development and the Protection of Trees
Policy N17: Landscape Character – General Considerations
Policy N20: Areas of Landscape Enhancement
Policy C4: Open Space in New Housing Areas
Policy IM1: Provision of Essential supporting Infrastructure

Madeley Neighbourhood Plan

Policy HOU1: Housing Development
Policy HOU2: Housing Mix
Policy DES1: Design
Policy NE1: Natural Environment
Policy TRA1: Critical Road Junctions

Other material considerations include:

National Planning Policy Framework (2023)

Planning Practice Guidance (March 2019, as updated)

Supplementary Planning Guidance/Documents

Developer contributions SPD (September 2007)

Affordable Housing SPD (2009)

Newcastle-under-Lyme Open Space Strategy – adopted March 2017

Space Around Dwellings SPG (SAD) (July 2004)

Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document (2010)

Relevant Planning History

None

Views of Consultees

Active Travel England states that its standing advice should be applied in the assessment of the application.

Staffordshire And Stoke-on-Trent Integrated Care Board request a payment of £138,968 which would be targeted towards supporting the future development/adaptation/expansion of primary care facilities.

Staffordshire Flood Team raise no objections to the proposal, subject to a condition requiring the submission of a final detailed surface water drainage design.

Network Rail have confirmed that they raise no objections to the proposal in principle but would require the developer to comply with drainage conditions.

The **Highway Authority** raises no objections subject to the following conditions:

- Technical details of all alignment of all roads, footpaths, and cycleways as well as lighting, signage and road markings, and boundary treatments.
- Visibility splays to be completed in accordance with submitted details
- Highways improvements plan relating to footway and cycle routes
- Works to be completed in accordance with the submitted Travel Plan
- Submission of a CEMP

A financial contribution of £6000 is requested towards residential travel plan monitoring.

Madeley Parish Council object to the proposal on the grounds that it conflicts with policies HOU1, DES1, NE1 and TRA1 of the Neighbourhood Plan.

The **Landscape Development Section** raise no objections to the proposal subject to conditions which relate to the submission of a finalised tree protection plan and arboricultural impact assessment. A LAP/LEAP is required on site to the Fields in Trust minimum requirements for the two facilities, open space is required to a minimum of 0.62ha and a management agreement should be provided for the ongoing management / maintenance of the open spaces on the site.

The **Environmental Health Division** note that there are shooting events in the area which are not considered in the acoustic report. If acoustic screening is positioned to mitigate the noise from the rail line then this will need to be carefully considered to ensure that reflection of the noise does not result in an adverse impact to other properties within the area/on the opposite side of the railway tracks. Any permission should be subject to a Construction Environmental Management Plan.

The **Education Authority** states that the proposed development falls within the catchments of Sir John Offley CE (VC) Primary School/The Meadows Primary School and Madeley High School. The development is expected to generate 33 primary school pupils and 23 secondary school pupils. An education contribution of £1,205,288.00 (index linked from the date of this response) to be sought from the developer to mitigate the impact on education from the development.

The **County Minerals Officer** raises no objections to the proposal subject to a condition requiring that a Mineral Recovery Plan is secured via a condition.

The **County Archaeologist** raises no objections to the proposal subject to a written scheme of archaeological investigation being secured via a condition.

Staffordshire Police Designing Out Crime Officer has no issues in principle with the scheme but provides advice on a number of safety and security measures.

The **Public Rights of Way Officer** notes that if any public right of way needs diverting as part of these proposals the developer must apply to divert the public rights of way to allow the development to commence.

United Utilities raise no objections to the proposal subject to a condition requiring the submission of a surface water drainage strategy.

Comments were also invited from **Staffordshire Wildlife Trust, Cadent, the County Ecologist, the Environment Agency, Staffordshire Badger Conservation Group, Severn Trent Water, Woodland Trust** and the **Waste Services** Team. In the absence of any comments from them by the due date it must be assumed that they have no observations to make upon the application.

Representations

Fifty two (52) letters of representation have been received raising objections on the following grounds;

- Loss of greenfield land,
- Lack of facilities and infrastructure within the village,
- The proposal would detract from the village environment,
- Safety of access and egress,
- Increased volume of traffic on surrounding road network,
- Flooding and drainage concerns,
- Loss of natural habitats
- Precedent for future development
- Conflict with housing policies set out in the Neighbourhood Plan
- Loss of trees
- Lack of public notices
- Loss of Green Belt land
- Noise impact
- Impact on air quality
- Swift boxes should be controlled via a condition

Applicant/agent's submission

All of the application documents can be viewed on the Council's website using the following link.

<http://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/23/00979/FOUT>

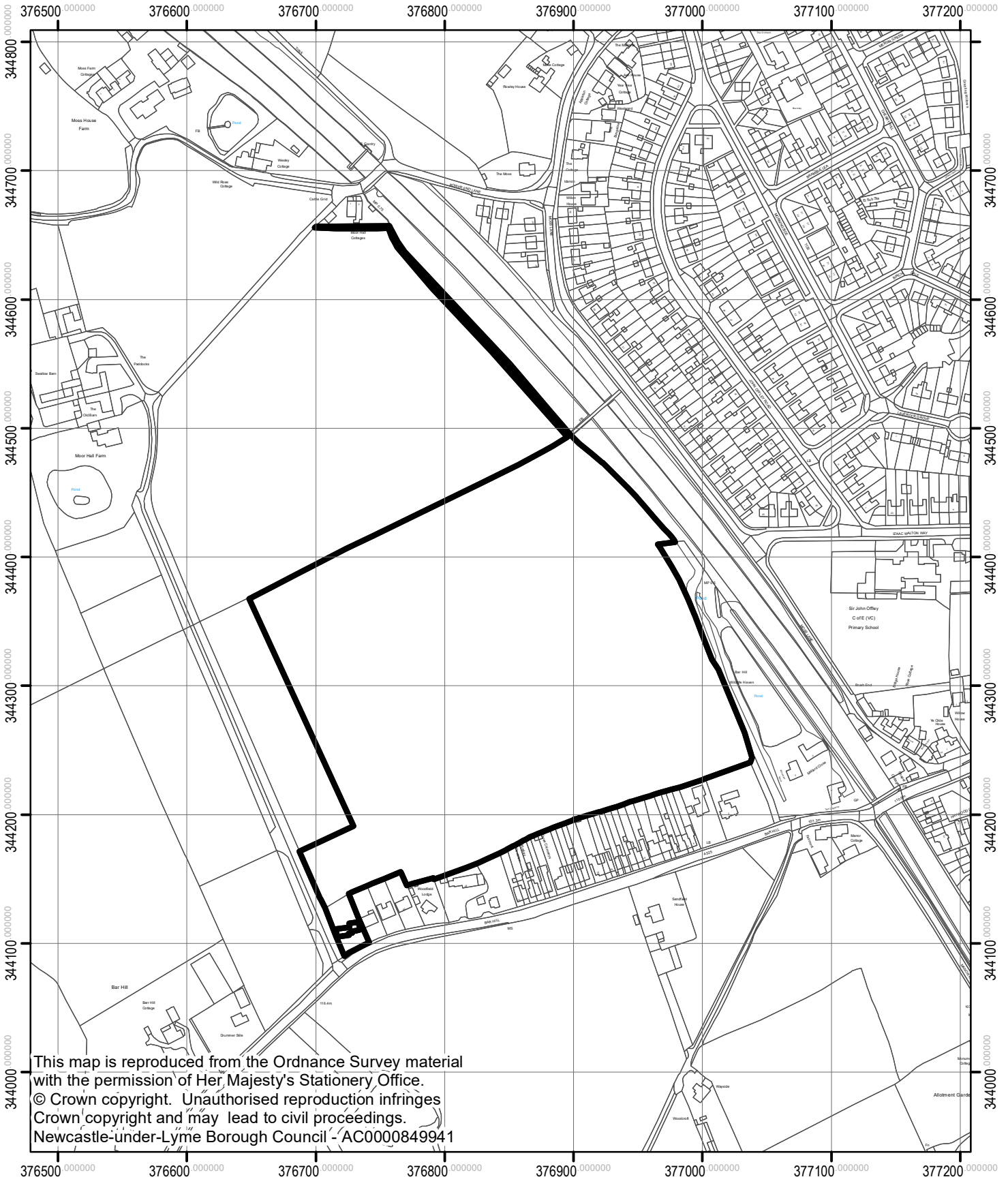
Background Papers

Planning File
Development Plan

Date report prepared

15th November 2024

23/00979/OUT
Land To The North
West Of Bar Hill
Madeley



This map is reproduced from the Ordnance Survey material with the permission of Her Majesty's Stationery Office.
© Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to civil proceedings.
Newcastle-under-Lyme Borough Council - AC0000849941

This page is intentionally left blank

LAND AT BATH ROAD, SILVERDALE
DURATA DEVELOPMENT LTD

24/00101/FUL

The application seeks full planning permission for the construction of 14 dwellings, the formation of open space, hard and soft landscaping, provision of access and associated engineering work at land at Bath Road, Silverdale.

The application site is located within the urban area of Silverdale, as indicated on the Local Development Framework Proposals Map. The site is also located within a High Risk Coal Mining Area.

The 13-week period for the determination of this application expired on 13th August 2024 but an extension of time has been agreed to 5th December 2024.

RECOMMENDATION

(A) Subject to the applicant entering into a Section 106 obligation by 31st January 2025 to secure the provision of off-site Biodiversity Net Gain on an alternative site within the borough,

Permit, subject to conditions relating to the following matters: -

1. Time limit
2. Approved plans
3. Materials, boundary treatment and hard surfacing details
4. Landscaping scheme
5. Hours of construction
6. Construction management plan
7. Access, parking, turning areas and relocated lighting columns in accordance with submitted plans
8. Reinstatement of footway
9. Visibility splays
10. Relocation of bus stop
11. Tree protection
12. Levels
13. Contamination
14. Recommendations of Preliminary Ecology Appraisal
15. Installation of bat boxes
16. Remedial stabilisation works
17. Drainage details

(B) Should the Section 106 obligation referred to in (A) above not be secured within the above period, then the Head of Planning be given delegated authority to refuse the application on the grounds that without such matters being secured, the development would fail to be acceptable in planning terms; or, if he considers it appropriate, to extend the period of time within which the obligations can be secured.

Reason for Recommendation

The site provides a highly sustainable location for residential development. The design and layout would integrate well with the established character of the surrounding area and subject to conditions, the proposal raises no issues of highway safety, impact on residential amenity, trees or ecology.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with the planning application

Amended plans and additional information have been sought and received and the proposal is now considered to be a sustainable form of development that complies with the provisions of the National Planning Policy Framework.

KEY ISSUES

The application seeks full planning permission for the construction of 14 dwellings, formation of open space, hard and soft landscaping, provision of access and associated engineering work. The application site is situated at the corner of the junction of Cheddar Drive with Bath Road, Silverdale.

The application site is located within the urban area of Silverdale, as indicated by the Local Development Framework Proposals Map.

The main issues in the consideration of the application are:

- The principle of the development,
- Design and impact on the character and form of the area,
- Residential amenity,
- Parking and impact on highway safety,
- Impact on trees,
- Ecology and Biodiversity Net Gain,
- Financial Contributions.

The principle of the development

Policy SP1 of the CSS states that new development will be prioritised in favour of previously developed land where it can support sustainable patterns of development and provides access to services and service centres by foot, public transport and cycling. The CSS goes on to state that sustainable transformation can only be achieved if a brownfield site offers the best overall sustainable solution and its development will work to promote key spatial considerations. Priority will be given to developing sites which are well located in relation to existing neighbourhoods, employment, services and infrastructure and also taking into account how the site connects to and impacts positively on the growth of the locality.

Policy ASP5 of the Core Spatial Strategy (CSS) – the most up-to-date and relevant part of the development plan - sets a requirement for at least 4,800 net additional dwellings in the urban area of Newcastle-under-Lyme by 2026 and a target of at least 3,200 dwellings within Newcastle Urban Central (within which the site lies).

The application site is located within the urban area of the borough. It is considered to represent a sustainable location for new residential development where occupants of the proposed dwellings would have good access to a variety of services and facilities as well as public transport links and suitable pedestrian and cycle routes. In addition, the site would make use of a previously developed site, an approach considered to be a highly sustainable and appropriate way to obtain new development. Therefore, the principle of residential development in this location is considered to be acceptable.

Concerns have been raised in relation to the loss of the former retail/commercial units that occupied the now vacant buildings fronting onto Bath Road. The application site is not located within a district centre whereby retail development is protected by policy. The closure of the retail units, even prior to this application being made to the Local Planning Authority, is beyond the control of the Council and there is nothing within the Development Plan or NPPF that would stipulate that in policy terms, there would be a need to provide replacement units.

The applicant has also responded to these concerns raised through the preparation of a supporting note. This details that the applicant has, as part of the design process, explored the option of providing one retail unit on site, but that there is currently no interest for this. However, they have expressed that the design of the scheme allows for flexibility through the incorporation of the two split level apartments which, should interest from a commercial entity come forward post planning, the position could be reconsidered. This is subject to a separate planning application process, and so cannot be afforded any weight in the consideration of this proposal.

The submitted Planning Statement and Transport Statement, highlight that the site is located within walking distance of Silverdale district centre making it a sustainable and accessible location. The existing 'One Stop' convenience store located off the High Street is 1km (0.6miles) from the site, which is approximately 16 minutes' walk away, enabling future residents of the site and existing residents of the Park Side estate the opportunity to pick up everyday essentials within walking distance. This

distance is in accordance with the Institution of Highways and Transportation Guidance “Guidelines for Providing Journeys on Foot”. Further afield, the shops and amenities located at the Parade in Silverdale are 1.2km (0.8miles), approximately 21 minutes’ walk, from the site. There are several shops located on the Parade including a Co-operative food store, chemist, and post office which are easily accessible via foot.

In addition to the services and facilities available within Silverdale, the site is also located on a convenient bus route with regular services (No. 1 and No. 1A) passing the site and providing both future and existing residents with the opportunities to travel into Newcastle Town Centre and further afield. It is also noted that these bus routes pass the ‘One Stop’ convenience store and the Parade. The existing bus stops are located along Bath Road with the northbound stop currently located immediately outside the site is proposed to be relocated approximately 45 metres to the north between Cheddar Drive and the access to the nearby car park. The relocation of this bus stop has been accepted by the Local Highway Authority and will be secured by condition.

Design and impact on the character and form of the area

Paragraph 131 of the National Planning Policy Framework (the Framework) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 135 of the framework lists 6 criteria, a) – f) with which planning policies and decisions should accord and details, amongst other things, that developments should be visually attractive and sympathetic to local character and history, including the surrounding built environment and landscape setting while not preventing or discouraging appropriate innovation or change.

Policy CSP1 of the Core Spatial Strategy seeks to ensure that new development is well designed to respect the character, identity and context of Newcastle’s unique townscape and landscape including its rural setting and the settlement pattern created by the hierarchy of centres. Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document provides further detailed guidance on design matters in tandem with CSP1.

The development site comprises approximately 0.26 hectares of land that is largely rectangular in shape and is positioned at the junction of Cheddar Drive with Bath Road. Currently there are four, two-storey semi-detached buildings but these are vacant. The last use saw the first floor of these buildings used for residential purposes, and the ground floor as commercial/retail space. To the rear of these buildings is an area of vacant, previously developed land that was historically host to a children’s play area and which would be incorporated into the scheme.

The site slopes notably down from west to east, with a total level change of approximately 6m. Along the frontage of the site on Bath Road there is currently a deep grassed area of highway verge that is interspersed with the stepped entrances to the vacant buildings.

In terms of wider development, the surrounding area is comprised largely of traditional two storey terraced and semi-detached properties. There is a public car park sited directly north of the site and to the south and southwest is an area of Public Open Space known as Ilkley Place.

The development would result in the construction of 14 dwellings. It would be split into two blocks of housing with one row fronting directly onto Bath Road and then directly behind these dwellings would be a further 6 properties that would be accessed via a new private drive created off Cheddar Drive. This layout and arrangement allow for an active frontage to be retained on Bath Road and is respectful to the existing built form and layout of surrounding properties. In addition, it achieves back-to-back gardens, and design standards considered to be appropriate in terms of design quality and living standards. Whilst the layout would mean that the development would not achieve an active frontage onto Cheddar Drive, the side facing gables of the buildings along this part of the site have all incorporated acceptable levels of fenestration and brickwork detailing to add architectural interest to these elevations. Therefore, the scale and layout of the development is considered to be acceptable.

All of the dwellings are two storeys in height and would be constructed from traditional tile and brickwork, with a gabled roof arrangement used throughout all of the dwellings. The design of the dwellings has

also responded positively to the level constraints of the site though the provision of split levels internally within the building, a design choice that was welcomed by the independent Design Review Panel that considered the scheme prior to its formal submission.

The material palette for the development would include the use of concrete roof tiles and a mixture of red brick types throughout the dwellings to provide some areas of contrasting brickwork for architectural detailing and interest. These materials would integrate well with the established character of the surrounding area and a condition can be attached to any permission granted to secure full and precise details of the materials to be used.

Concerns had been raised by officers during the pre-application stage about the loss of the deep, grassed highway verge and its replacement with parking. As existing this element provides a welcome visual break to what is otherwise a heavily built up and developed area. From the pre-application stage to submission the applicant has taken on board these comments and addressed the parking layout to provide greater opportunities for soft landscaping and the latest landscaping plan incorporates trees and planting on each exposed frontage that would go some way to softening the appearance particularly when viewed travelling southwards along Bath Road. As a result, the scheme on this basis is considered to be acceptable.

Impact on residential amenity

Paragraph 135 of the NPPF lists a set of core land-use planning principles that should underpin decision-taking, one of which states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Supplementary Planning Guidance (SPG) Space about Dwellings provides advice on environmental considerations such as light, privacy and outlook.

There would be no breach of the guidance contained within the SPG in relation to the separation distances between the proposed dwellings and the existing dwellings along both Cheddar Drive and Bath Road.

Each of the semi-detached dwellings would have a suitably sized garden and with appropriate separation distances between principal windows. A shared private communal garden space is also proposed for use by the occupants of the flats which is considered to be an appropriate addition to the scheme.

Comments from Silverdale Parish Council consider that one of the two new flats proposed does not comply with the National Space Standards. The flats are both stated as 2-bedroom, 3 person flats for which the national space standard recommends an internal floor area of 61 square metres. One of the flats has an internal area of 61 square metres, the other, the ground floor unit would be 56 square metres which is below the recommended standard. It must be noted however that these standards are recommended levels of floor area, and this policy does not form part of the development plan for the Authority and so is of limited weight. Notwithstanding this, the flat only falls short of the recommended standards by 5 square metres. The principal rooms are of a suitable size and scale and have sufficient means of outlook and ventilation and so such a shortfall is not considered to be harmful to the amenity or living conditions of future occupants of this flat.

Further concerns have been raised by Silverdale Parish Council in relation to the internal layout of the proposed dwellings, notably the siting of a downstairs WC which is accessed from the living/dining room. The comments note that the ideal is to have a separating lobby for privacy when accessing the toilet. Whilst these comments are noted, there is nothing within policies of the development plan, NPPF or supporting supplementary information that stipulates where the provision of WC facilities should be located within a dwelling. This would be a matter for building regulations and as such, this issue is not considered to be sustainable as grounds for refusal of the scheme.

In light of the above it is considered that the development would be capable of providing an acceptable level of amenity to the occupants of the proposed dwellings whilst also having an acceptable level of impact on those in neighbouring dwellings.

Parking and impact on highway safety

Paragraph 114 of the NPPF states that, amongst other points, development should provide a safe and suitable access to the site for all users.

Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development would be severe.

The application would create 14 residential dwellings comprised of 12 two-bedroom dwellings and 2 two-bedroom flats. The first block of properties would have vehicular access and frontage parking directly from Bath Road, whilst the second block of dwellings would be served by a new point of access and private drive off Cheddar Drive.

A total of 21 parking space are provided across the development. This would be a shortfall of 7 parking spaces below the maximum parking standards that are recommended within the Local Plan.

The Highway Authority notes the shortfall in spaces but refers to the fact that the parking standards outlined within the Local Plan are maximum standards. They consider that given the sustainable location of the site and close proximity of a public car park on Cheddar Drive that on this occasion such a shortfall is acceptable. Your officers agree with this assessment.

In order to facilitate access to the frontages of the dwellings on Bath Road, an existing bus stop and two lighting columns would have to be relocated. The latter would be dealt with by an agreement with Staffordshire County Council, however the HA have confirmed that the proposed relocation of the bus stop to the north of the site, adjacent to the public car park on Bath Road, is acceptable.

The HA have also confirmed that the access and visibility from the access on both Bath Road and Cheddar Drive are acceptable, as are the proposals to widen the footways on the approach to both points of access.

Whilst the comments of Silverdale Parish Council are noted in terms of securing one additional parking space, in light of the comments received from the Highway Authority together with the sustainable location of the site it is not considered that such a change is necessary. In addition, the NPPF only advises that applications should be refused on highway safety grounds if the development would have an unacceptable impact on highway safety, or the residual cumulative impacts of development would be severe. The shortfall of parking spaces does not, on this occasion, result in unacceptable impacts to the highway network.

Therefore, subject to conditions, the proposed development is considered to be acceptable from a highway safety perspective and so accords with the provisions of the development plan as well as the aims and objectives of the NPPF.

Impact on Trees

Policy N12 of the Local Plan details that the Council will resist development that would involve the removal of any visually significant tree unless the need for development is sufficient to warrant the tree loss and the loss cannot be avoided by appropriate siting and design. It also details that where trees are to be lost through development then replacement planting will be required on an appropriate scale and in accordance with a landscaping scheme.

An Arboricultural Report has been submitted alongside the application. This indicates that 6 trees would need to be removed in order to accommodate the development including 6 Category C trees (T1, T12 and T14-T17) and 2 category B trees (T13).

The loss of the category C trees, given their low amenity value and quality, is not considered to have a harmful impact on the character and appearance of the wider landscape. However, the removal of the category B trees is an unfortunate loss from the site.

The application documents stipulate however that new trees would be planted along the frontage of Bath Road to help to offset and mitigate the loss of these trees. In addition, further shrubs and amenity planting is proposed on the corner of Bath Road and Cheddar Drive and along the frontage shared with Cheddar Drive which would help to further soften and mitigate the impacts of the built development. The redevelopment of the site on the whole would be an improvement to the appearance of the wider landscape and the level of replacement planting is considered to be suitable.

The Arboricultural Report also includes a Tree Protection Plan which identifies suitable levels of protection can be achieved and also that areas of special construction will be required within the Root Protection Areas of T18 and T1, all of which can be secured by condition.

The Landscape Development Section raises no objections to the proposal subject to the tree protection measures being implemented and the submission of details of existing and proposed levels. Whilst there is some encroachment into the RPA of some of the retained trees, the LDS accepts that the special engineering measures as shown would mitigate any potential damage to the rooting areas of these trees.

Therefore, in light of the above, and subject to appropriately worded conditions, it is not considered that the proposed development would have an unacceptable impact on trees or the visual amenities of the area.

Ecology and Biodiversity Net Gain

Saved Policy N3 of the Local Plan states that development proposals will be expected to avoid or minimise any adverse effects and, where appropriate, to seek to enhance the natural heritage of the Borough. This includes measures to retain habitats/features of nature conservation and protect them from adverse impacts and to replace habitats/features on at least an equivalent scale where the Council agrees that the loss of wildlife habitats cannot be avoided.

The application is accompanied by a Preliminary Ecological Appraisal (PEA). This details that in terms of habitats, 60% of the site consists of building and hard-standing ground with the remaining 40% comprising scrubland that has become established during the last ten years. The site is of limited value to support wildlife.

The assessment makes a number of recommendations to safeguard birds as well as bats, given that the buildings to be demolished are of roosting potential for bats. An additional bat and bird survey report has been undertaken which did identify that bats are roosting within the buildings. Therefore the applicant has confirmed that prior to the demolition of any buildings, a Natural England Development license will be needed to legally carry out the mitigation and compensation measures. This process is separate to the planning process and is protected by a separate area of legislation. However, the mitigation measures that are recommended following the granting of any license can be appropriately secured by condition and this includes detail regarding time avoidance; toolbox talks; soft demolition and the installation of bat boxes. No evidence of nesting birds was identified but recommendations are made in terms of development during birds nesting season.

The PEA also recommends a number of landscaping enhancement measures which would be incorporated into a landscaping scheme which has been taken on board by the applicant and incorporated into the landscaping strategy.

Now turning to the requirements for Biodiversity Net Gain (BNG).

Where possible, biodiversity net gain should be provided for wholly within the boundary of the site requiring planning permission and follow the principles of the mitigation hierarchy set out in national guidance where biodiversity impact is an issue.

It is recognised that due to the nature of the development site and the dwellings and hard landscaping involved, the required BNG cannot be achieved on site. The applicant does however have another application currently submitted within Silverdale (Ref. 24/00231/FUL) and will factor the BNG requirements associated with this application into the landscaping and additional enhancements for that scheme. This would secure the required BNG uplift and could be secured by a S106 agreement.

Financial Contributions

Section 122 of the Community Infrastructure Levy (CIL) Regulations states that planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

The Landscape Development Section have requested a financial contribution of £78,106 for off-site Public Open Space improvements to be used at Ilkley Place Play Area (adjacent to the site) and/or to Underwood Road Play Area, which is located 320m from the site.

The Staffordshire and Stoke-on-Trent Integrated Care Board have requested a sum of £12,552 to be applied towards the provision of Health Care Services within the Newcastle South and/or Newcastle Central Primary Care Networks.

These are considered to meet the tests identified in the NPPF and are compliant with Section 122 of the CIL Regulations.

The applicant has submitted a Viability Assessment which seeks to demonstrate that the above financial contributions would render the scheme unviable. The viability case has been considered by independent and suitably qualified valuers and it is accepted that the scheme cannot meet the requisite planning obligations.

Reducing Inequalities

The Equality Act 2010 says public authorities must comply with the public sector equality duty in addition to the duty not to discriminate. The public sector equality duty requires public authorities to consider or think about how their policies or decisions affect people who are protected under the Equality Act. If a public authority hasn't properly considered its public sector equality duty it can be challenged in the courts.

The duty aims to make sure public authorities think about things like discrimination and the needs of people who are disadvantaged or suffer inequality, when they make decisions. People are protected under the Act if they have protected characteristics. The characteristics that are protected in relation to the public sector equality duty are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

When public authorities carry out their functions the Equality Act says they must have due regard or think about the need to:

- Eliminate unlawful discrimination
- Advance equality of opportunity between people who share a protected characteristic and those who don't
- Foster or encourage good relations between people who share a protected characteristic and those who don't

With regard to this proposal it is considered that it will not have a differential impact on those with protected characteristics.

APPENDIX

Policies and Proposals in the approved Development Plan relevant to this decision: -

Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy (CSS) 2006-2026

Policy SP1	Spatial Principles of Targeted Regeneration
Policy SP3	Spatial Principles of Movement and Access
Policy CSP1	Design Quality
Policy CSP3	Sustainability and Climate Change
Policy CSP5	Open Space/Sport/Recreation
Policy CSP6	Affordable Housing
Policy CSP10	Planning Obligations

Newcastle-under-Lyme Local Plan (NLP) 2011

Policy H1	Residential Development: Sustainable Location and Protection of the Countryside
Policy T16	Development – General Parking Requirements
Policy IM1:	Provision of Essential supporting Infrastructure

Other material considerations include:

National Planning Policy Framework (2023)

Planning Practice Guidance (March 2019, as updated)

Supplementary Planning Guidance/Documents

Developer contributions SPD (September 2007)

Affordable Housing SPD (2009)

Newcastle-under-Lyme Open Space Strategy – adopted March 2017

Space Around Dwellings SPG (SAD) (July 2004)

Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document (2010)

Waste Management and Recycling Planning Practice Guidance Note approved in 2003 and last updated in February 2016

Relevant Planning History

23/00950/DEM Application for prior approval for demolition of four two storey semi-detached properties
Approved 12th January 2024

Views of Consultees

The **Highway Authority** raises no objections subject to conditions regarding the implementation of access, parking, turning areas and relocated lighting columns, reinstatement of footway off Cheddar Drive, provision of visibility splays and relocation of the bus stop on Bath Road.

Staffordshire and Stoke-on-Trent Integrated Care Board request a payment of £12,552 which would be targeted towards supporting the future development/adaptation/expansion of primary care facilities, with the aim of tackling inequalities in outcomes, experience, and access for patients.

Staffordshire Flood Team raise no objections to the proposal subject to a condition requiring the submission of a final detailed surface water drainage design.

Silverdale Parish Council raise concerns regarding the lack of a retail unit, inadequate parking provision, conflict with national space standards for dwellings, inadequate boundary treatments and flawed BNG calculation.

The **Landscape Development Section** raise no objections to the proposal subject to conditions regarding tree protection and levels. A contribution of £78,106 is requested for off-site Public Open Space improvements.

The **Environmental Health Division** have no objection subject to conditions relating to land contamination, a construction environmental management plan and hours of operation for construction work.

Staffordshire County Council as **Education Authority** state that the development would not require an education contribution.

The **Coal Authority** has no objection subject to conditions regarding land stabilisation.

Staffordshire Police Designing Out Crime Officer offer advice in regard to boundary treatments and security measures.

Severn Trent Water have no objection subject to standard conditions on drainage.

Representations

Two letters of representation have been received raising objections/observations on the following grounds;

- Social impact of loss of the retail shop in this location
- Knock on effect of residents having to travel further to purchase goods
- Request for 'swift bricks' to be incorporated into development

Councillors Brown and Adcock support the submission of Silverdale Parish Council regarding the loss of a retail unit.

Applicant/agent's submission

All of the application documents can be viewed on the Council's website using the following link.

All of the application documents can be viewed on the Council's website using the following link:
<http://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/22/00397/FUL>

Background Papers

Planning File
Development Plan

Date report prepared

19 November 2024

This page is intentionally left blank

Error! Unknown document property name.

SUPPLEMENTARY REPORT
TO THE PLANNING COMMITTEE
3rd December 2024

Agenda Item 6

Application Ref. 24/00101/FUL

Land at Bath Road

Since the publication of the agenda report additional comments have been raised by a member of the public expressing concerns that the application does not protect the characteristics of "age" and "disability" through omission of a local shop and therefore the Equalities Act 2010 is not being upheld.

Officer's comments

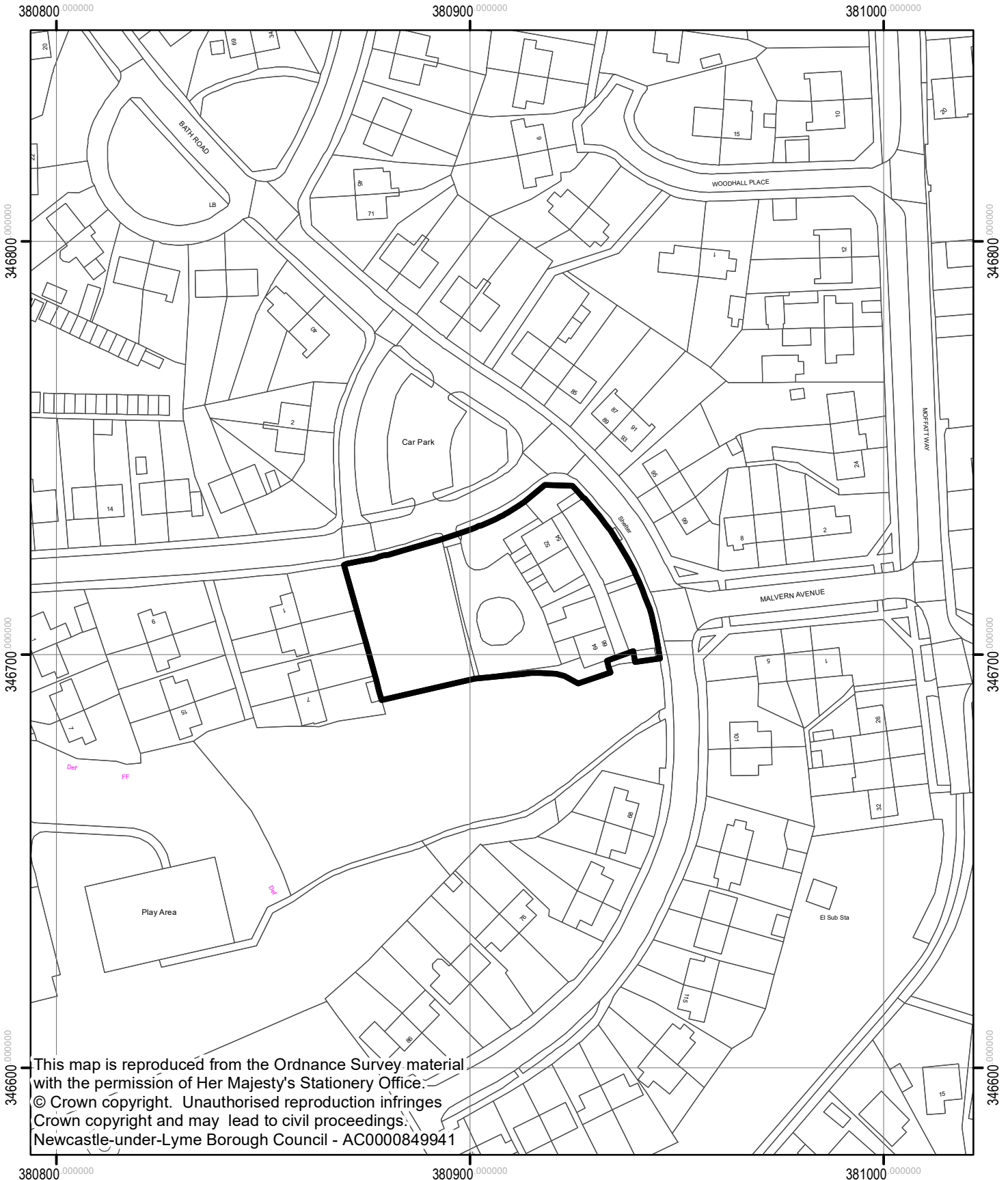
The matter of the loss of the retail unit has been dealt with in the main agenda report.

The recommendation remains as set out in the agenda report.

Error! Unknown document property name.

This page is intentionally left blank

24/00101/FUL
Land At Bath Road
Silverdale



This map is reproduced from the Ordnance Survey material with the permission of Her Majesty's Stationery Office.
© Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to civil proceedings.
Newcastle-under-Lyme Borough Council - AC0000849941

This page is intentionally left blank

**LAND BETWEEN APEDALE ROAD AND PALATINE DRIVE, CHESTERTON
GLEESON DEVELOPMENTS**

24/00594/FUL

Full planning permission is sought for the variation of condition 2 of application reference 21/00655/FUL which granted consent for the erection of 330 no. dwellings, including open space, new vehicular access off Apedale Road, and associated infrastructure and earthworks. Condition 2 lists the approved plans and documents linked to the full planning permission.

The application site, of approximately 16.1 hectares in extent, is within an Area of Landscape Regeneration and the Newcastle Urban Neighbourhood and abuts the Green Belt, as indicated on the Local Development Framework Proposals Map.

The 13-week period for the determination of this application expired on 6th November 2024 but an extension of time to 7th December has been agreed.

RECOMMENDATION

PERMIT the application subject to conditions relating to the following matters: -

- 1. Approved plans**
- 2. Any other conditions which are still relevant to the original decision**

Reason for Recommendation

The variation of condition application relates to minimal changes to the original consent for 330 dwellings including slight alterations to house types, plot locations and a temporary access route for a sales area. Subject to all of the conditions of 21/00655/FUL which will carry through to any new planning permission then the substitution of plans attached to the original approval is considered to be a sustainable form of development.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with the planning application

The proposed development is considered to be a sustainable form of development that complies with the provisions of the National Planning Policy Framework.

Key Issues

Full planning permission is sought for the variation of condition 2 of application reference 21/00655/FUL which granted consent for the erection of 330 no. dwellings, including open space, new vehicular access off Apedale Road, and associated infrastructure and earthworks. Condition 2 lists the approved plans, reports and associated information.

An application such as this can be made under section 73 of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. One of the uses of a section 73 application is to seek a minor material amendment, where there is a relevant condition that can be varied.

In deciding an application under section 73 the local planning authority must only consider the condition/s that are the subject of the application, it is not a complete re-consideration of the application.

Where an application under section 73 is granted, the effect is the issue of a new planning permission, sitting alongside the original permission, which remains intact and un-amended. A decision notice describing the new permission should be issued, setting out all of the conditions related to it. To assist with clarity, decision notices for the grant of planning permission under section 73 should also repeat the relevant conditions from the original planning permission, unless they have already been discharged. As a section 73 application cannot be used to vary the time limit for implementation, this condition must remain unchanged from the original permission.

The principle of allowing the development has been established through planning permission 21/00655/FUL. The number of dwellings is not altered from this original permission and there is no material change in terms of the impact on flood risk, environmental health matters or ecology.

The key issues in the determination of this application are:

- Impact on the character and appearance of the area
- Impact on residential amenity
- Parking and highway safety

Design & Visual Impact

Paragraph 131 of the National Planning Policy Framework states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Furthermore, paragraph 135 of the framework lists 6 criteria, a) – f) with which planning policies and decisions should accord and details, amongst other things, that developments should be visually attractive and sympathetic to local character and history, including the surrounding built environment and landscape setting while not preventing or discouraging appropriate innovation or change.

Policy CSP1 of the Core Spatial Strategy promotes development that is of a high quality which is sympathetic to the character and distinctiveness of the site and surrounds.

The applicant proposes to make a series of minor positional changes to plots ranging between 0.5 and 1m which are to improve interface distances and off-street parking provision. These are considered minor tweaks given the nature of the development and the context of the original approval. Additionally, a detached garage is to be relocated to allow for parking and some swapping of house types to improve plot layouts. Finally, there is the addition of a temporary access point off Apedale Road facilitating vehicular access to the sales and marketing area. This also includes a double garage on plot 329 to provide a sales area which would be considered commonplace on this type of housing development.

There are no concerns relating to design given the limited scale of the changes proposed and therefore there would be negligible impact on the street scene and wider area.

Concerns have been raised by both ward councillors and local residents in relation to the temporary access road and how this will affect the semi-mature trees and planting that is currently in situ. The applicant has advised that removal of trees and vegetation will be kept to a minimum and any losses would be offset by the landscaping strategy of the wider site as such in design terms and visual impact then this is considered acceptable. Further information has been sought from the applicant and an update will be given to Members prior to the Committee meeting.

Residential Amenity

Criterion f) within Paragraph 135 of the National Planning Policy Framework states that development should create places that are safe, with a high standard of amenity for existing and future users.

SPG (Space around Dwelling) provides guidance on privacy, daylight standards and environmental considerations.

Sufficient distances will be retained between the proposed dwellings and nearby properties in accordance with the Council's 'Space around Dwellings' SPG.

To conclude, it is considered that future occupants will have an acceptable level of residential amenity and the proposal therefore complies with the requirements of paragraph 130 of the NPPF.

Highway Safety

Paragraph 114 of the NPPF ensures that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location and that safe and suitable access to the site can be achieved for all users.

Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policy T16 states that development which provides significantly less parking than the maximum specified levels will not be permitted if this would create or aggravate a local on street or parking problem.

A temporary minor access is proposed to the east of the main access to the development from Apedale Road which will facilitate small amounts of vehicular traffic to use the temporary sales area. It will be removed once the sales and marketing of the site has been completed. The Highway Authority has no objection and it is concluded that this element of the proposal complies with the provisions of the NPPF in terms of impact upon highway safety.

Reducing Inequalities

The Equality Act 2010 says public authorities must comply with the public sector equality duty in addition to the duty not to discriminate. The **public sector equality duty** requires **public authorities** to consider or think about how their policies or decisions affect people who are **protected** under the Equality Act. If a public authority hasn't properly considered its public sector equality duty it can be challenged in the courts.

The duty aims to make sure public authorities think about things like discrimination and the needs of people who are disadvantaged or suffer inequality, when they make decisions. People are protected under the Act if they have protected characteristics. The characteristics that are protected in relation to the public sector equality duty are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

When public authorities carry out their functions the Equality Act says they must have due regard or think about the need to:

- Eliminate unlawful discrimination
- Advance equality of opportunity between people who share a protected characteristic and those who don't
- Foster or encourage good relations between people who share a protected characteristic and those who don't

With regard to this proposal it is considered that it will not have a differential impact on those with protected characteristics.

APPENDIX

Policies and Proposals in the approved Development Plan relevant to this decision: -

[Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy \(CSS\) 2006-2026](#)

Policy SP3	Spatial Principles of Movement and Access
Policy ASP5	Newcastle and Kidsgrove Urban Neighbourhoods Area Spatial Policy
Policy CSP1	Design Quality
Policy CSP3	Sustainability and Climate Change
Policy CSP4:	Natural Assets

[Newcastle-under-Lyme Local Plan \(NLP\) 2011](#)

Policy T16:	Development - General Parking Requirements
Policy N12:	Development and the Protection of Trees
Policy N13:	Felling and Pruning of Trees
Policy N17:	Landscape Character – general Considerations
Policy N22:	Area of Landscape Regeneration

Other material considerations include:

[National Planning Policy Framework \(2023\)](#)

[Planning Practice Guidance \(March 2014, as updated\)](#)

Supplementary Planning Guidance/Documents

[Space Around Dwellings SPG \(SAD\) \(July 2004\)](#)

[Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document \(2010\)](#)

Relevant Planning History

13/00525/OUT Residential development of up to 350 dwellings including open space, new vehicular accesses, infrastructure, ancillary development and associated earthworks – Approved

21/00655/FUL The erection of 330 no. dwellings, including open space, new vehicular access off Apedale Road, and associated infrastructure and earthworks - Approved

Views of Consultees

The **Highway Authority** has no objection to the proposal.

The **Environmental Health Division** has no comments to make.

Representations

One letter of representation has been received raising concerns regarding heavy traffic and parking issues in the area.

Applicant/agent's submission

All of the application documents can be viewed on the Council's website using the following link.

<https://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/24/00594/FUL>

Background Papers

Classification: NULBC **UNCLASSIFIED**

Planning File
Development Plan

Date report prepared

18th November 2024

This page is intentionally left blank

SUPPLEMENTARY REPORT
TO THE PLANNING COMMITTEE
3rd December 2024

Agenda Item 7

Application Ref. 24/00594/FUL

Land between Apedale Road and Palatine Drive, Chesterton

Since the publication of the agenda report, additional information has been received relating to the impact of the temporary access on the trees along the site frontage and a revised plan has been submitted moving the proposed customer parking spaces away from the trees.

Officer's comments

The additional details show that 3 trees would be lost to facilitate the creation of the temporary access. Given the significant number of trees that would remain on the frontage, it is considered that this limited loss would be acceptable. The access would be temporary, and the applicant has confirmed that replacement trees would be planted once the access has been closed off. Subject to the addition of a condition requiring replacement planting, Officers raise no objections.

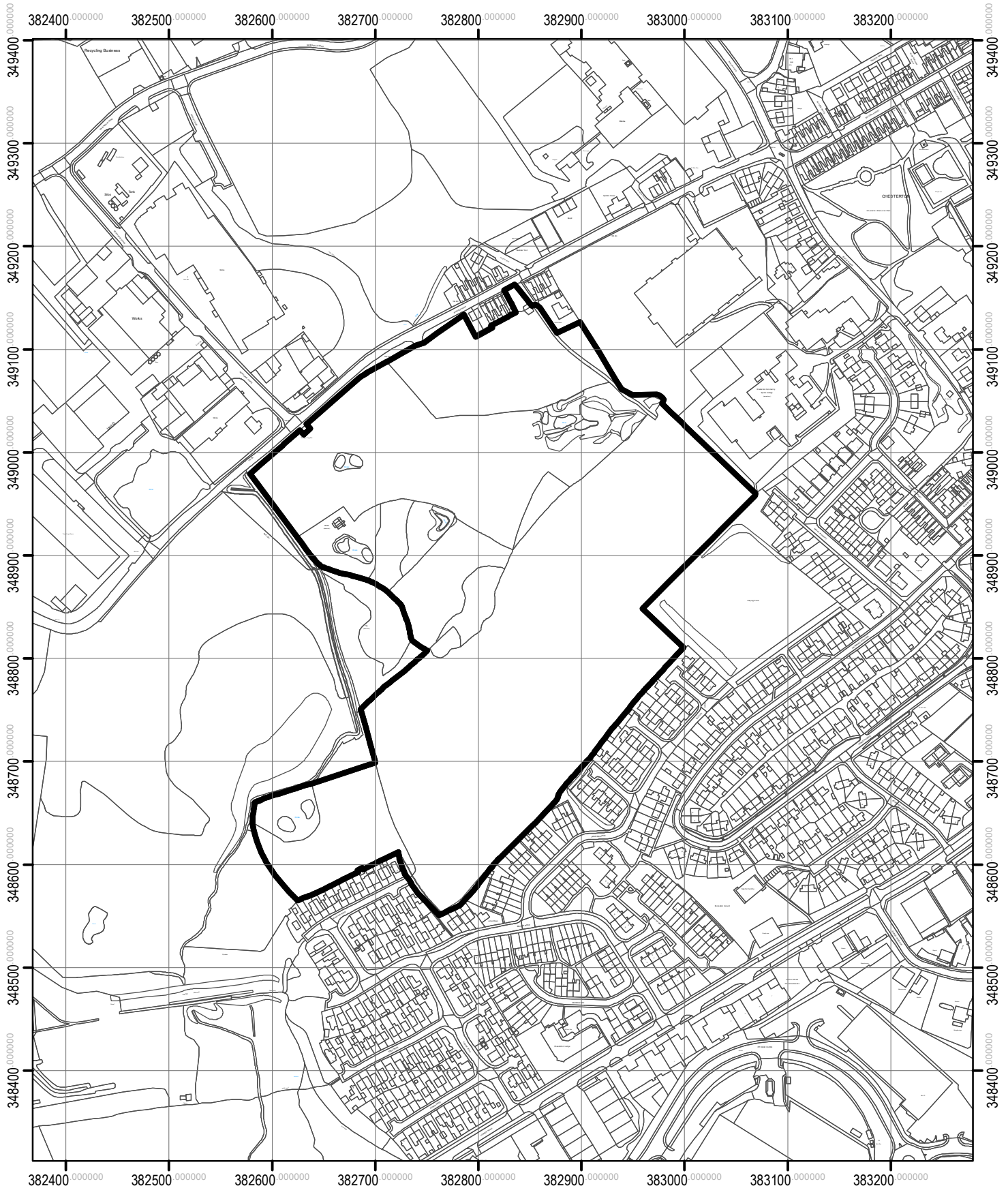
Amended Recommendation

PERMIT the application subject to conditions relating to the following matters: -

- 1. Approved plans**
- 2. Replacement tree planting**
- 3. Any other conditions which are still relevant to the original decision**

This page is intentionally left blank

24/00594/FUL
Land Between Apedale Road And
Palatine Drive
Chesterton Newcastle Under Lyme
Staffordshire



Newcastle Borough Council

This map is reproduced from the Ordnance Survey material with the permission of Her Majesty's Stationery Office.
© Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to civil proceedings.
Newcastle-under-Lyme Borough Council - AC0000849941



1:5,000

Page 63

This page is intentionally left blank

FORMER JUBILEE BATHS, NELSON PLACE, NEWCASTLE
INTEGRITAS PROPERTY GROUP (IPG) NUMBER 8 LTD

24/00576/FUL

Full planning permission is sought for the temporary variation of Condition 3 of Application Reference 17/00252/FUL which granted consent for the demolition of the former swimming baths and construction of a 273-room student development with associated communal area and car parking, Condition 3 restricts occupation of the development to students only and the temporary variation sought is to allow the use of up to 68 rooms within the development to be occupied as serviced apartments until 30th September 2025.

The site lies within the Urban Area of Newcastle as indicated on the Local Development Framework Proposals Map.

The 13-week period for the determination of this application expires on 31st October but an extension of time to 6th December has been agreed.

RECOMMENDATION

PERMIT the application subject to conditions relating to the following matters: -

- 1. Variation of condition 3 to allow the use of up to 68 rooms within the development to be occupied as serviced apartments until 30th September 2025**
- 2. Any other conditions which are still relevant to the original decision**

Reason for Recommendation

On the basis that only 68 of the 273 rooms would be occupied which would result in the same parking shortfall as the approved scheme, it is not considered that a refusal on highway safety grounds could be sustained.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with the planning application

Amended details have been provided and the application is now considered to be a sustainable form of development that complies with the provisions of the National Planning Policy Framework.

Key Issues

Full planning permission is sought for the temporary variation of Condition 3 of Application Reference 17/00252/FUL which granted consent for the demolition of the former swimming baths and construction of a 273-room student development with associated communal area and car parking, Condition 3 restricts occupation of the development to students only and the temporary variation sought is to allow the use of up to 68 rooms within the development to be occupied as serviced apartments until 30th September 2025.

The site lies within the Urban Area of Newcastle as indicated on the Local Development Framework Proposals Map.

The applicant has submitted a Planning Statement highlighting the following points:

- The reason for requesting this variation is due to the delayed construction of the development which has meant that the applicant has been unable to accept students in the September 2024 student intake. The site is therefore unable to operate as student accommodation until September 2025 at the earliest.
- The introduction of serviced apartments would be supported by policies and would make an immediate contribution to the housing need, of which the council can only currently demonstrate a 5.26-year housing land supply, marginally above the required 5.
- No physical changes are proposed to the building.

- As part of application 17/00252/FUL, a S106 agreement secured a residents' parking zone contribution, and a condition secured a parking survey to establish whether any on-street parking issues arise as a result of the development. These same agreements/conditions would remain in place.
- In reviewing the approved application, it is noted that 'in accordance with saved maximum Local Plan Parking Standards, the approved 273 student flats would require 69 parking spaces based on 1 parking space per 4 students. This equates to 27% of the maximum parking requirements or potential shortfall of 50 parking spaces if fully occupied'.
- In respect of this approach, 68 serviced apartments would require 68 parking spaces based on 1 parking space per hotel bedroom. This would therefore result in a shortfall of 49 parking spaces if fully occupied. Given this parking level has already been approved previously it is deemed the level of parking would be acceptable.
- The site is not intended for use as asylum seekers' accommodation.

In considering an application to vary a condition, the Authority has to consider only the question of the conditions subject to which planning permission may be granted. If the Authority considers that planning permission may be granted subject to different conditions, it can do so. If the Authority considers that the conditions should not be varied it should refuse the application.

The reason given for the imposition of Condition 7 is as follows:

For the avoidance of doubt and because the level of parking provided would not be sufficient for other types of residential occupation.

Although an objection has been received on the grounds of the potential impact on a local hotel/serviced apartment provider, competition is not a material planning consideration. The sole issue in the consideration of the application is whether the level of car parking is acceptable.

Policy T16 of the Local Plan states that development which provides significantly less parking than the maximum specified levels will not be permitted if this would create or aggravate a local on-street parking or traffic problem, and furthermore that development may be permitted where local on-street problems can be overcome by measures to improve non-car modes of travel to the site and/or measures to control parking and waiting in nearby streets.

The NPPF, at paragraph 115, states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development would be severe.

The development has 19 parking spaces and 96 cycle spaces at basement level.

It was originally proposed to vary the condition to allow all of the 273 rooms to be used as serviced accommodation. The Highway Authority (HA) objected on the grounds that there would be a significant shortfall in the required on-site parking causing off-site traffic/congestion issues in nearby residential streets.

Further to discussions between the applicant and the HA, the scheme has been amended to propose that just 68 rooms within the development could be occupied as serviced apartments. On review of the applicant's revised Planning Statement, the HA agrees that the occupation of 68 flats as serviced apartments would not result in any additional parking demand to that of the approved 273 room student accommodation. The proposed reduction of rooms to be occupied as serviced apartments therefore mitigates the previous concerns of the HA.

The secured planning obligations secured via S.106 agreement and other planning conditions will not be affected by the variation of condition 3.

It is considered that the occupation of the building by non-students is likely to lead to more of the residents owning a car. However, on the basis that only 68 of the 273 rooms would be occupied, that would result in the same parking shortfall as the approved scheme and therefore it is not considered that a refusal on highway safety grounds could be sustained.

APPENDIX

Policies and proposals in the approved development plan relevant to this decision:-

[Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy \(CSS\) 2006-2026](#)

Policy SP1:	Spatial Principles of Targeted Regeneration
Policy SP2:	Spatial Principles of Economic Development
Policy SP3:	Spatial Principles of Movement and Access
Policy ASP5:	Newcastle and Kidsgrove Urban Neighbourhoods Area Spatial Policy
Policy CSP3:	Sustainability and Climate Change
Policy CSP5:	Open Space/Sport/Recreation
Policy CSP6:	Affordable Housing
Policy CSP10:	Planning Obligations

[Newcastle-under-Lyme Local Plan \(NLP\) 2011](#)

Policy T16:	Development – General Parking Requirements
Policy C4:	Open Space in new housing areas
Policy IM1:	Provision of Essential Supporting Infrastructure and Community Facilities

Other Material Considerations include:

[National Planning Policy](#)

[National Planning Policy Framework \(NPPF\) \(2023\)](#)

[Planning Practice Guidance](#)

[Supplementary Planning Guidance/Documents](#)

[Developer contributions SPD](#)

[Newcastle-under-Lyme Open Space Strategy](#)

Relevant Planning History

- 15/00166/FUL Demolition of former swimming baths and construction of 244 room student development with associated communal area and car parking - Approved
- 16/00244/FUL Construction of 273 room student development with associated communal area and car parking - Refused and appeal dismissed
- 17/00252/FUL Demolition of former swimming baths and construction of 273 room student development with associated communal area and car parking, alternative to Planning Approval 15/00166/FUL – Approved
- 17/00252/NMA Application for a Non-Material Amendment to planning permission 17/00252/FUL for the additional areas of render to the fourth-floor external wall and alterations to the boundary treatment and landscaping adjacent to the Jubilee Baths – Approved

Views of Consultees

The **Highway Authority** has no objections.

Representations

One letter of representation has been received from the owner of the Lymedale Suites on Liverpool Road expressing concern that this proposal will have a very severe detrimental long-term impact on their hotel /serviced apartment operation and the wider market for hotels and serviced apartments in

the Newcastle area which will potentially threaten jobs and their long-term ability to invest in their business.

Applicant's/Agent's submission

All of the application documents can be viewed on the Council's website using the following link:

<http://publicaccess.newcastle-staffs.gov.uk/online-applications/plan/24/00576/FUL>

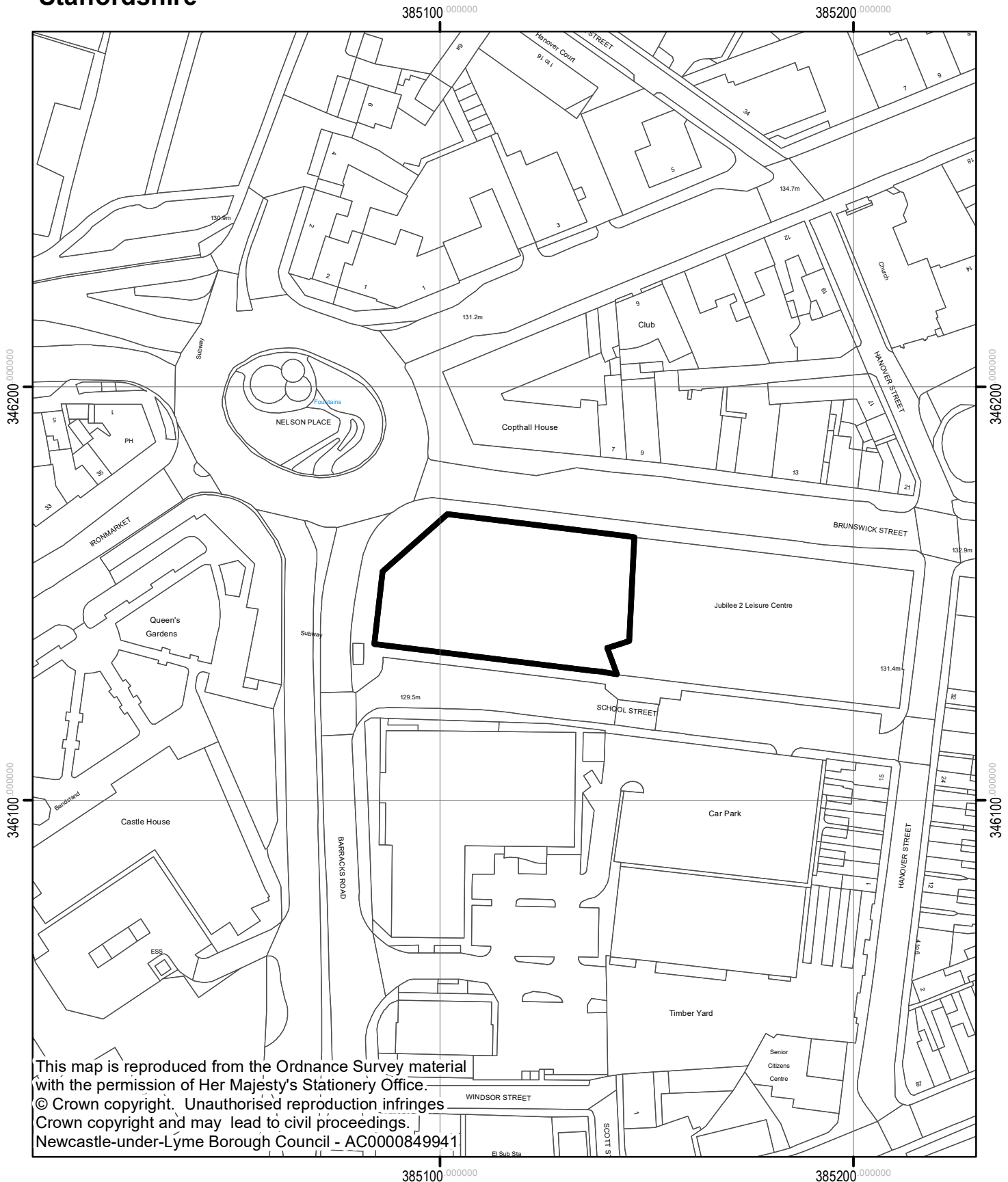
Background papers

Planning files referred to
Planning Documents referred to

Date report prepared

22 November 2024

Former Jubilee Baths
Nelson Place
Newcastle Under Lyme
Staffordshire



This map is reproduced from the Ordnance Survey material with the permission of Her Majesty's Stationery Office.
 © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to civil proceedings.
 Newcastle-under-Lyme Borough Council - AC0000849941

This page is intentionally left blank

**UNITS 10 - 14 & 35 - 39 PARKHOUSE INDUSTRIAL ESTATE EAST
NEWCASTLE UNDER LYME BOROUGH COUNCIL**

24/00707/DEEM3

Full planning permission is sought for the recladding and raising of the metal pitched roofs on units 1-14 and 35 -39 at the Parkhouse Industrial Estate East site. The application site is located within the urban area of the Borough, as indicated on the Local Development Framework Proposals Map.

The 8-week period for determination of the planning application expires on 10th December 2024.

RECOMMENDATION

PERMIT the application subject to conditions relating to the following matters: -

- 1. Standard time limit**
- 2. Approved plans**
- 3. New roofing materials to be dark/recessive in colour**

Reason for Recommendation

The proposal represents limited and acceptable changes to the existing industrial units within a sustainable location. The development will not result in any adverse visual impacts.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with the planning application: -

The proposal is considered to be a sustainable form of development in compliance with the provisions of the National Planning Policy Framework, and it has not been necessary to request amendments.

Key Issues

Full planning permission is sought for the recladding and raising of the metal pitched roofs on units 1 -14 and 35 -39 at the Parkhouse Industrial Estate East site. The application site is located within the urban area of the Borough, as indicated on the Local Development Framework Proposals Map.

There are no objections in principle to the works and given the nature of the scheme there are not considered to be any amenity or highway safety issues. The sole issue to consider in the determination of the application is therefore the design of the proposals and their visual impact.

Paragraph 131 of the NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 135 of the NPPF lists 6 criteria, a) – f) with which planning policies and decisions should accord and details, amongst other things, that developments should be visually attractive and sympathetic to local character and history, including the surrounding built environment and landscape setting while not preventing or discouraging appropriate innovation or change.

Policy CSP1 of the Core Strategy requires that the design of the development is respectful to the character of the area.

The units are constructed of red brick with corrugated metal sheet roof cladding and there are a number of clear polycarbonate rooflights on each unit. The proposal would see a new plastisol colour coated metal profiled sheet laid on a bar and bracket system added to the existing metal sheet roof which would allow space for 180mm insulation. These alterations would result in the overall height of the roof being raised by approximately 200mm.

The exact colour of the replacement roof has not yet been agreed and therefore a condition will be applied to any permission requiring that the roof is of a dark/recessive colour. The visual impact of the slight height increase to the roof is considered to be negligible and would not result in any significant or adverse impact on the site or surrounding area, particularly given the appearance of the industrial estate in which the application site lies.

To conclude, subject to conditions, it is considered that the proposal would not adversely affect the character and appearance of the area, with provision of designated parking, and it would comply with local planning policy and the requirements of the NPPF.

Reducing Inequalities

The Equality Act 2010 says public authorities must comply with the public sector equality duty in addition to the duty not to discriminate. The public sector equality duty requires public authorities to consider or think about how their policies or decisions affect people who are protected under the Equality Act. If a public authority hasn't properly considered its public sector equality duty it can be challenged in the courts.

The duty aims to make sure public authorities think about things like discrimination and the needs of people who are disadvantaged or suffer inequality, when they make decisions.

People are protected under the Act if they have protected characteristics. The characteristics that are protected in relation to the public sector equality duty are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

When public authorities carry out their functions the Equality Act says they must have due regard or think about the need to:

- Eliminate unlawful discrimination
- Advance equality of opportunity between people who share a protected characteristic and those who don't
- Foster or encourage good relations between people who share a protected characteristic and those who don't

With regard to this proposal it is considered that it will not have a differential impact on those with protected characteristics.

APPENDIX

Policies and Proposals in the approved Development Plan relevant to this decision: -

Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy (CSS) 2006-2026

Policy ASP5: Newcastle and Kidsgrove Urban Neighbourhoods Area Spatial Policy
Policy CSP1: Design Quality

Newcastle-under-Lyme Local Plan (NLP) 2011

Policy T16: Development – General Parking Requirements

Other Material Considerations include:

National Planning Policy Framework (NPPF) (2023)

Planning Practice Guidance (NPPG) (2019)

Supplementary Planning Documents (SPDs)

Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document (2010)

Relevant Planning History

None relevant.

Views of Consultees

The Environmental Health Division has no objections to the proposal.

Representations

None received.

Background Papers

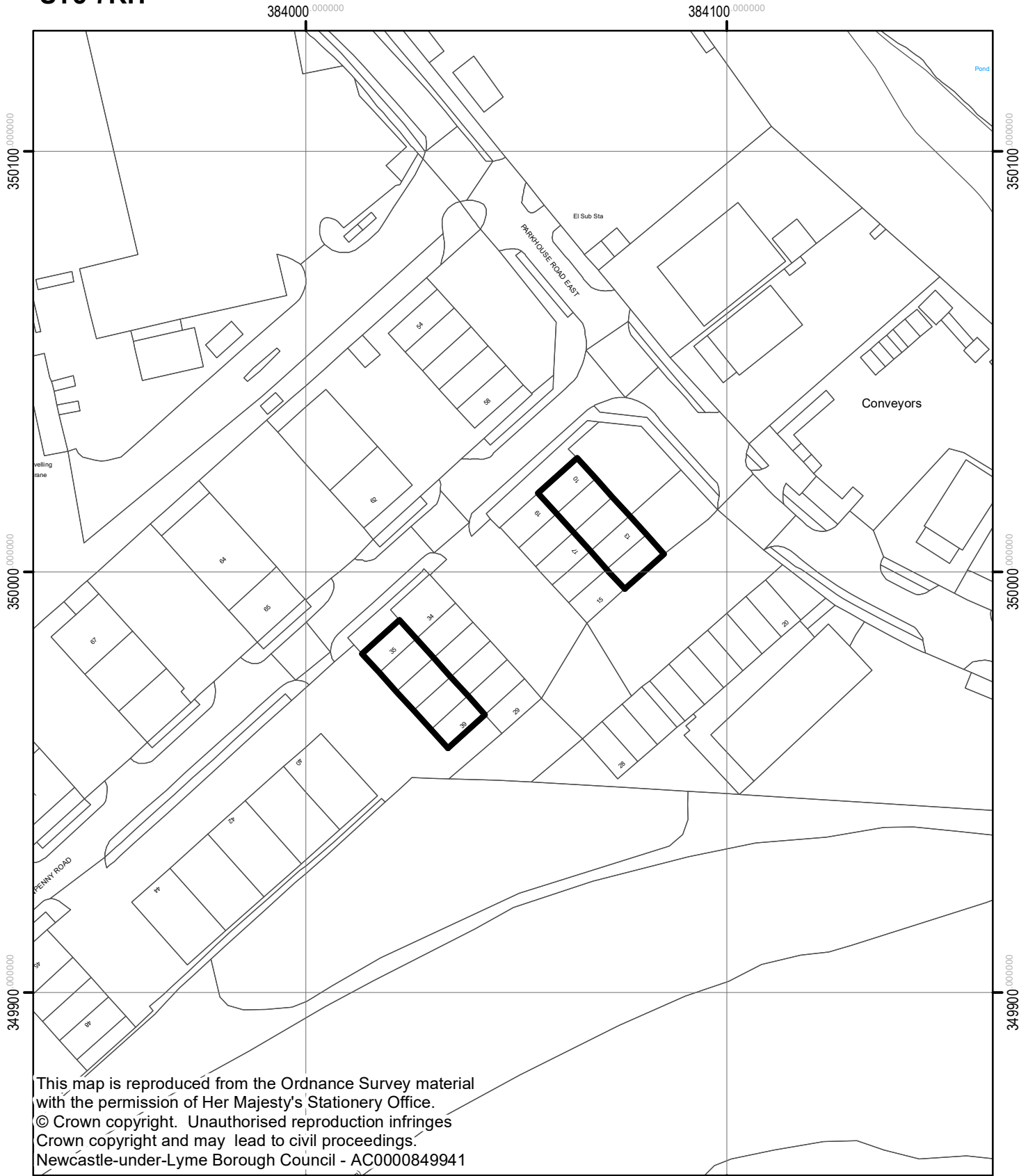
Planning files referred to
Planning Documents referred to

Date report prepared

18th November 2024

This page is intentionally left blank

Units 10 - 14 & 35 - 39
Parkhouse Industrial Estate East
Newcastle-Under-Lyme
ST5 7RH



This page is intentionally left blank

BATHPOOL PARK, BOATHORSE ROAD, KIDSGROVE
NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

24/00723/DEEM3

Advertisement consent is sought for the installation of 1 welcome sign and 3 maps/information signs at Bathpool Park which is located on Boathorse Road, Kidsgrove.

The application site is located within the rural area of the Borough and falls within an Area of Landscape Restoration, as indicated on the Local Development Framework Proposals Map.

The 8-week period for determination of the planning application expires on the 26th December 2024.

RECOMMENDATION

PERMIT subject to standard advertisement conditions.

Reason for Recommendations

The proposed signs would not result in any material harm to the character or appearance of the site and would not have any adverse impact on highway safety.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with the planning application

Amended plans have been sought and received and the proposal is considered to be a sustainable form of development in compliance with the provisions of the National Planning Policy Framework.

Key Issues

The application seeks advertisement consent for 1 welcome sign and 3 maps/information signs at Bathpool Park which is located on Boathorse Road. The site lies within the rural area of the Borough and falls within an Area of Landscape Restoration as indicated on the Local Development Framework Proposals Map.

The NPPF seeks to achieve sustainable forms of development through securing a high quality built environment and the provision of a good standard of amenity for all existing and future occupants of land and buildings. The NPPF states that poorly placed adverts can have a negative impact on the appearance of the built environment. Only adverts which have an appreciable impact on the buildings and surroundings should be subject to detailed assessment. The NPPF confirms that proposals should be subject to control only in the interests of amenity, public safety and should take into account cumulative impacts.

On this basis, the main issues to consider are the impact of the proposal on the character and appearance of the area and any issues of highway safety.

Design and impact on the character and appearance of the area

The application site forms part of Bathpool Park, which is a public park situated to the south of Kidsgrove.

Three of the new signs will provide information such as maps while the other sign will be a welcome sign to the park. Each of the signs would measure 1.2m x 1.8m in plan and would be supported by two galvanised steel poles which would give them an overall height of 2.3m. None of the signs are to be illuminated.

A Grade II listed rail tunnel lies approximately 60m to the north of the nearest proposed sign, however given the modest nature of the proposal, it is not considered that the new signs would have any impact on the setting of this listed structure. The Council's conservation officer has been consulted on the application but has raised no objections to the proposal.

The proposed signage is considered to be proportionate in scale, appropriately designed and positioned in the context of the application site and the area. Although it is recognised that the number of signs proposed is more than what has previously been associated with the park, the level of signage is not unusual for this type of land use, and on that basis, there are not considered to be any objections.

To conclude, it is considered that the siting and design of the advertisements would safeguard the character of the area and overall, the impact on the visual amenity of the area would be acceptable.

Highway Safety

The Highway Authority initially raised concerns that one of the proposed signs (location 2 as shown on the submitted plans) would cause reduced visibility for drivers entering the car park from Boathorse Road. To address this concern amended plans have been received which have set the sign back by 2m from the highway. The Highway Authority have now confirmed that they no longer raise any objections to the proposal.

No signs are to be illuminated and in the absence from any objections from the HA, it is considered that the proposal would not result in an adverse impact on public safety or highway safety.

Reducing Inequalities

The Equality Act 2010 says public authorities must comply with the public sector equality duty in addition to the duty not to discriminate. The public sector equality duty requires public authorities to consider or think about how their policies or decisions affect people who are protected under the Equality Act. If a public authority hasn't properly considered its public sector equality duty it can be challenged in the courts.

The duty aims to make sure public authorities think about things like discrimination and the needs of people who are disadvantaged or suffer inequality, when they make decisions.

People are protected under the Act if they have protected characteristics. The characteristics that are protected in relation to the public sector equality duty are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

When public authorities carry out their functions the Equality Act says they must have due regard or think about the need to:

- Eliminate unlawful discrimination
- Advance equality of opportunity between people who share a protected characteristic and those who don't
- Foster or encourage good relations between people who share a protected characteristic and those who don't

With regard to this proposal it is considered that it will not have a differential impact on those with protected characteristics.

APPENDIX

Policies and Proposals in the approved Development Plan relevant to this decision:-

Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy (CSS) 2006-2026

Policy CSP1: Design Quality

Policy CSP2: Historic Environment

Other Material Considerations include:

National Planning Policy Framework (NPPF) (2023)

Planning Practice Guidance (NPPG) (2019)

Supplementary Planning Documents (SPDs)

Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document (2010)

Relevant Planning History

None.

Views of Consultees

The Council's **Urban Design and Conservation Officer** has no objections to the proposals.

The **Highway Authority** raise no objections to the proposal.

Cadent Gas raise no objections to the proposal, subject to an informative being added to any decision notice.

No comments have been received from **Kidsgrove Town Council** within the consultation period and it is therefore presumed that they have no comments to make on the proposal.

Representations

None received.

Background Papers

Planning files referred to

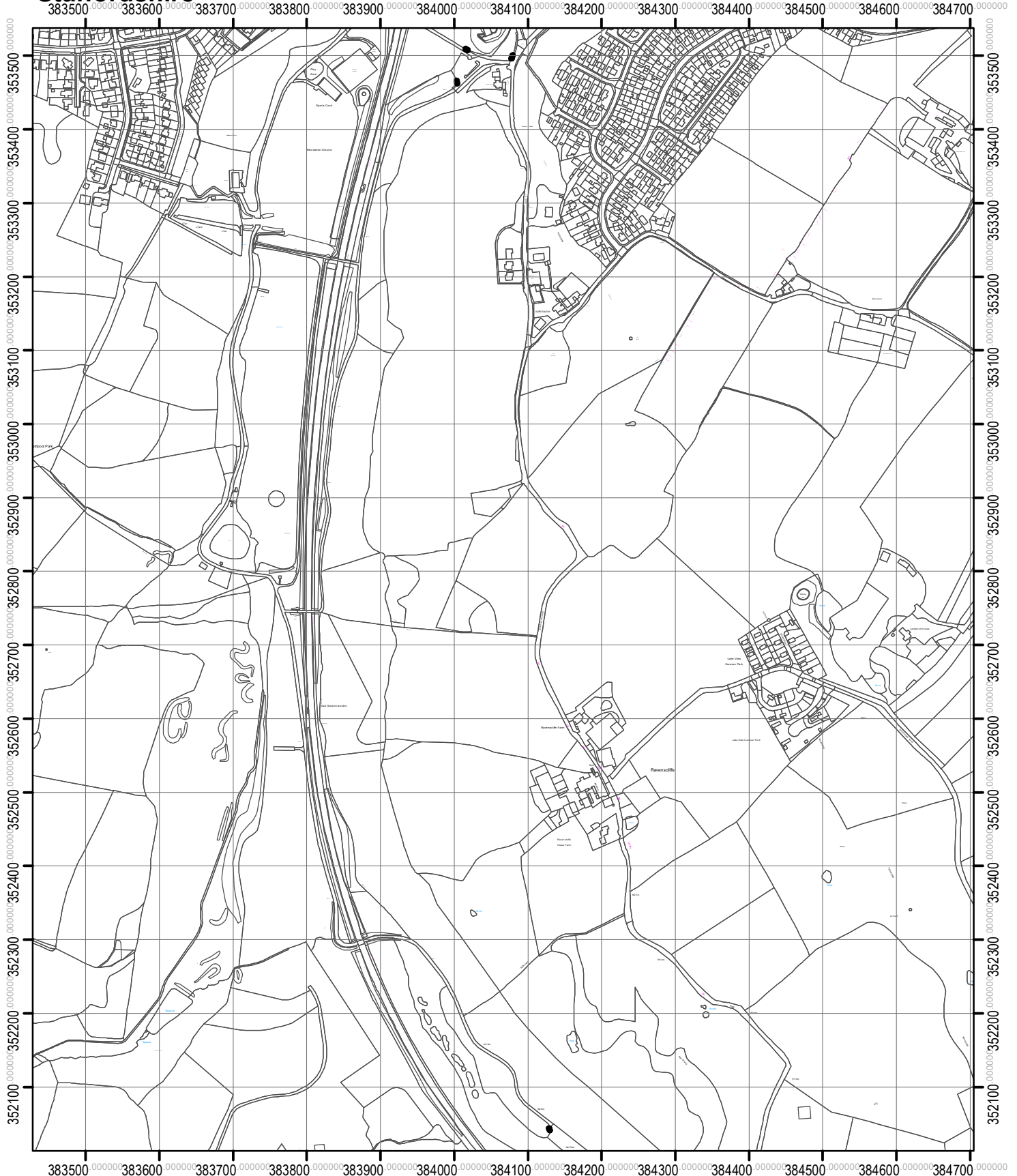
Planning Documents referred to

Date report prepared

13th November 2024

This page is intentionally left blank

**Bathpool Park
Boathouse Road
Kingsgrove Stoke-On-Trent
Staffordshire**



Newcastle Borough Council

This map is reproduced from the Ordnance Survey material with the permission of Her Majesty's Stationery Office.
© Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to civil proceedings.
Newcastle-under-Lyme Borough Council - AC0000849941



1:7,000

Page 81

This page is intentionally left blank

Report to Planning Committee

3rd December 2024

Non-determination appeal in relation to an application for outline planning permission for the construction of up to 150 dwellings at land south of Eccleshall Road, Loggerheads (Application No. 24/00162/OUT)

PURPOSE

To advise Committee in relation to the recently received non-determination appeal and seek confirmation of the matters to form the Council's case in the appeal.

BACKGROUND

This application was submitted and made valid on the 20 March, with the 13-week target date being 19 June. Officers have worked proactively with the applicant seeking additional/amended information as requested by consultees and allowing further time for outstanding issues to be resolved. The applicant agreed to an extension of time for the determination of the application to 27 September. Due to some issues still remaining unresolved, Officers met with the applicant in October and advised that it was considered likely that the application would be recommended for refusal. Despite indicating at the meeting their intention to work with Officers to resolve as many of the outstanding issues as possible before determination of the application, an appeal against the non-determination of the application was lodged on 23 October 2024. A Public Inquiry is scheduled for February 2025.

There is a need for the Council to consider its position in response to the applicant's submission of a non-determination appeal and to set out what Members' consideration of the application would have been had they had an opportunity to determine the submission.

A detailed report has been appended for consideration.

On the basis of the merits of the case, it is considered that had a formal recommendation been made to the Planning Committee, it would have been one of refusal for the following reasons:

1. The proposed development would have an adverse impact on the character and appearance of the open countryside and the rural setting and character of this part of Eccleshall Road. The development is therefore contrary to Policies CSP1 and CSP4 of the Newcastle-under-Lyme and Stoke on Trent Core Spatial Strategy (2006-2026), Policies N17 and N21 of the Newcastle-under-Lyme Local Plan (2011), Policy LNPP1 of the Loggerheads Neighbourhood Plan and the aims and objectives of the National Planning Policy Framework (2023).
2. The proposed development would result in the loss of best and most versatile agricultural land contrary to the National Planning Policy Framework (2023).
3. Insufficient information has been provided to enable a full assessment of the impact of the development on dormice and bats and therefore, it cannot be concluded that the development would be acceptable in terms of its impact on protected species and their habitats. The development is therefore contrary to Policy CSP4 of the Newcastle-under-Lyme and Stoke on Trent Core Spatial Strategy (2006-2026), Policies N3 and N4 of the Newcastle-under-Lyme Local Plan (2011) and the aims and objectives of the National Planning Policy Framework (2023).
4. The adverse impacts of the development, namely the harm to the character and appearance of the countryside, the loss of best and most versatile agricultural land and the lack of sufficient information to demonstrate that there would be no adverse impact on protected species, significantly and demonstrably outweigh the benefits of the development. The proposal therefore represents an unsustainable development that is contrary to the guidance of the National Planning Policy Framework (2021).

RECOMMENDATION

- A. That Members confirm that had the Borough Council been able to determine the application, outline planning permission would have been REFUSED for the above reasons.
- B. That delegated authority be given to the Service Director - Planning in consultation with the Chair of Planning Committee, to keep the third ground for refusal under review during the appeal process and to withdraw the ground if Staffordshire Wildlife Trust removes its objection.

The application is for outline planning permission for the erection of up to 150 dwellings, with public open space, landscaping, sustainable drainage system (SuDS) and vehicular access on land to the south of Eccleshall Road, Loggerheads. Vehicular access from the highway network to the site is for consideration as part of this application with all other matters (appearance, landscaping, layout, scale) reserved for subsequent approval.

The application site lies on the southern side of Eccleshall Road, outside the village envelope of Loggerheads and within the open countryside and an Area of Landscape Restoration as indicated on the Local Development Framework Proposals Map.

The 13-week period for the determination of this application expired on the 19th June 2023 and despite the applicant indicating a willingness to agree a suitable extension of time given the discussions that were taking place, an appeal against non-determination has been lodged with the Planning Inspectorate.

RECOMMENDATION

That the Committee endorses the following reasons for refusal that will be presented to the Planning Inspectorate in the Council's Statement of Case:

- 1. The proposed development would have an adverse impact on the character and appearance of the open countryside and the rural setting and character of this part of Eccleshall Road. The development is therefore contrary to Policies CSP1 and CSP4 of the Newcastle-under-Lyme and Stoke on Trent Core Spatial Strategy (2006-2026), Policies N17 and N21 of the Newcastle-under-Lyme Local Plan (2011), Policy LNPP1 of the Loggerheads Neighbourhood Plan and the aims and objectives of the National Planning Policy Framework (2023).**
- 2. The proposed development would result in the loss of best and most versatile agricultural land contrary to the National Planning Policy Framework (2023).**
- 3. Insufficient information has been provided to enable a full assessment of the impact of the development on dormice and bats and therefore, it cannot be concluded that the development would be acceptable in terms of its impact on protected species and their habitats. The development is therefore contrary to Policy CSP4 of the Newcastle-under-Lyme and Stoke on Trent Core Spatial Strategy (2006-2026), Policies N3 and N4 of the Newcastle-under-Lyme Local Plan (2011) and the aims and objectives of the National Planning Policy Framework (2023).**
- 4. The adverse impacts of the development, namely the harm to the character and appearance of the countryside, the loss of best and most versatile agricultural land and the lack of sufficient information to demonstrate that there would be no adverse impact on protected species, significantly and demonstrably outweigh the benefits of the development. The proposal therefore represents an unsustainable development that is contrary to the guidance of the National Planning Policy Framework (2021).**

Reason for Recommendation

The proposed development would have an adverse impact on the character and appearance of the open countryside and the rural setting and character of this part of Eccleshall Road. The development would result in the loss of best and most versatile agricultural land and insufficient information has been provided to conclude that the development would be acceptable in terms of its impact on protected species and their habitats. For these reasons, the adverse impacts of the development would significantly and demonstrably outweigh the benefits.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with the planning application

Despite efforts to work with the applicant to address outstanding issues, the applicant has submitted an appeal against non-determination of the current planning application. Prior to the appeal being submitted officers advised that a refusal of permission would be the likely recommendation for the reasons set out above.

Key Issues

The application is for outline planning permission for the construction of up to 150 dwellings. All matters except for access (appearance, landscaping, layout and scale) are reserved for subsequent approval.

The site, which comprises agricultural land, lies within the open countryside and an Area of Landscape Restoration, as indicated on the Local Development Framework Proposals Map.

The key planning matters in the determination of the application are:

- Principle of proposed residential development
- Landscape and visual impact
- Affordable Housing
- Highway Safety
- Ecology and Biodiversity
- Landscape and Open Space
- Trees and Hedgerows
- Residential amenity
- Flood Risk and Drainage
- Agricultural Land
- Planning Obligations
- Planning Balance

Principle of the proposed residential development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise.”

Paragraph 12 of the NPPF states that “Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”

The site comprises greenfield land that is located beyond, but adjacent to, the defined village envelope for Loggerheads.

Core Spatial Strategy (CSS) Policy SP1 states that new housing will be primarily directed towards sites within Newcastle Town Centre, neighbourhoods with General Renewal Areas and Areas of Major Intervention, and within the identified significant urban centres. It goes on to say that new development will be prioritised in favour of previously developed land where it can support sustainable patterns of development and provides access to services and service centres by foot, public transport and cycling.

Policy SP3 of the CSS seeks to maximise the accessibility of new residential development by walking, cycling and public transport.

CSS Policy ASP6 states that in the Rural Area there will be a maximum of 900 net additional dwellings of high design quality primarily located on sustainable brownfield land within the village

envelopes of the key Rural Service Centres, namely Loggerheads, Madeley and the villages of Audley Parish, to meet identified local requirements, in particular, the need for affordable housing.

Furthermore, Policy H1 of the Newcastle Local Plan (NLP) seeks to support housing within the urban area of Newcastle or Kidsgrove or one of the village envelopes.

Policy LNPG1 of the Loggerheads Neighbourhood Plan (LNP) states that new housing development will be supported within the village envelope of Loggerheads Village, as defined in the Neighbourhood Plan.

Outside of the village envelope, housing development will be supported where:

- It is a replacement dwelling, or limited infill housing, or within a built frontage of existing dwellings; and
- It will reflect the character of surrounding dwellings and will not lead to significant loss of garden space; and
- It will not cause significant harm to residential amenity; or
- It is a new isolated home in the countryside that meets the special circumstances described in paragraph 55 of the Framework.

Paragraph 11 of the NPPF states that Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

(Para 11(d))

The Council's adopted housing land supply position is that it is able to demonstrate a housing land supply of 5.26 years.

Paragraph 14 of the NPPF states that in situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided the following apply:

- a) the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and
- b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement (see paragraphs 67-68).

The Loggerheads Neighbourhood Plan was made on the 15th February 2019 and with that the neighbourhood plan is now more than five years old. As a result, the neighbourhood plan does not comply with the relevant measures outlined within Paragraph 14 and so it cannot be concluded that the adverse impact of allowing development that conflicts with the neighbourhood plan is, in itself, likely to significantly and demonstrably outweigh the benefits.

CSS Policies SP1 and ASP6, and Local Plan Policy H1 are concerned with meeting housing requirements, and Inspectors in a number of previous appeal decisions, have found that these policies do not reflect an up to date assessment of housing needs, and as such are out of date in respect of detailed housing requirements by virtue of the evidence base upon which they are based.

In *Paul Newman New Homes Ltd v SSHCLG & Aylesbury Vale DC* [2019] EWHC 2367 (Admin) the judgement looks at how decision makers should assess whether "the policies which are most important for determining the application are out-of-date". It states that the first step is to identify the "basket of policies from the development plan which constitute those most important for determining the application". The second task is to "decide whether that basket, viewed overall, is out of date". The basket of policies can be out of date for reasons set out in the NPPF to do with housing supply

and delivery, but also if (as a matter of planning judgement) the basket of policies has been overtaken by things that have happened since the plan was adopted, either on the ground or through a change in national policy, or for some other reason.

The basket of policies from the development plan most important for determining this application are considered to be LP Policy H1, CSS Policies SP1 and ASP6 and Policy LNPG1 of the LNP. As stated above, it has been accepted that the LP and CSS policies are out of date. The LNP was prepared based upon the requirements of the now out of date position set out within Policies H1 and ASP6. This change in the local planning context has a bearing on the weight to be applied to the Neighbourhood Plan policies and therefore it is considered reasonable to conclude that the 'basket of policies' overall, is out of date.

Notwithstanding the five year housing land supply position, it is considered that the test in paragraph 11(d) has to be applied to this application given the lack of up to date policies in relation to the provision of housing. Therefore the tilted balance outlined within Paragraph 11(d) of the framework is considered to be engaged and an assessment of whether any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole is required.

In sustainability terms, although the site is outside the village envelope of Loggerheads, the village is considered to represent a relatively sustainable location. It has a primary school, post office and pharmacy, library, butchers, convenience store, pub/restaurant, Indian restaurant/takeaway, fish and chip takeaway, barbers, community fire station with rooms to hire, hairdressers and dance studio. There are no churches within the village envelope of Loggerheads itself, but it is recognised that within the nearby village of Ashley there are three churches along with a doctors surgery and village hall. Recent appeal decisions would also draw conclusion that this location could be considered as a relatively sustainable location.

Objections from local residents do not consider that the infrastructure within Loggerheads is sufficient to sustain the level of housing proposed. Concerns are raised in relation to health and school provision, with reference to these facilities being at capacity, as well as the limited shopping facilities within the village centre.

There is a bus service that runs through the village linking the towns of Newcastle, Hanley, Market Drayton and Shrewsbury. The timetable, correct from 1st June 2024, identifies that on Monday to Friday there would be six services that run through loggerheads, five of which would then proceed to Newcastle and Hanley town centres. The final service of the day would terminate at Newcastle Town Centre. There would on the same days be six services offered from Loggerheads to Market Drayton and then Shrewsbury.

On Saturdays there are five services from Loggerheads, four of which go on to both Newcastle Town Centre and Hanley, however the last service of the day here would terminate at Newcastle. On this same day five services to Market Drayton. There are no services running on Sundays.

Objections from local residents consider that the existing bus service is not fit for purpose, and that any journeys made to other employment centres have to begin hours in advance in light of the limited timetable. As a result residents are forced to make essential journeys by car and the objections consider that the development would exacerbate this issue, ultimately resulting in environmental harm.

In considering the accessibility of this bus route in relation to the Public Inquiry for development at Baldwins Gate Farm (21/01041/OUT) the inspector considered that the services available via this bus route would allow same day return trips to settlements and would enable opportunities to access employment, shopping and leisure facilities. The inspector also accepted that opportunities to maximise sustainable transport will vary between urban and rural areas, and whilst the service from the No. 64 is less frequent than larger urban areas, in the context of a rural village the service provides the choice to utilise a non-car mode of transport. Therefore he concluded that the existing services offered a genuine choice of transport for future occupiers.

Since the determination of the above appeal whilst there have been some minor changes to the times of services offered, there are not considered to have been any material changes to the number of services offered across the week in relation to the No. 64 service. Given that there have been no material changes in the number or type of bus services being offered by the No. 64 bus services, significant weight must be attached to the inspectors conclusions in this case. Therefore on balance, the bus service through Loggerheads is considered to offer occupants of the proposed development a genuine non-car mode of transport.

It is the case that the occupiers of the proposed dwellings will be able to access certain services and facilities within walking distance and will also have a choice of modes of transport. Top-up shopping for example, would be obtainable from within the village and accessible from the application site by foot or cycle. It is acknowledged that the bus service does not operate in the evenings or on Sundays but it is considered that the bus service would provide an alternative for those without access to a car for certain trips. There are bus stops within walking distance of the application site.

The majority of representations received in objecting to the proposal refer to the lack of appropriate supporting infrastructure and services to serve the existing population, let alone the potential new occupants of the proposed development. Issues relating to healthcare and education provision will be dealt with later in this report.

Loggerheads has over the years been the subject of several planning appeals where the Local Planning Authority's position as to whether or not it is a sustainable location for residential development has been considered. The decision of these appeals must be afforded significant weight in the consideration of this application.

In considering an appeal for the development of the former Tagedale Quarry, which is sited opposite the application site, the Inspector discussed the high reliance that occupants would have on the use of the private motor vehicle to access services and facilities, particularly for bulk food and comparison goods shopping, evening entertainment, secondary and further education and hospital trips. The inspector therefore concluded that there would be a heavy reliance on the private car for access to certain services.

In determining the sustainability of residential development on Gravel Bank (17/00787/OUT) which is sited to the west of the application site, the inspector noted that the only local services and facilities that would exceed the guidance within Manual for Streets would be the primary school and church in Muckleston and that it would be possible to occupants to access the local facilities on foot or via bicycle. However, it was still maintained that the majority of trips to higher order services would need to be made by car. Despite this, the inspector concluded that given the rural location of the site the development would occupy a sustainable location.

Inspectors have therefore taken the view that whilst there are sufficient facilities and services within Loggerheads itself to provide prospective residents with sufficient day-to-day services, residents would be heavily reliant on the use of the private motor car to access higher level goods and services. This scenario would still be applicable to the application site, and so this reliance on the car for community and higher education must be afforded harm within the planning balance.

Although this site is outside the village envelope, it would still be close to existing facilities. It is located approximately 500m from the village centre where the nearest bus stops are also situated. Manual for Streets advises that walkable neighbourhoods are typically characterised as having facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot. This, in addition to the level of services provided within the existing village centre means that there is a good level of facilities available for the day to day needs of prospective residents of the development site.

These points undoubtedly weigh in favour of a conclusion that in terms of access to some facilities and a choice of mode of transport, the site can be described as being in a sustainable location.

Paragraph 8 of the NPPF states that there are three overarching objectives to achieving sustainable development: economic, social and environmental. It is acknowledged that in particular, the development would fulfil a social role by delivering a mix of market housing and affordable housing.

The consideration of whether any adverse impacts exist that would outweigh the benefits of the proposed scheme shall be considered later in this report.

Landscape and visual impacts

Paragraph 131 of the National Planning Policy Framework (the Framework) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 135 of the framework lists 6 criteria, a) – f) with which planning policies and decisions should accord and details, amongst other things, that developments should be visually attractive and sympathetic to local character and history, including the surrounding built environment and landscape setting while not preventing or discouraging appropriate innovation or change.

CSS Policy CSP1 states that new development should be well designed to respect the character, identity and context of Newcastle and Stoke-on-Trent's unique townscape and landscape and in particular, the built heritage, its historic environment, its rural setting and the settlement pattern created by the hierarchy of centres. It states that new development should protect important and longer distance views of historic landmarks and rural vistas and contribute positively to an area's identity and heritage (both natural and built) in terms of scale, density, layout, use of appropriate vernacular materials for buildings and surfaces and access. This policy is considered to be consistent with the NPPF.

Policy LNPP1 of the LNP states that to be supported, new development must demonstrate high standards of design. This includes, amongst other points, comprising site-specific design solutions to complement, but not necessarily imitate, the surrounding context; Complementing the established character of the surrounding context in terms of scale, density, massing, height and degree of setback from streets and spaces and responding positively to local topography.

RE5 of the Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance SPD (2010) states that new development in the rural area should amongst other things respond to the typical forms of buildings in the village or locality and that new buildings should respond to the materials, details and colours that may be distinctive to a locality.

R12 of that same document states that residential development should be designed to contribute towards improving the character and quality of the area. Proposals will be required to demonstrate the appropriateness of their approach in each case. Development in or on the edge of existing settlements should respond to the established urban or suburban character where this exists already and has a definite value. Where there is no established urban or suburban character, new development should demonstrate that it is creating a new urban character that is appropriate to the area. R13 states that the assessment of an appropriate site density must be design-led and should consider massing, height and bulk as well as density. R14 states that developments must provide an appropriate balance of variety and consistency.

With regards to impact on the landscape, CSS Policy CSP4 indicates that the location, scale, and nature of all development should avoid and mitigate adverse impacts (on) the area's distinctive natural assets and landscape character. This policy is considered to be consistent with the NPPF which states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

NLP Policy N17 expects development to be informed by and be sympathetic to landscape character and quality which should contribute, as appropriate, to the regeneration, restoration, enhancement, maintenance or active conservation of the landscape likely to be affected.

NLP Policy N21 states that within Areas of Landscape Restoration, the Council will support, subject to other plan policies, proposals that will help to restore the character and improve the quality of the landscape. Within these areas it will be necessary to demonstrate that development will not further erode the character or quality of the landscape.

Although an indicative layout has been submitted to show how the site may be developed, layout, scale, appearance and internal access arrangements are all matters reserved for subsequent approval, and therefore, it is not considered necessary to comment in detail on or consider the layout submitted other than to acknowledge the proposal would comprise a significant level of development within a site currently rural in character.

Representations received have raised concerns with the harm that the development would have on the character and appearance of the rural landscape. It is relevant to note that in the current draft Local Plan process, the site was rejected as a preferred site for housing with one of the reasons being the adverse impact on the character and appearance of the area.

The application site covers 9.11 hectares of arable farmland and is sited on the western edge of Loggerheads. Beyond the northern boundary of the site lies Eccleshall Road from which the site would be accessed. There is currently a hedgerow and shrub boundary that defines this northern edge of the site. The eastern edge of the site lies adjacent to the built edge of the Loggerheads Village Envelope. Beyond the eastern boundary of the site the land continues to reflect the edge of village location of the site and comprises open, arable landscape, with one dwelling sited in relative close proximity this boundary of the site. Such an arrangement is reflective of the more sporadic pattern of development seen within the rural area. Beyond the southern boundary of the site lies a belt of dense woodland and planting.

On the opposite side of Eccleshall Road there is an extant permission for residential development that is currently under construction, on land formerly known as Tagedale Quarry and now referred to as Shropshire Heights.

A Landscape and Visual Impact Appraisal (LVIA) has been submitted with the application. The LVIA states that overall the site is assessed as being of medium value, sensitivity and susceptibility but it notes that the southern stream corridor of the site is of medium-high sensitivity. The LVIA accepts that the open arable fields will be lost, but notes that as much of the structural vegetation to the south of the site will be retained and enhanced, and 47% of the site would be comprised of Green Infrastructure. In particular it considers that the development will appear visually well related to the existing adjoining settlement to the north and east of the site. The LVIA includes an assessment of key views from a number of wider vantage points, both immediately adjacent to the site and wider reaching, and from this it concludes that the *“effects on the character of the immediate surroundings will be limited due to the existing surrounding housing development, the intervening existing and proposed vegetation, and the landform, and the new homes will not appear discordant within its immediate surroundings.”*

The application has been before an independent Design Review Panel, as encouraged by the NPPF. Some of the comments taken from the panel are summarised as follows;

- The site's sloping nature makes it visually open and so the east-west corridor may not be adequate to effectively filter views and it is suggested that further design development that integrates the contours more effectively could enhance this aspect
- The current iteration of the development blocks appears overly rigid, suggesting a more urban character than may be necessary or desirable
- The current block design appears somewhat rudimentary, particularly regarding their interaction with the site's topography

In landscape character terms the fields comprising the application site are open and form the southern side of the Eccleshall Road corridor when heading west out of Loggerheads towards Mucklestone. They are part of the rural gateway and established settlement edge to the village and they display the intrinsic qualities of the countryside, contributing to a scenic landscape to the south of Eccleshall Road.

In contrast, the Shropshire Heights development to the north is set well back from the edge of Eccleshall Road and benefits from mature trees to its frontage resulting in it having little visual presence in the view along Eccleshall Road. Shropshire Heights, given its planning history and narrow 'point' of contact with Loggerheads, currently appears more as an annex to the village than a development that is strongly joined to it.

The character of the landscape would be adversely affected through the loss of one side of the attractive valley form, reducing the appeal of the Eccleshall Road corridor and forming a more prominent intrusion out into the open countryside than the more retreated Shropshire Heights development. The development would form a new and less well-defined gateway into the village. The presence of a large area of contemporary housing in the immediate foreground would significantly reduce the appreciation of the scenic landscape that lies to the west of Eccleshall Road.

In terms of visual impact, the proposed development would impact users of Eccleshall Road as it would replace the open, longer view down the valley and out to the hills beyond. There would be a major change to the sense of entering the countryside or arriving at Loggerheads. The proposals would reduce the visual amenity of the predominately rural road corridor. From Mucklestone Wood Lane, road users currently enjoy a framed, long scenic view west out over the site towards the Wrekin hills across the Shropshire Plain. The proposals would place obvious built form in the view and would either remove the long view or allow sight over the roof tops to the distant hills. Either way the appeal of the view would be diminished with the new houses in the foreground.

As explained in the LVIA, from the A53, the site would be backed by the houses of Shropshire Heights. The visual difference between the site and Shropshire Heights in this view is that the proposed houses are set on sloping ground facing south so would be more evident to A53 users as they approach Loggerheads combining with Shropshire Heights to make a visually larger area of contemporary housing and making the village appear to extend to the west.

The open nature of the site, its undulating landscape and woodland backdrop are all features that are considered to make a positive contribution to the character and appearance of the wider landscape. The site is clearly distinct from the built development opposite and reads as part of the wider rural valley landscape, and the introduction of residential development, would intervene and disrupt these views and the appreciation of the landscape.

The proposed development would result in harm to the landscape and this will be taken into consideration within the tilted balance assessment later in the report.

Affordable Housing

CSS Policy CSP6 sets out that within the rural areas, on sites of 5 dwellings or more, 25% of the total dwellings must be affordable housing units and be fully integrated with the market housing, be built to the same design, quality and space standards and should not be visually distinguishable from other development on the site.

The proposed scheme would provide 25% affordable housing on site which would be policy compliant and secured via a Section 106 agreement.

The proposed development is considered to be acceptable in this regard and would accord with the relevant policies of the development plan as well as the aims and objectives of the NPPF.

Landscape and Open Space

CSS Strategic Aim 2 seeks to facilitate the delivery of the best of healthy urban living in the development of the conurbation and to ensure that new development makes adequate provision for all necessary community facilities, including health care, education, sports, recreation and leisure.

CSS Policy CSP1 expects new development to contribute positively to healthy lifestyles.

NLP Policy C4 states that an appropriate amount of publicly accessible open space must be provided in areas of new housing, and its maintenance must be secured. The design and location of new play areas must take into account community safety issues.

Policy LNPP1 of the Neighbourhood Plan states that to be supported new development must, amongst other points, create a strong green infrastructure buffer on the interface between urban and rural to

bugger surrounding landscaping from development and design open spaces to be safe, attractive and functional as an integral part of layout.

Within the development there would be the provision of 4.31ha of new green infrastructure, including informal and formal public open space which would include a Locally Equipped Area of Play (LEAP), community orchard seating areas, trim trail, wildflower meadow and structural landscape planting. The Landscape Development Section have confirmed that the level of open space within the site accords with the requirements of the Council's Open Space Assessment, and it also meets with the relevant Fields in Trust guidance. Therefore, the development would make a successful contribution in the creation of healthy lifestyles for occupants of the proposed development as well as existing residents within the village.

In addition to the aforementioned on-site provision, developments of between 10 and 200 dwellings require a contribution for a multi-use games area (MUGA). This can be secured as part of the S106 agreement.

The Landscape Development Section has no objection in principle to the proposed development and is supportive of the open space proposals. They have made reference to the provision of additional information in relation to retained trees on the site, and this information could be appropriately secured at the reserved matters stage.

For the reasons outlined above, the proposals are considered to accord with development plan policy the guidance set out within the NPPF.

Highway Safety

NPPF Paragraph 114 notes that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 115 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 116 states that applications for development should;

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 117 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

CSS Policy SP3 addresses the need to secure more choice of, and create better access to, sustainable modes of transport whilst discouraging less sustainable modes. CSP1 expects new development to be accessible to all users and to be safe, uncluttered, varied, and attractive.

Policy LNPT1 of the LNP states that new development comprising new homes must demonstrate a balanced and sustainable approach to transport, including:

- Providing for different modes of transport, including walking and cycling including incorporating secure, covered storage space for cycles
- Providing electric car charging points
- Ensuring there is no significant negative impact on road safety and severe traffic congestion
- Providing safe and suitable access for both vehicles and pedestrians
- Incorporating well-connected and permeable pedestrian networks; where not already in place, footways (pavements) are provided to link the site to the existing footway network

Regarding the application as originally submitted, the Highway Authority raised concerns in regard to the vehicle and pedestrian access proposals, pedestrian connectivity towards Loggerheads centre, capacity and safety impact at off-site highway junctions and accessibility to public transport.

A revised Transport Assessment and Travel Plan have been submitted to address concerns and the access and off-site highway works proposals have been independently assessed via a Stage 1 Road Safety Audit. Subject to a Section 106 agreement to secure, amongst other things, a financial contribution towards enhancements to bus services in Loggerheads, and subject to the imposition of conditions, the Highway Authority is now satisfied that the development is acceptable.

On this basis, it is not considered that an objection could be sustained on highway safety grounds.

Trees and Hedgerows

CSS Policy CSP4 seeks to protect, maintain and enhance the quality and quantity of the area's natural assets.

NLP Policy N12 seeks to resist development that would involve the removal of any visually significant tree, shrub or hedge, whether mature or not, unless the need for the development is sufficient to warrant the tree loss and the loss cannot be avoided by appropriate siting or design. Where, exceptionally, permission can be given and trees are to be lost through development, replacement planting will be required on an appropriate scale and in accordance with a landscaping scheme.

No trees on the site are protected by Tree Preservation Orders. The site is bounded by maintained field hedgerows on the northern and eastern boundaries, while an unmaintained mature hedgerow marks the western boundary. Straddling the southern boundary of the site is a belt of woodland.

The Arboricultural Impact Assessment Report (AIAR) identifies a number of quality trees (individual and groups) within and adjacent to the site. This includes a veteran oak tree (T3) which is sited on the south western edge of the application site; a category A and two category B Oak Trees, all positioned on the northern boundary of the site with Eccleshall Road and a high quality woodland belt (W1) growing along the Tadgedale Brook valley, along with the wet woodland and scrub habitats within G1 at its northern edge.

In order to provide the site access and associated visibility splays, it is proposed to remove approximately 116m of hedgerow along the northern boundary of the site. The AIAR identifies that 56m would be removed from hedgerow H4 (Category B) and a combined 60 from hedgerow H6 (category B) and H5 (category C). In respect of the latter, this hedgerow is identified as more scrubby and partially swamped with bracken and bramble with likely significant gaps below the bracken along

its length. It is proposed to replant a new native hedgerow and tree planting behind the visibility splays to compensate for the removal of these sections of hedgerow.

A further short section of hedgerow H4 and a group of seven silver birch trees (Category B) are also proposed to be removed in order to provide a footway/cycleway link to connect the site to Loggerheads. These trees are located in the northeastern corner of the application site. In this case it is proposed to replace this tree group with new tree planting along the site boundary and highway bank.

The part removal of the hedgerow along Eccleshall Road to provide the new point of access is unavoidable and otherwise, it is proposed to maintain and enhance the trees and vegetation on site. A detailed landscaping and green infrastructure plan would be considered as part of any reserved matters application.

Whilst it is accepted that this application is for outline consent, with matters of detail to be agreed at a later date, it is considered that such indicative details emphasise that appropriate landscaping would safeguard any long-term harm resulting from the removal of the hedge. Conditions can appropriately secure the species and maturity of the planting to ensure that the replanted hedgerow has an immediate visual impact. The Landscape Development Section raise no objections to the principle of the development subject to the detailed design phase following the principles of the submitted Arboricultural Impact Assessment and Open Space assessment. Information regarding tree protection and landscaping is required by conditions.

For the reasons outlined above, the proposals are considered to accord with development plan policy and the guidance set out within the NPPF.

Ecology and Biodiversity

Paragraph 180 of the NPPF states that planning policies and decision should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Paragraph 186 of the Framework states that when determining planning applications, LPAs should apply the following principles;

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of

the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

CSS Policy CSP4 seeks to protect, maintain and enhance the quality and quantity of the area's natural assets including enhancing the areas natural habitats and biodiversity to achieve the outcomes and targets set out within the UK and Staffordshire Biodiversity Action Plans and Staffordshire Geodiversity Action Plan. Development should avoid and/or mitigate adverse impacts, and wherever possible, enhance the area's natural assets, landscape character, waterways, green corridors and priority species and habitats.

An Ecological Appraisal (EA) which accompanies the application identifies that Leightons Drumble Local Wildlife Site (LWS) is partially located within the site at the south-east corner. It notes that the LWS will need to be buffered from the development edge effects and from increased recreational pressure. A Landscape Ecological Management Plan is recommended to secure the ongoing management for the site as part of the planning proposals. proposals which has been reviewed accordingly.

The EA advises that further surveys will be undertaken to confirm the likely presence or absence of dormice at the site. That information has not yet been received. In addition, Staffordshire Wildlife Trust objects to the proposal on the basis that they require further clarification on the bat surveys.

Until an updated EA has been received it is considered that insufficient information is available to be able to fully assess the impact of the development on dormice and bats and therefore, it is not currently possible to conclude whether the development would be acceptable in terms of its impact on protected species.

There are also outstanding issues relating to Biodiversity Net Gain (BNG). Based on the Statutory Biodiversity Metric calculation, an on-site net gain of 2.47 habitat units (7.32%), + 2.24 hedgerow units (+29.82%) and a no net loss of watercourse units (0.00%) through retention and creation of habitats on-site. of watercourse units has been reported. The applicant has therefore advised that an off-site solution will be identified to secure off-site compensation to offset the on-site loss. Biodiversity units will be purchased to make up the shortfall on-site and to achieve the mandatory 10% net gain from a habitats bank or provide a bespoke off-site compensation at the detailed design stage.

At the time of writing, this shortfall has not been adequately addressed and the LPA considers that given the nature of the site, there should be scope to achieve the 10% net gain within the site boundary.

For the reasons outlined above, the proposals are not considered to accord with development plan policy and the guidance set out within the NPPF in terms of ecological impact.

Residential Amenity

Paragraph 180 of the NPPF advises that, planning policies and decisions should contribute to and enhance the natural and local environment by "...preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans

Paragraph 191 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of

pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Paragraph 192 states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

The application is supported by an Air Quality Assessment which concludes that the resulting air quality effect of the proposed development during both the construction and operational phase on the surrounding area is not considered to be significant.

A Noise Assessment has also been submitted which acknowledges that road traffic is the main source of noise across the majority of the site. Mitigation measures including enhanced ventilation to reduce the need for open windows in the most noise sensitive location of the development area are recommended. It also concludes that noise from the plant located at the nearby Loggerheads Severn Trent Water site, is inaudible on the site and would not result in an unacceptable noise impact.

The Council's Environmental Health Officer has considered the information submitted to the Council in relation to noise impacts and considers that the site is suitable for noise-sensitive residential development, provided that a commensurate level of protection against noise is incorporated into the design. This can be appropriately secured via a condition and should also be required to be supported by an extended and updated weeklong noise survey.

A consultation response has been received from the Ministry of Defence (MOD) which indicates that the site is located within an area affected by noise generated from military aircraft and that an area of land known as The Follies, less than 1km from the application is used frequently by No 1 Flying Training School based at RAF Shawbury) for Confined Area Landing Training – both during daytime and night-time hours. The MOD initially considered that the noise assessment submitted in support of the application did not fully consider the impacts of these sources of noise on the occupants of the proposed development. Updated information was subsequently provided and deemed satisfactory by both the MOD and also Environmental Health officers subject to conditions providing appropriate.

An Odour Assessment has also been submitted alongside the application. This assessment has concluded that the potential for odour effects at the proposed residential development from the Waste Water Treatment Works is not significant, and in accordance with national guidance.

Conditions have also been requested to control the hours of construction and for the submission of a Construction Environmental Management Plan (CEMP). It is considered that these measures would suitably control any disturbance to existing residents during the construction phase of the development.

In light of the above, it is considered that the air quality for the development is acceptable and subject to conditions, the proposed development can be attenuated to achieve acceptable external and internal sound levels. For the reasons outlined above, the proposals are considered to accord with development plan policy and the guidance set out within the NPPF.

With respect to the interrelationship of the proposed dwellings with the neighbouring properties, the outline nature of the application requires the decision-maker to anticipate the likely form of development. It is considered that subject to careful control over positioning of windows, sufficient distance can be achieved between both existing and proposed dwellings and that sufficient private amenity space would be provided to comply with the Council's Space Around Dwellings SPG.

Flood Risk and Drainage

NPPF Paragraph 173 outlines that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) any residual risk can be safely managed; and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

The application is supported by a Flood Risk Assessment (FRA). The site lies in Flood Zone 1 which is land/property with the lowest risk of flooding.

The FRA indicates that all of the proposed dwellings are sited well away from the aforementioned watercourse and the implementation of minimum Finished Floor Levels would sit comfortably above any predicted flood levels. The FRA has also confirmed that with the sensitive layout design and the watercourse corridor kept free from inappropriate development there will be no adverse impacts downstream due to the development.

In terms of surface water drainage, the FRA indicates that Sustainable Drainage Systems (SuDS) will be utilised on the site. This will include the use of permeable surfacing for direct infiltration, and small catchments may be able to soakaway within a shallow SuDS feature such as a roadside rain garden. Such methods would deal with 25% of the development's hard surface area. For the remaining catchment areas, off-site discharge will be required. This would be via a swale outfall into the Leighton Brook with a restricted run-off rate. Attenuation storage will be provided within a strategic SuDS pond in the south-west corner of the site which would be of a sufficient volume.

The Lead Local Flood Authority have no objections to the application subject to pre-commencement conditions being attached to any permission granted, to ensure that the full detailed drainage design is submitted for review and that sufficient measures will be put in place to ensure no increase in flood risk occurs during the construction phase.

Severn Trent Water have also raised no objections to the proposals.

For the reasons outlined above, the proposals are considered to accord with development plan policy and the guidance set out within the NPPF.

Agricultural Land Quality

Paragraph 180 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

The NPPF identifies that best and most versatile agricultural land in grades 1, 2 and 3a of the Agricultural Land Classification.

An Agricultural Land Quality Assessment (ALQA) submitted with the application identifies that the application site comprises 1.24ha of Grade 2 'Very Good' quality agricultural land, 5.17ha of Subgrade 3a, 'Good' quality agricultural land and 1.51ha of Grade 3b 'Moderate' quality agricultural land. Consequently, the development would result in a loss of approximately 7.92ha of Best and Most Versatile Agricultural Land (BMVAL).

The applicant has detailed that they are the owners of Tadgedale Farm which comprises approximately 43 acres of land which is used as grazing. They note that three quarters of the land is hill, and so is limited in term of the ability to be ploughed. Dairy cows graze the land on a yearly tenancy, and this would continue to be the case.

In considering the loss of BMVAL during an appeal at Baldwins Gate Farm, the Inspector noted that the land quality was not unusual for this area of the Borough and that many sites adjacent to the community are likely to contain a portion of BMVAL. There was also no evidence that the bulk of the BMVAL in the holding would be lost, however, it was acknowledged that the proportions of the loss would represent a significant proportion of the overall site area and afforded them some harm.

The applicant refers to that appeal and states that this grading of land is typical of land which adjoins the settlement boundaries of Loggerheads and indeed within the western part of the Newcastle-under-Lyme borough where the majority of agricultural land is graded as good.

Notwithstanding this, it must be concluded that the loss of this land is a material consideration which weighs against the proposal. Whether this and any other adverse impact would significantly and demonstrably outweigh the benefits will be considered at the end of this report.

Planning Obligations

CSP10 'Planning Obligations' requires developers to have regard to the consequences that may arise from development. The policy sets out a number of areas which should be considered including transport, infrastructure, affordable housing, education and community facilities, open spaces, sports and recreation facilities and environmental improvements and mitigation.

Section 122 of the Community Infrastructure Levy (CIL) Regulations states that planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

The applicant has confirmed their willingness to agree to the provision of 25% on-site affordable housing which would be policy compliant and can be appropriately secured through a S106 agreement.

The application site also provides the requisite levels of on-site open space. The appropriate provision and managements of these spaces can be secured through a S106 agreement.

Other financial contributions have been requested: -

- Staffordshire County Council as the Education Authority has requested a sum of £589,904 for secondary school places
- Staffordshire and Stoke on Trent Clinical Commissioning Groups has requested a sum of £134,485 towards local health infrastructure
- The Councils Landscape Development Section has requested a contribution of £100,000 towards an off-site Multi-Use Games Area.
- Staffordshire County Council as the Highway Authority has requested a contribution of £150,000 towards improving the No. 64 Bus service in Loggerheads.
- Additionally the Highway Authority has requested a sum of £6000 to assist with Travel Plan monitoring and £5000 toward the delivery of a school monitoring plan.

It is acknowledged that the objections from residents raise a number of concerns regarding the capacity of the school and health infrastructure in the area. From consulting the relative statutory bodies, these parties consider that the additional need from the development in terms of school places and doctor's surgeries can be appropriately mitigated against through appropriate financial contributions. Which would aim to ease some the concerns raised.

With regards to the financial contribution relating to the bus service, the Highway Authority consider that the current level of access to public transport is poor, particularly for commuters. It also notes that with the limited amenities, facilities and employment opportunities within Loggerheads itself, the enhancement of the bus service is essential to reduce the reliance on the private car.

A similar request was made by the County Highway Authority for a financial contribution towards securing the longevity of the exiting bus service when considering the planning application for up to 200 houses at Baldwins Gate Farm (21/01041/OUT). In considering such a request, the inspector concluded that the service already provided a commutable service to Market Drayton and Newcastle Under Lyme and that this provided a genuine non-car mode of transport. At the time of determining this appeal the No. 64 service in Baldwins Gate consisted of 6 buses per day to Newcastle-under-Lyme and Market Drayton on weekdays, with 5 per day on weekends. This level of provision is directly comparable to that now available via the same service through Loggerheads. Given that this previous decision found the request for such a contribution to be unnecessary based on the existing level of service, it would not be considered reasonable again in the scenario presented with this application to request such a contribution.

These are all considered to meet the tests identified in the NPPF and are compliant with Section 122 of the CIL Regulations.

Planning Balance

As stated above, it is considered that the test in paragraph 11(d) of the NPPF has to be applied and an assessment of whether any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole is required.

It is considered that the development of the site would have a significant adverse impact on the character and appearance of the landscape. It would result in the loss of nearly 8 hectares of Best and Most Versatile Agricultural Land and insufficient information is available to conclude that there would not be harm to protected species.

In terms of benefits, the provision of 150 houses on the site would make a substantial contribution towards the Borough's housing land supply. In addition, the application would provide 25% affordable housing which would make a meaningful contribution towards the provision within the Borough.

Overall, it is considered that the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits.

Reducing Inequalities

The Equality Act 2010 says public authorities must comply with the public sector equality duty in addition to the duty not to discriminate. The public sector equality duty requires public authorities to consider or think about how their policies or decisions affect people who are protected under the Equality Act. If a public authority hasn't properly considered its public sector equality duty it can be challenged in the courts.

The duty aims to make sure public authorities think about things like discrimination and the needs of people who are disadvantaged or suffer inequality, when they make decisions.

People are protected under the Act if they have protected characteristics. The characteristics that are protected in relation to the public sector equality duty are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

When public authorities carry out their functions the Equality Act says they must have due regard or think about the need to:

- Eliminate unlawful discrimination
- Advance equality of opportunity between people who share a protected characteristic and those who don't
- Foster or encourage good relations between people who share a protected characteristic and those who don't

The development will not have a differential impact on those with protected characteristics.

APPENDIX

Policies and proposals in the approved development plan relevant to this decision:-

[Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy \(CSS\) 2006-2026](#)

Policy SP1: Spatial Principles of Targeted Regeneration
Policy SP3: Spatial Principles of Movement and Access
Policy ASP6: Rural Area Spatial Policy
Policy CSP1: Design Quality
Policy CSP3: Sustainability and Climate Change
Policy CSP4: Natural Assets
Policy CSP5: Open Space/Sport/Recreation
Policy CSP6: Affordable Housing
Policy CSP10: Planning Obligations

[Newcastle-under-Lyme Local Plan \(NLP\) 2011](#)

Policy H1: Residential Development: Sustainable Location and Protection of the Countryside
Policy N3: Development and Nature Conservation – Protection and Enhancement Measures
Policy N4: Development and Nature Conservation – Use of Local Species
Policy N17: Landscape Character – General Considerations
Policy N21: Areas of Landscape Restoration
Policy T16: Development – General Parking Requirements
Policy C4: Open Space in New Housing Areas
Policy B3: Other Archaeological Sites
Policy IM1: Provision of Essential Supporting Infrastructure and Community Facilities

[Loggerheads Neighbourhood Plan 2013 - 2033](#)

Policy LNPG1: New Housing Growth
Policy LNPG2: Housing Mix
Policy LNPP1: Urban Design and Environment
Policy LNPP2: Local Character and Heritage
Policy LNPT1: Sustainable Transport
Policy LNPS1: Community Infrastructure
Policy LNPE3: Broadband

Other Material Considerations include:

[National Planning Policy Framework](#) (2023)

[Planning Practice Guidance](#) (as updated)

[Community Infrastructure Levy Regulations](#) (2010) as amended and related statutory guidance

[Supplementary Planning Guidance/Documents](#)

[Developer Contributions SPD](#) (September 2007)

[Affordable Housing SPD](#) (2009)

[Space Around Dwellings SPG](#) (SAD) (July 2004)

[Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document](#) (2010)

[Newcastle-under-Lyme Open Space Strategy](#) – adopted March 2017

Relevant Planning History

There is no relevant planning history for the site.

Views of Consultees

Cadent Gas raise no objections.

The **Ministry of Defence** has no objections with respect to internal noise levels.

The **Highway Authority** has no objections subject to conditions regarding reserved matters details, provision of access, off-site highway works, closure of field accesses, Travel Plan and Construction Environment Management Plan.

Additionally, planning obligations are sought for the following:

- £6,000 towards Travel Plan monitoring
- £5,000 towards delivery of School Travel Plan measures and initiatives
- £150,000 towards enhancement to Bus Services

Staffordshire Wildlife Trust object on the grounds that further surveys are required along with clarification regarding Biodiversity Net Gain.

Loggerheads Parish Council objects to the proposed scheme raising the following concerns;

- Contrary to Policies LNPP1 and LNPT1
- Site was rejected in the first draft of the local plan through the sustainability assessment
- Harm to character and appearance of the area
- Harm to biodiversity
- Flood risk
- Insufficient public transport services
- Overdevelopment of housing against an assessed need

The **Environmental Health Division** raise no objections subject to conditions regarding a Construction Environment Management Plan, noise report and land contamination.

Housing Strategy note that the provision of affordable housing would be in compliance with the Affordable Housing Policy.

Lead Local Flood Authority raise no objections subject to conditions to secure a final detailed surface water drainage design.

The **County Council Archaeologist** raise no objections subject to conditions to secure a scheme of archaeological investigations and supporting post field-work assessments.

Severn Trent Water raise no objections subject to conditions regarding drainage plans for the disposal of foul and surface water flows.

Staffordshire County Council Education Authority advise that there are projected to be an insufficient number of school places in the local area to mitigate the impact of this development at the secondary phase of education and therefore a financial contribution of £589,904 should be sought.

Natural England offer no comments on the proposal and refer to standing advice.

Staffordshire Police raise no objections and make a number of comments and recommendations on the indicative layout.

Mineral and Waste Planning Authority raise no objections subject to a requirement for any 'incidental extraction' of sand to be used within the construction of the proposed development.

Active Travel England revert to the consideration of their standing advice.

With regards to great crested newts, **Naturespace** raise no objections subject to the applicant either providing further survey information to rule out impacts to great crested newts or join the Great Crested Newt District License Scheme.

Staffordshire and Stoke on Trent Clinical Commissioning Group requires £134,485 to be targeted towards supporting the future development/adaptation/expansion of primary care facilities within the Newcastle South PCN.

The **Landscape Development Section** raise no objections to the principle of the development subject to the detailed design phase following the principles of the submitted Arboricultural Impact Assessment and Open Space assessment. Information regarding tree protection and landscaping is required. They note that the open space meets the requirements set out within the Council's Open Space Assessment but advise that natural overlooking of the play area is preferred and a management agreement is required.

No comments have been received from the **Environment Agency** or the Council's **Waste Services Section** by the given deadline and so it is assumed that they have no comments to make regarding the application.

Representations

208 letters of objection have been received raising concerns on the following grounds:

- Contrary to policies of the development plan
- Unsustainable location for development
- Reliance on the private car
- Does not confirm with policies of the Neighbourhood Plan
- Lack of employment opportunities
- Substantial environmental harm
- Loss of greenfield land
- Encroachment into open countryside
- Landscape and visual harm
- Overdevelopment of Loggerheads village
- Lack of appropriate supporting infrastructure
- Increase in traffic and congestion
- Highway safety concerns
- Lack of appropriate ecology surveys
- Unsustainable and unsuitable public transport service
- Poor accessibility to services, facilities and public transport via pedestrian routes
- Harm to biodiversity
- No need for additional housing in Loggerheads
- Air pollution
- Noise pollution
- Lighting pollution
- Harm to local residents' quality of life
- Precedent for other development if approved

Applicant's/Agent's submission

All of the application documents can be viewed on the Council's website using the following link:

<https://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/24/00162/OUT>

Background papers

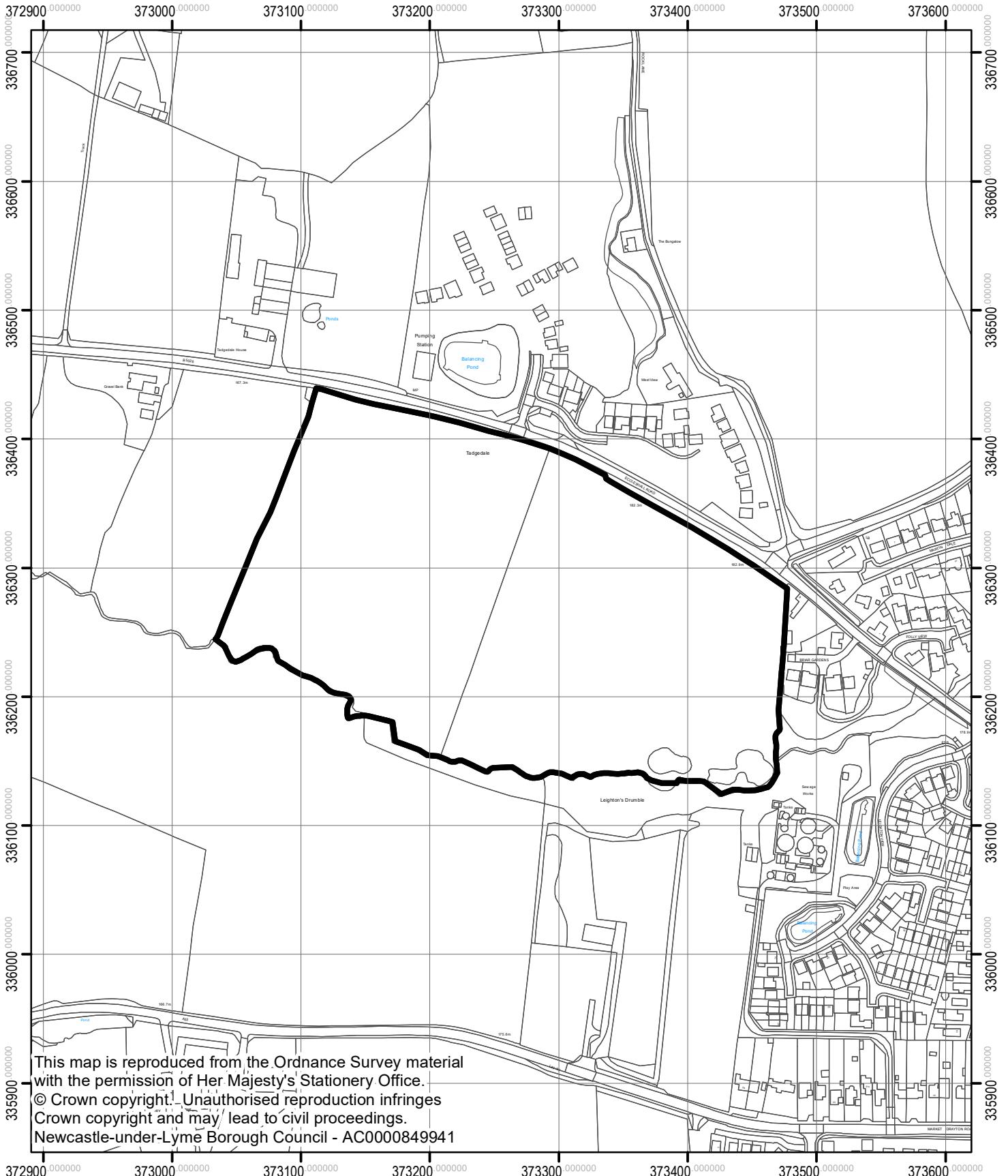
Planning files referred to
Planning Documents referred to

Date report prepared

27th November 2024

This page is intentionally left blank

24/00162/OUT
Land south of
Eccleshall Road



This map is reproduced from the Ordnance Survey material with the permission of Her Majesty's Stationery Office.
© Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to civil proceedings.
Newcastle-under-Lyme Borough Council - AC0000849941

Newcastle Borough Council



1:4,000

Page 107

This page is intentionally left blank

Application for Financial Assistance (Historic Buildings Grants) from the Conservation and Heritage Fund

St Margarets Primary School, Knutton Road, Wolstanton (Ref: 24/25005/HBG)

RECOMMENDATION:

Purpose of report

To enable members to consider the application for financial assistance.

St Margarets Primary School, Knutton Road, Wolstanton

The application is for conservation repairs to the school building, principally on elevations within the courtyard and on Knutton Road. The School is a Grade II Listed Building by James Brooks, an influential London architect in 1871, built from brick with stone dressings. The building is also within the Wolstanton Conservation Area.

The windows are mullioned and recessed behind short columns with turned capitals and bases. Some of the columns are showing signs of disrepair and under this project only one will be repaired, due to costs. Others still have structural integrity so will be dealt with as finances allow later. This pair of windows will also be replaced like for like with all other windows being repaired and re-decorated. There is a historic crack on the High Street elevation which will be tied with helifix bars (a recognised method to stitch masonry in a relatively non-invasive way) and brickwork made good. A considerable amount of repointing with lime mortar will also be undertaken principally on the Knutton Road elevation and in the lower section some masonry will be reinstated and a more appropriate handrail installed. Two doors will also be repaired.

The building is a prominent building in the Conservation Area and is in urgent need of refurbishment. Hopefully the school will continue the repairs and repointing in subsequent years to come.

Entrust manages all schools and their buildings in Staffordshire and they are planning, facilitating and project managing the work. They have been through a procurement process with contractors and received quotations for the work.

The work set out above including VAT and fees is £95,686.55. 20% of this cost is £19,137.31 but as the maximum grant to give within the terms of this fund is £5,000, it is proposed to award the school the maximum grant towards the cost of the works.

The Conservation Advisory Working Party will consider the grant application and their comments reported to the committee.

Financial Implications

Historic buildings and structures are entitled to apply for up to a maximum of £5,000 from the Conservation and Heritage Grant Fund. The intervention rate is 20% of the cost of the work for Listed Buildings. For other historic buildings in the Conservation Area, the intervention rate is 10%.

There is sufficient funding to meet this grant application with an allocation this year to the Fund of £16,886. This allows for existing commitments.

SUPPLEMENTARY REPORT
TO THE PLANNING COMMITTEE
3 December 2024

Agenda item 12

Applications for Financial Assistance from the Conservation and Heritage Fund for

1. St Margarets Primary School, Wolstanton (24/25005/HBG)

The **Conservation Advisory Working Party** recommends that this grant (£5,000) is offered to the applicant, subject to the standard conditions.

This page is intentionally left blank

5 BOGGS COTTAGE, KEELE, reference 14/00036/207C3

The purpose of this report is to provide Members with an update, in accordance with the resolution of Planning Committee at its meeting of 3rd January 2019 (since repeated), of the progress in relation to the taking of enforcement action against a breach of planning control at this location.

RECOMMENDATION

That the information be received.

As previously reported, the Planning Inspectorate has allowed the appeal and the enforcement notice has been quashed. Therefore, planning permission has been granted for the use of a mobile home on the land as a dwelling, subject to a number of conditions that now need to be complied with.

Conditions 3 & 4 of the appeal decision required information to be submitted to the Local Planning Authority for approval within three months of the date of the decision i.e. by the 20th March 2023. This information relates to drainage details, provisions for facilities for water and sewerage, provision of parking spaces (Condition 3) and details of a scheme to restore the land to its condition before the development took place (Condition 4).

Details to discharge conditions 3 and 4 were subsequently submitted in accordance with the agreed timeline. Whilst approval was given to Condition 4 site restoration, the drainage details were refused following consultation advice received from Severn Trent Water. Your officers are considering appropriate enforcement action in respect of the breach of that condition.

A copy of the appeal decision can be viewed via the following link; <https://www.newcastle-staffs.gov.uk/BoggsCottage>

Recently, there has been dialogue with the owner of 5 Boggs Cottages regarding occupation of the site and other potential works/development. Officers have met with the owner and emphasised that the occupation of a mobile home would require full compliance with the conditions attached to the appeal decision i.e. drainage matters to be addressed to the satisfaction of the Council.

Date report prepared – 22 November 2024

This page is intentionally left blank

Report to Planning Committee

3rd December 2024

Highway access and safety, Baldwins Gate

At the 8 October meeting of the Planning Committee members considered a reserved matters application in respect of a residential development scheme at Baldwins Gate.

APPLICATION FOR MAJOR DEVELOPMENT - BALDWIN'S GATE FARM, NEWCASTLE ROAD, BALDWIN'S GATE. BELLWAY HOMES LIMITED. 24/00313/REM

Although it was made clear that highway safety matters were not a consideration in the context of the determination of the application before them invited public speakers did raise concerns and Committee members took the opportunity to respond to these.

Members duly approved the reserved matters application but also resolved that the Chair write a letter to Staffordshire County Council Highways asking them to review the access arrangements and revisit the scheme after twelve months in terms of highway safety.

At the 5 November PC meeting Cllr Holland requested that the minute of the 8 October meeting be amended to request that County Highways review the access arrangements and highway safety and that when the Chair received an answer to his letter, could members of this Committee receive a copy.

The Chair has written to the Highways Authority and subsequently received the following response from Mr Dale Arthur, Head of Sustainable Development:

Dear Paul

The consented highway scheme is yet to be designed by the developer. Please note that the signalised proposals are at outline stage, and a full technical submission from the developer is still required for approval by SCC. These proposals must include a Stage 2 Road Safety Audit and a review of a potential change to the speed limit. This change will need approval from the emergency services during the Traffic Regulation Order process. The scheme will also undergo separate Stage 3 and Stage 4 Road Safety Audits at completion of the works and 12-18 months post-completion.

The turn from the A51 into Hungers Heath Lane (C207)

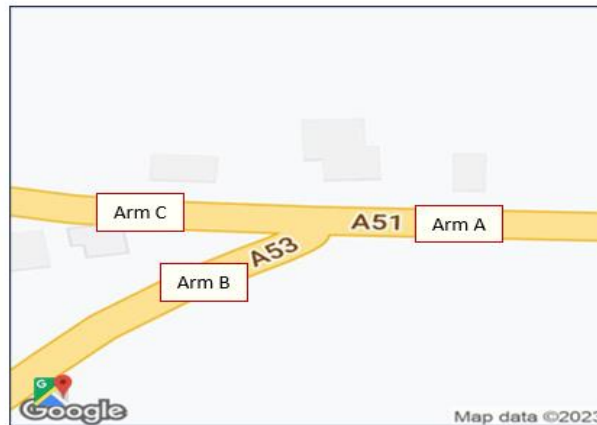
I would like to provide further information regarding the right-turn movement into Hungersheath Lane. Based on survey information gathered as part of the outline planning application, it was observed that 20 vehicles made the right turn from the A51 into Hungersheath Lane (C207) over a six-hour period. This route designated for buses, currently has no restrictions, allowing Heavy Goods Vehicles (HGV's) to use it freely. Given the low volume of traffic, these numbers cannot be considered severe according to the National Planning Policy Framework (NPPF). The route is suitable for buses, and there are no prohibitive restrictions for other vehicles.

Additional data was collected at the A51/A53 junction as shown below.

Loggerheads - Manual Traffic and Queue Length Survey: Thursday, 09 November 2023

Produced by Streetwise Services Ltd.

Junction: A - (East) A51 / B - A53 Newcastle Road / C - (West) A51



The survey revealed that one HGV makes this manoeuvre (arm C to B) between 7:00 and 10:00 AM, and another during the PM peak period from 16:00 to 19:00. Most HGV and bus traffic currently routes from the A51/A53 via Hungersheath Lane, and traffic data suggest that this pattern is unlikely to intensify due to the new signalised junction.

If the right-turn movements at the A51/A53 were to increase, this would impose greater skewing forces and would shorten the lifespan of the carriageway surface due to the acute angle of the junction and become a long-term maintenance problem.

In addition, please find attached a copy of the TA which supported the Baldwins Gate Farm Outline application and snapshot of Traffic flow diagrams at the A51/A53 Junctions extracted from TA . Full 2021 Traffic flow data is included with Appendix A of the TA pages 65-105.

I trust this information is helpful to you.

Kind regards

Client:
Richborough Estates

Project:
**Land North of A53
Baldwins Gate**

Project No:
T21558
Report Title:
Transport Assessment

Prepared by: ML
Authorised by: JP
Rev:
Date: 27/09/2021

Hub Transport Planning Ltd
Radclyffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands B16 8PF
T. 0121 454 5530

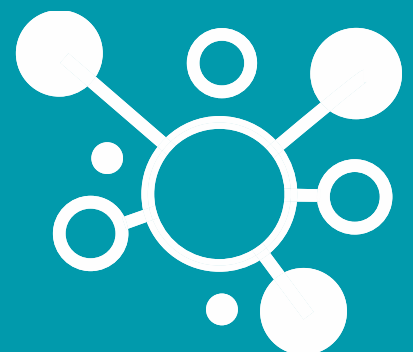


TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	POLICY REVIEW	2
3.0	BACKGROUND INFORMATION AND SUSTAINABILITY	5
4.0	DEVELOPMENT PROPOSALS	12
5.0	TRAFFIC GENERATION, DISTRIBUTION AND ASSIGNMENT	14
6.0	TRAFFIC IMPACT AND ASSESSMENT	16
7.0	PROPOSED MITIGATION	29
8.0	SUMMARY AND CONCLUSION	33

FIGURES

1.1	Site Location Plan
3.1 & 3.2	2021 Surveyed Base Traffic Flows
3.3 & 3.4	2021 Proxy Base PCU Traffic Flows
3.5	Local Facilities Plan
3.6	Walk Distances Plan
3.7	Cycle Distance Plan
5.1 to 5.4	Development Traffic Assignment and Traffic Flows
5.5 & 5.6	Committed Development Traffic Flows
6.1 & 6.2	2027 Base Traffic Flows
6.3 & 6.4	2027 + Committed Development Traffic Flows
6.5 & 6.6	2027 + Committed Development + Development Traffic Flows
7.1	Alternative Route Plan from A51 to A53 – Banned Right Turn at Proposed Signals

DRAWINGS

T21558.001 rev A	Proposed Site Access Arrangements
T21558.002	Proposed Site Access and Highway Network Visibility Splays
T21558.003	Proposed Site Access and Highway Network Swept Path Analysis 01
T21558.004	Proposed Site Access and Highway Network Swept Path Analysis 02
T21558.005	Proposed A53 Speed Limit and Amendments and Features
T21558.006	Proposed A51/A53 Signals Scheme (Western Junction)
T21558.007	Proposed A51/A53 Signals Scheme (Eastern Junction)
T21558.008	Proposed A51/A53 Junction Swept Path Analysis 01
T21558.009	Proposed A51/A53 Junction Swept Path Analysis 02

APPENDICES

Appendix A	Traffic Count Data
Appendix B	SCC Traffic Accident Data
Appendix C	TRICS Output
Appendix D	2011 Census – Journey to Work Data
Appendix E	Junctions 10 Output – Site Access Roundabout
Appendix F	Junctions 10 Output – A51/Newcastle Road (A53)
Appendix G	Junctions 10 Output – A51/A53 (N)
Appendix H	Junctions 10 Output – A51/Sandy Lane
Appendix I	Junctions 10 Output – A53/Holly Bush Lane
Appendix J	Junctions 10 Output – A53/Madeley Road (Existing Layout)
Appendix K	Junctions 10 Output – A53/Lakeside Close
Appendix L	Junctions 10 Output – A53/Sandyfields
Appendix M	Junctions 10 Output – A53/Meadow Way

T21558

Land North of A53, Baldwins Gate

Appendix N	Junctions 10 Output – A53/Gateway Avenue
Appendix O	Junctions 10 Output – A53/Tollgate Avenue
Appendix P	Junctions 10 Output – A53/Fairgreen Road
Appendix Q	Junctions 10 Output – A53/Appleton Drive/Snape Hall Road Staggered Junction
Appendix R	Junctions 10 Output – A53/Trentham Road Roundabout
Appendix S	Junctions 10 Output – A53/Madeley Road (Development Layout)
Appendix T	LinSig Outputs – A51/A53 Proposed Signalisation

THIS PAGE IS LEFT INTENTIONALLY BLANK

1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates to provide transport advice for a proposed residential development on land to the north of the A53, Baldwins Gate.
- 1.2 It is intended that the site will provide up to 200 dwellings; the site location is shown on **Figure 1.1**.

Structure of the Report

- 1.3 This report is intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development site.
- 1.4 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Review;
 - Section 3.0 – Background Information and Sustainability;
 - Section 4.0 – Development Proposals;
 - Section 5.0 – Traffic Generation, Distribution and Assignment;
 - Section 6.0 – Traffic Impact and Assessment;
 - Section 7.0 – Proposed Mitigation;
 - Section 8.0 – Summary and Conclusion.

Limitations of the Report

- 1.5 This report has been undertaken at the request of Richborough Estates, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.6 This report has been compiled using data from several external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Policy Review

Introduction

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional, and local level. The most relevant policy documents relating to this study are detailed below:

- National Planning Policy Framework (July 2021)
- Staffordshire Local Transport Plan 2011 to 2026
- Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy 2006 to 2026 (October 2009)

National Policy

2.2 The latest National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies and how these are expected to be applied.

2.3 In relation to transport, the NPPF states at paragraph 105 that:

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

2.4 When considering the effects the development may have on the local transport network, the NPPF states that:

'In assessing sites that may be allocated for development plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree.

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

2.5 The NPPF further advises that:

'Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.6 In relation to parking policy the NPPF states that:

'If setting local parking standards for residential and non-residential development, policies should take into account:

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

Staffordshire Local Transport Plan 2011

2.7 The Staffordshire Local Transport Plan (LTP) sets out the County Council's proposals for transport provision across the county.

2.8 The LTP contains several specific policies relating to transport provision across the area. Policy 1.2 focuses on rural communities within the county:

"We will endeavour to support rural communities. This will be achieved by:

- Ensuring the transport network – its management, maintenance and development – contributes to the attractiveness and vibrancy of towns and villages (where appropriate).*
- Maintaining and where appropriate, expanding Staffordshire's public transport network where it is deemed economically and socially important. This may include tailored services and travel incentives."*

2.9 Policy 1.6 addresses how highway improvements are preferred over entirely new constructions:

“We will make best use of our roads to increase capacity before considering building new roads. New road buildings will be considered where it:

- *Facilitates new development/regeneration.*
- *Increases capacity at specific congested locations.*
- *Improves local safety.*
- *Enhances conditions for local residents, pedestrians, cyclists, public transport users and businesses.*
- *Takes traffic away from sensitive environmental locations.*

Newcastle-under-Lyme’s Core Spatial Strategy

2.10 The Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy (CSS) is the Local Development Framework for the local planning authority for Newcastle-under-Lyme and the surrounding area, including Baldwins Gate.

2.11 Baldwins Gate is considered in the sub area of ‘Newcastle Rural Areas’ within the CSS.

2.12 Policy SP3 Spatial Principles of Movement and Access addresses the requirement for more choice and accessibility when it comes to sustainable travel:

“1. Improving accessibility and social inclusion through providing for a compact subregion of sustainable linked communities, which have a range of services and facilities, and are well connected to major employment and service centres and the network of green open space.

2. Maximising the accessibility of new residential, employment, retail, development, health and education centres, green open space, leisure and sport facilities as well as strategic transport interchanges, such as railway stations, by walking, cycling and public transport.

3. Where necessary allocating land for the provision of essential infrastructure.

4. Promoting travel awareness and encouraging the production of Green Travel Plans and the latest information and communication technologies.

5. Increase the safety of travel by ensuring development adopt design principles which work to create safer environments and where appropriate by delivering infrastructure improvements with new development.

6. Progressive development of Park and Ride facilities.

7. Encouraging the use of waterways as lines of communication and enhancing and safeguarding rail travel.

8. Addressing the environmental impacts of travel including congestion, air quality and noise pollution.

9. Secure developer contributions towards the delivery of schemes that support the key objectives of the Staffordshire and North Staffordshire Local Transport Plans.

3.0 Background Information and Sustainability

Site Location and Highway Network

- 3.1 The proposed development is located on the western edge of Baldwins Gate and is bounded by the A53 to the south, a handful of residential properties and Madeley Road to the southwest, residential properties to the east, and agricultural land to the north and northwest. The site is currently in agricultural use.
- 3.2 The A53 is the main road through Baldwins Gate and is also a key arterial route connecting Newcastle-under-Lyme/Stoke-on-Trent with Shrewsbury, via Market Drayton. It is c.7.5m in width along the site frontage and subject to a 30mph speed limit as it passes the site; this changes to the national speed limit c.300m west of the centre of the site, as well as c.220m south of the site on Sandy Lane.
- 3.3 Sandy Lane is located opposite the site, running south from the existing priority T-junction with the A53 and is a rural road of just under 800m in length that provides a connection to the A51, another key distributor route connecting Nantwich (and beyond) to the northwest, with the A34, Stone (and beyond) to the southeast.
- 3.4 A continuous footway of c.1.5 to 1.7m in width is present on the northern side of the A53 carriageway along the site frontage, with similar provision on the southern side; this widens to c.1.8 to 2.0m as it heads eastwards into the village.
- 3.5 The highway network throughout the village is two-lane single carriageway, is lit, and has footways on both sides of the carriageway.
- 3.6 There are two signalised pedestrian crossings on the A53 in the centre of Baldwins Gate, one c.30m east of the Gateway Avenue junction and one at the bridge over the railway line, c.65m northeast of the Fairgreen Road junction; this allows for safe pedestrian crossing of the A53.
- 3.7 In respect of the wider area and highway network, the A53 connects Baldwins Gate with Newcastle-under-Lyme to the northeast of the site, whilst also providing access (via the A5182 Trentham Road) to Stoke-on-Trent and the M6 at junction 15.

Traffic Conditions

- 3.8 Numerous site visits have been undertaken during weekday peak periods across several different days in 2018, 2019, 2020 (during the Covid-19 pandemic) and on three separate occasions in May, June and July 2021.
- 3.9 As stated above, the A53 is a key arterial route and, as such, carries a commensurate volume of traffic during peak periods; but also, during the off-peak periods as well. The traffic data obtained to support the analysis in this report is detailed below.
- 3.10 In terms of highway network operation, it is clear that the two A53 priority junctions with the A51 struggle in terms of capacity in both peak periods, with queues and delays on the minor arms (the A53 approaches).
- 3.11 The A51 junctions with Sandy Lane and Woodside have been observed to operate within capacity during peak periods, with limited queues and delays; albeit the traffic flows along this section of the A51, and along the two lanes themselves are much lower than along the A53.
- 3.12 The priority junctions along the A53, both on approach to and within the village of Baldwins Gate, have also been observed to operate within capacity during peak periods, generally with low levels of queueing and delay.

- 3.13 Intermittent spikes in both queues and delay have been observed at times throughout both peak periods, at various junctions across the village (such as Meadow Way and Tollgate Avenue at school drop-off and pick-up times); however, whilst queues on the A53 tend to build quickly once a vehicle stops, the queueing also disperses quickly and thus the delays observed are generally short-lived.

Traffic Data Collection

- 3.14 To provide a comprehensive assessment of the potential traffic impact of the proposed residential development, we commissioned a total of fourteen Classified Turning Counts (CTCs) at the following junctions across the highway network on 23rd June 2021:
- A51/A53 Newcastle Road;
 - A51/A53 (N);
 - A51/Sandy Lane;
 - A53/Holly Bush Lane;
 - A53/Madeley Road;
 - A53/Sandy Lane;
 - A53/Lakeside Close;
 - A53/Sandyfields;
 - A53/Meadow Way;
 - A53/Gateway Avenue;
 - A53/Tollgate Avenue;
 - A53/Fairgreen Road;
 - A53/Appleton Drive/Snape Hall Road; and
 - A53/Trentham Road.
- 3.15 In addition to the CTCs, speed and vehicle classification data has been collected on the A53 along the site frontage, as well as on Manor Road to the northwest of the site, via Automatic Traffic Count (ATC) for a 7-day period between Tuesday 22nd June and Monday 28th June 2021.
- 3.16 The above count locations have been agreed with the local highway authority, Staffordshire County Council (SCC).
- 3.17 In addition to the above, although the traffic surveys were undertaken after the UK-wide Covid-19 restrictions were largely lifted, we have also agreed to consider the latest data against that obtained in 2018, prior to the Covid-19 pandemic.
- 3.18 This has been done by comparing a peak period traffic count undertaken at the A53/Sandy Lane junction on 13th September 2018 with the most recent count data.
- 3.19 The comparison suggests that current traffic volumes along the A53 are 7.3% lower than they were in 2018; therefore, we have applied a 7.3% uplift to the A51 and A53 count data obtained from the latest counts to produce a robust 2021 base traffic scenario for the AM and PM peak hours tested.

T21558
Land North of A53, Baldwins Gate

- 3.20 The CTC data for all the above listed junctions, along with the ATC data for the A53 and Manor Road, are provided as **Appendix A**.
- 3.21 Traffic flow diagrams showing the 2021 surveyed data and the subsequent proxy 2021 Base PCU flows across the network are shown on **Figures 3.1 to 3.4**.

Highway Safety

- 3.22 To establish road safety conditions on the highway network in the vicinity of the site, Personal Injury Accident (PIA) data has been obtained from SCC and is included as **Appendix B**; the search area incorporates the village of Baldwins Gate along with the A51 and A53.
- 3.23 In the latest five-year period provided (which covers the period 01/01/2015 to 19/06/2021, so just over 65 months in total), there have been 41 PIAs have occurred in the search area, the vast majority of which have occurred along the A51/A53 corridor, with a single PIA occurring outside of this area.
- 3.24 A summary of the accident data for the search area is included in **Table 1**.

Table 1 – Baldwins Gate PIAs

Location	Severity			Total	Casualty Type	
	Slight	Serious	Fatal		Pedestrian	Cyclist
Junctions						
A51/A53 Newcastle Rd	5	-	-	5	-	1
A51/A53 (N)	1	1	-	2	-	-
A53/Bent Ln/Three Mile Ln	6	1	-	7	-	-
A53/Trentham Rd	1	-	-	1	-	1
A53/Holly Bush Ln	1	-	-	1	-	-
A53/Lakeside Cl	1	-	-	1	-	-
A53/Fairgreen Rd	1	-	-	1	-	-
A51/Wharmadine Ln	-	-	1	1	-	-
A51/Private Drive	2	-	-	2	-	-
A53/Private Drive	2	-	-	2	-	-
Manor Rd/Madeley Rd/Camp Hill	2	-	-	2	-	-
Not at a Junction						
A51	1	-	-	1	-	-
A53	11	3	2	16	-	1
TOTAL	33	5	3	41	0	3

- 3.25 The above table demonstrates that all but one of the PIAs within the search area occurred on either the A51 or A53, and that 33 of those 40 incidents were classified as slight in severity.
- 3.26 The three PIAs involving cyclists were similarly all classified as slight in severity, whilst no incidents occurred involving pedestrians.
- 3.27 Five of the accidents details in Table 1 were single vehicle accidents, including three of the five serious injury incidents.
- 3.28 The single vehicle accidents occurred in January 2015 (A53/Lakeside Close, Car, Slight Injury); July 2017 (A53/Sandy Lane, Motorcycle, Serious Injury); November 2016 (A53, Car, Slight Injury); December 2017 (A53 nr Three Mile Lane, Car, Serious Injury) and April 2021 (A53, Motorcycle, Serious Injury).

- 3.29 In four of the five accidents, the contributory factors related to driver error, with the other accident relating to an unknown issue that caused sudden braking; one of the accidents also related to intoxication whilst driving a stolen vehicle.
- 3.30 There is no discernible pattern to the single vehicle accidents; they are spread along the A53 and with a 3½ year gap between the last two accidents (December 2017 and April 2021).
- 3.31 In respect of the remaining two serious injury accidents, one occurred in January 2018 at the A53/A51 junction to the southwest of Baldwins Gate, involving three vehicles and with the noted contributory factors being related to driver error; whilst the other occurred in February 2020 at the A53/Three Mile Lane junction to the northeast of Baldwins Gate, involving two vehicles and with the noted contributory factor again being related to driver error.
- 3.32 In respect of the fatal injury accidents, of which there were three across the network within the period analysed, two occurred along the site frontage adjacent to the A53 junction with Sandy Lane; the third occurred at the A51 junction with Wharmadine Lane.
- 3.33 The two fatalities on the A53 along the site frontage occurred in July 2016 and June 2018.
- 3.34 The incident in July 2016 involved four vehicles, with the driver of one vehicle suffering a fatal injury and two passengers in the same vehicle suffering serious injuries. It should be noted that the driver that was fatally injured was a banned and uninsured driver who was also intoxicated and was evading police at the time of the incident.
- 3.35 The incident in June 2018 involved three vehicles, with the rider of a motorcycle suffering a fatal injury; the noted contributory factors to the incident were related to driver error, including exceeding the speed limit.
- 3.36 Whilst all PIAs are regrettable, the analysis does not identify any specific accident patterns across the highway network in vicinity of the site; in addition, the number of accidents is not unusual given the significant level of traffic flow along the A51 and A53 corridors.
- 3.37 However, it should be noted that as part of the development proposals, **Section 4.0** of this report sets out highway mitigation proposals (including the development site access junction) that is expected to help improve road safety through Baldwins Gate and slightly further afield.

Sustainable Transport

- 3.38 It is generally understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 2**.

Table 2– Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 3.39 There is the potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips. Guidance suggests that 5km is a useful benchmark for a commutable distance by cycle.
- 3.40 The National Travel Survey 2020, highlights that the average cycle trip for 2019 was 6.1km (assuming a 16kph average cycle speed).
- 3.41 With regards to walking, Manual for Streets (MfS) states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 3.42 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 3.43 In addition to the above, it is pertinent to note that the National Travel Survey (published in August 2020), which provides a summary of results of travel survey data for 2019, reports that the average walk trip distance is 1.36km.
- 3.44 As such, it is reasonable to assume that the average person will walk between 800m and 2.0km to a defined destination (such as local facilities), but also being mindful of 1.36km average walk distance.
- 3.45 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

Pedestrian Accessibility

- 3.46 The existing streets within the village are residential in nature and lit, with signalised pedestrian crossing points appropriately located such that routes to local facilities and services are suitable for pedestrian use.
- 3.47 The proposed development site is located within walking distance of several local facilities within the village; these are listed in **Table 3** and can be identified in **Figure 3.5**.

Table 3 – Local Facilities

Facility	Distance from Centre of Site (Approx.)
Baldwins Gate Methodist Church	450m
Plant & Wilton Butchers	500m
Baldwins Gate Filling Station & Shop	650m
The Chipperfield Rifle Ranges	750m
Baldwins Gate Surgery	800m
Baldwins Gate C of E Primary School	900m
The Blockhouse Grill	950m
Eshanya’s Hair Salon	950m
Station Stores & Post Office	950m
Whitmore Village Hall	1.15km

- 3.48 All the facilities listed above are located within the NTS 2020 average walking distance of 1.36km and all are comfortably within the MfS suggested upper limit, referenced in the former PPG13 guidance, of 2km.

- 3.49 The site benefits from being near to the local primary school and medical practice, as well as the Post Office and other retail facilities.
- 3.50 A plan of the local area showing 800m, 1.2km, and 2.0km walk distances from the site can be seen in **Figure 3.6**; these are the walk distances set out in the IHT guidance.
- 3.51 It is considered the site is appropriately located for accessing a range of local facilities on foot that will be used by residents daily.

Cycling Accessibility

- 3.52 The A53 along the site frontage and through Baldwins Gate to the east of the site is subject to a 30mph speed limit, as are all the roads within the village confines; as such, they are considered suitable for use by experienced cyclists.
- 3.53 The roads directly adjacent to the site, Sandy Lane and Madeley Road, are relatively lightly trafficked rural roads that can be appropriate for on-road cycling despite being subject to the national speed limit. Madeley Road forms a junction with Manor Road, which subsequently connects through the neighbouring countryside and towards Madeley.
- 3.54 The closest National Cycle Network (NCN) Routes to the site are Route 5 in Stoke-on-Trent and Route 552 in Market Drayton. Both are outside the 5.0km cycle distance from the site.
- 3.55 A plan of the local area showing the 5.0km cycling distance around the site can be seen in **Figure 3.7**.

Bus Accessibility

- 3.56 The nearest bus stops to the site are located on the A53, c.450m east of the site; the eastbound stop provides a small shelter, whilst the westbound stop takes the form of a flagpole stop. Both stops are served by the number 64/164 bus service.
- 3.57 A summary of the frequency and destinations is provided in **Table 4** below; up-to-date timetables can be found at arrivabus.co.uk.

Table 4 – Local Bus Services

Service No.	Route	Frequency (approx.)		
		Mon - Fri	Sat	Sun
64/164	Market Drayton – Loggerheads – Baldwins Gate – Newcastle – Hanley	Every 60 mins (07:55–17:35)	Every 60 mins (08:00–16:35)	N/A

- 3.58 **Table 4** demonstrates that there is a regular bus services during the day for those residents travelling to the larger urban centres of Newcastle/Hanley and Market Drayton.
- 3.59 Morning services to Newcastle/Hanley depart from the A53 bus stop at 07:56, arriving at Newcastle Bus Station at 08:15 and at Hanley Bus Station at 08:35; whilst morning services to Market Drayton depart from the A53 bus stop at 09:13, arriving at Market Drayton at 09:42. Evening services return from Hanley/Newcastle at 17:15/17:30 and 18:15/18:30.
- 3.60 These services allow for residents to travel to these major centres for education, employment, retail, and leisure purposes via sustainable means.

Rail Accessibility

- 3.61 The closest rail station to the site is Stoke-on-Trent Rail Station, located c.13km to the east of the site and can be accessed by bus (c.30-minute journey), or by car (c.20 to 25-minute journey).
- The station benefits from a 63 cycle parking space Cycle Hub on Platform 1, in addition to cycle hoops for 52 cycles. The station also has car parking across 3 car parks with 489 spaces with 21 accessible spaces.
 - It is situated on the Manchester section of the West Coast Main Line, while also serving local routes through Staffordshire, Cheshire, and Derbyshire.
 - Regular services run from Stoke-on-Trent to destinations such as Manchester, Crewe, Birmingham, and Derby. As well as to destinations further afield such as London Euston and Bournemouth
- 3.62 It can be considered that there is a realistic option for residents to travel by a combination of bus/train, or car/train to destinations further afield such as London and Birmingham.

Summary

- 3.63 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car.
- 3.64 It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.

4.0 Development Proposals

Proposed Development

- 4.1 The proposed development is for c.200 residential dwellings, 25% of which are to be affordable dwellings.

Vehicular Access Strategy

- 4.2 Vehicular access to the site is proposed directly off the A53, along the southern frontage of the site.
- 4.3 The proposed site access junction will take the form of a new four-arm roundabout junction with the A53 and Sandy Lane.
- 4.4 The site access junction is shown on **Drawing T21558.001 rev A** and provides a 36m ICD compact roundabout design for access into the site.
- 4.5 The drawing also shows the proposed realignment of Madeley Road to create an improvement priority junction with the A53, squaring up the approach to the junction so that drivers on Madeley Road are not required to observe approaching traffic by looking over their shoulder, thus improving the visibility and operation of the junction.
- 4.6 To the northeast of the site, the drawing shows the proposed new signalised pedestrian (puffin) crossing facility which will facilitate safe and convenient access across the A53 to the westbound bus stop, as well as facilities in the village.
- 4.7 **Drawing T21558.002** demonstrates that forward visibility can be achieved to the give-way lines of the new junction in accordance with the observed 85th percentile dry weather speeds on the A53.
- 4.8 The A53 ATC data demonstrates that 85th percentile speeds eastbound are 36.7mph and westbound are 36.6mph; this includes the additional 2.5mph that has been added in line with CA 185 guidance, on the basis that the weather data for the week in question showed some periods of rainfall.
- 4.9 The resulting visibility splay requirements are 61m in an eastbound direction and 56m in a westbound direction.
- 4.10 **Drawing T21558.002** also shows the available visibility from the realigned A53/Madeley Road junction; to the west, visibility is available over a distance of at least 90m (thus in line with DMRB guidance for the prevailing 30mph speed limit), whilst to the east, visibility is shown the nearside kerb in line with the observed speeds from the ATC survey, as well as to 90m for the approaching traffic from the roundabout.
- 4.11 This is notwithstanding that traffic speeds through the roundabout will be materially lower than the observed speeds due to the necessity for traffic to negotiate the junction itself.
- 4.12 At the signalised pedestrian crossing, forward visibility is available to both primary signal heads in line with the observed speeds.
- 4.13 Swept path analysis has been carried out to demonstrate that the largest vehicles that will use the junction on a regular basis can be accommodated, those being large articulated vehicles along the A53, buses to/from Sandy Lane and large four-axle refuse vehicles to/from the site.

- 4.14 The swept path analysis for the site access roundabout and realigned Madeley Road junction is provided on **Drawings T21558.003 and 004**.
- 4.15 The proposed roundabout has been designed as a compact layout to better accommodate pedestrians, with footways of 2.0m in width provided along the site access arm and tactile-paved crossing points within the splitter islands providing pedestrian connectivity around the entire roundabout.
- 4.16 The proposed site access junction and Madeley Road junction improvement will be supplemented by a proposed speed limit change on the A53 to the west of Baldwins Gate, with an updated gateway/entry feature at the existing 30mph speed limit change, and a new 40mph speed limit (with visual calming feature) to the west of the A53 junction with Holly Bush Lane.
- 4.17 These proposals are shown on **Drawing T21558.005** and will be delivered via Traffic Regulation Order (TRO).
- 4.18 A Stage 1 Road Safety Audit (RSA) has been commissioned for the site access junction and highway network mitigation proposals on the A53 in the vicinity of the site and, along with the Designer's Response, is provided under separate cover.

Pedestrian/Cycle Access Strategy

- 4.19 The development site will deliver a 3.0m wide shared footway/cycleway facility from the A53 in the northeast corner of the site, which will run through the proposed Public Open Space (POS) within the site.
- 4.20 On the A53 to the west of the site access, the existing footway will be improved to provide a 2.0m width and will connect to new provision along the initial section of Madeley Road, before connecting within the site to provide a circular walk route around the new development.
- 4.21 As indicated above, a new signalised pedestrian (puffin) crossing is proposed just to the northeast of the site on the A53 and will deliver safe and suitable access for pedestrians between the site and Baldwins Gate village centre.

Highway Safety Benefits

- 4.22 The site access and highway network mitigation proposed will materially benefit highway safety along the A53 corridor and throughout Baldwins Gate.
- 4.23 Whilst a number of the accidents, including the single vehicle accidents, are not directly related to the layout of the highway network itself; it is clear that the speed reduction measures will improve highway safety in the area, and could well have reduced the severity of the some of those accidents (if not directly prevented the accident itself).
- 4.24 This includes the site access roundabout itself, which will materially reduce the speed of traffic on the A53 as it enters/leaves Baldwins Gate adjacent to the site; this includes the section past Madeley Road which itself is proposed to be realigned to improve the junction operation and visibility.
- 4.25 The highway network proposals represent a significant improvement to what has, both recently and historically, been a problematic section of the highway network.

5.0 Traffic Generation, Distribution and Assignment

Traffic Generation

- 5.1 The proposed development site of up to 200 dwellings has been assessed using the TRICS (7.8.2) database to inform the potential traffic generation, in accordance with the TRICS Good Practice Guide 2021.
- 5.2 With the TRICS assessment work, the following parameters have been used:
- Land Use – Residential, Houses Privately Owned
 - Regions – United Kingdom (excl. Greater London and Northern Ireland)
 - Units – 50 to 500
 - Date Range – 01/01/2013 to 08/10/2020
 - Selected Days – Weekdays
 - Selected Locations – Edge of Town, Neighbourhood Centre
 - Car Ownership <1 removed
 - Population within 1 mile >20,000 removed
- 5.3 The trip rates are presented in **Table 6** and the TRICS output is provided in **Appendix C**.

Table 5 – TRICS Trip Rates – 200 Dwellings

Peak Period	Trip Rate (per Dwellings)		Trips (200 Dwellings)		Total
	In	Out	In	Out	
AM	0.152	0.372	30	74	104
PM	0.346	0.160	69	32	101

NB: AM peak is 08:00-09:00 and PM peak is 17:00-18:00; trips have been rounded.

- 5.4 **Table 6** indicates that the proposed development is forecast to result in 104 two-way vehicle movements during the AM peak hour and 101 two-way vehicle movement during the PM peak hour.
- 5.5 This generation is equivalent to less than two vehicles per minute on the local highway network in either direction during the peak hours.

Distribution and Assignment

- 5.6 To determine the expected distribution of development traffic to and from the site, 2011 Census Travel to Work data has been used. The MSOA Newcastle-under-Lyme 016 has been used as the place of residence; full details are included as **Appendix D**.
- 5.7 The resulting traffic assignment is as follows:
- A53 (East) = 67.6%
 - Whitmore Road = 31.6%

- Trentham Road = 30.6%
 - Three Mile Lane = 5.4%
 - A53 (West) = 25.8%
 - Madeley Road/Manor Road = 5.5%
 - A53 (Southwest) = 20.3%
 - Sandy Lane (South) = 6.6%
 - A51 (East) = 6.6%
- 5.8 In terms of vehicle movements, this will result in a maximum of 71 two-way vehicle trips to the east of the site, 27 two-way vehicle trips to the west of the site, and 7 two-way vehicle trips to the south of the site.
- 5.9 Traffic flow diagrams showing the assignment percentages and the corresponding development traffic flows can be seen in **Figures 5.1 to 5.4**.

Committed Developments

- 5.10 Committed developments in the area have been considered to understand cumulative traffic impacts in the vicinity of the site.
- 5.11 SCC requested that the assessment takes into account the traffic associated with the HS2 activities in the area, as a sensitivity test; however, given the significant traffic volumes forecast during the HS2 construction period, we have taken the view that the highway network and any mitigation proposals (including the site access junction) needs to be able to accommodate the proposed development and the HS2 traffic.
- 5.12 As such, on the basis that the peak HS2 Phase 2a construction traffic will be on the surrounding highway network in 2027, we have assessed it in full by extracting the relevant traffic data from the TA that was undertaken for HS2 by Arup in July 2017, and which formed part of the Technical Appendices to the Environmental Statement.
- 5.13 We consider that this provides a very robust test of all of the junctions across the surrounding highway network.
- 5.14 The other committed development that has been taken into account is the Tagedale Quarry site in Loggerheads; this comprises 128 dwellings and the development distribution/assignment from the supporting TA for that application was reviewed.
- 5.15 It has been assumed that c.85% of traffic to/from the A53 then continues along the A53 through Baldwins Gate, with c.15% using the A51.
- 5.16 The traffic flows produced by the committed development on the local highway network is shown on **Figures 5.5 and 5.6**.

6.0 Traffic Impact and Assessment

Introduction

- 6.1 This section sets out the results of the junction modelling undertaken to assess the capacity at junctions on the local highway network. It was agreed with SCC that the following junctions would be assessed as part of this TA report:
- A53/Sandy Lane/Site Access roundabout;
 - A51/A53 Newcastle Road priority junction;
 - A51/A53 (North) priority junction;
 - A51/Sandy Lane priority junction;
 - A53/Holly Bush Lane priority junction;
 - A53/Madeley Road priority junction;
 - A53/Lakeside Close priority junction;
 - A53/Sandyfields priority junction;
 - A53/Meadow Way priority junction;
 - A53/Gateway Avenue priority junction;
 - A53/Tollgate Avenue priority junction;
 - A53/Fairgreen Road priority junction;
 - A53/Appleton Drive/Snape Hall Road priority junction;
 - A53/A5182 Trentham Road roundabout.
- 6.2 Where applicable, proposed mitigation schemes have also been assessed.
- 6.3 The capacity assessments have been carried out for the following traffic scenarios:
- 2021 Base;
 - 2027 Base;
 - 2027 Base + Committed Development;
 - 2027 Base + Committed Development + Proposed Development.
- 6.4 The traffic flow diagrams for the future year scenarios are presented in **Figures 6.1 to 6.6**.
- 6.5 The peak hour factors applied to the base traffic were derived from TEMPro and adjusted using the NTM; it should be noted that whilst standard practice would suggest a 2026 design year (five years beyond application year), we have used 2027 to align the proposed development with the HS2 construction, in order to provide a robust/worst-case scenario.

- 6.6 The 2011 Census Local Authority District Newcastle-under-Lyme was used as the local area and the resulting factors are as follows:
- 2021 to 2027 AM peak = 1.0443;
 - 2021 to 2027 PM peak = 1.0428.

Assessment Methodology

- 6.7 It should be noted that, as per TRL guidance, all assessments have been carried out using direct traffic profiles.
- 6.8 In addition, where required, junctions have been calibrated in the 2021 base assessments to match our observations of the peak hour junction operation; this generally involves removing capacity from the junction so that queues and delays are more representative of observed conditions.

Proposed Site Access Roundabout

- 6.9 The proposed site access roundabout has been assessed using the ARCADY module of the Junctions 10 software package.
- 6.10 The summary results are set out in **Table 6** below, with the full ARCADY outputs included as **Appendix E**.

Table 6 – Site Access Junction – ARCADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2027 Base + Committed + Development						
A53 (East)	0.61	2	8	0.72	3	11
Sandy Lane	0.13	0	6	0.13	0	6
A53 (West)	0.68	2	9	0.57	1	7
Site Access	0.10	0	5	0.04	0	4

- 6.11 **Table 6** demonstrates that the proposed site access junction is forecast to operate well within capacity in the future year of 2027 with development traffic on the network, with minimal queues and delays on all approach arms.

Highway Network Junction Capacity Assessments

- 6.12 All priority junctions assessed have been modelled using the PICADY module of the Junctions 10 software, whilst the A53/Trentham Road roundabout junction has been modelled using the ARCADY module of the Junctions 10 software.

A51/Newcastle Road (A53) Priority Junction

- 6.13 A summary of the results for the capacity assessment of the A51/Newcastle Road (A53) priority junction to the southwest of Baldwins Gate is provided in **Table 7**, with the full output results included in **Appendix F**.

Table 7 – A51/Newcastle Road (A53) Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
A53	0.92	7	68	1.06	19	174
A51	0.03	0	6	0.03	0	6
2027 Base						
A53	0.98	10	91	1.13	28	264
A51	0.03	0	6	0.03	0	6
2027 Base + Committed						
A53	1.04	14	132	1.18	36	373
A51	0.03	0	5	0.03	0	5
2027 + Committed + Development						
A53	1.05	17	165	1.23	46	461
A51	0.03	0	6	0.03	0	5

- 6.14 **Table 7** demonstrate that under the 2021 base traffic scenario, the junction is operating over capacity with noticeable queues and delays on the A53 Newcastle Road arm; this reflects numerous site observations during both peak periods.
- 6.15 In the future year scenarios, junction performance would decrease significantly with long queues and delays; although the impact of the proposed development would be relatively low in the morning peak hour, in the evening peak hour it would increase delays by approximately 90 seconds per vehicle and the junction would be operating well beyond capacity.
- 6.16 On the basis of the above, a signalised mitigation scheme for the junction is proposed; the scheme design and capacity analysis is set out later in this report.

A51/A53 (N) Priority Junction

- 6.17 A summary of the results for the capacity assessment of the A51/A53 (N) priority junction is provided in **Table 8**, with the full output results included in **Appendix G**.

Table 8 – A51/A53 (N) Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
A53 (N)	0.79	4	34	1.03	17	111
2027 Base						
A53 (N)	0.84	5	41	1.08	25	150

2027 Base + Committed						
A53 (N)	1.02	18	133	1.31	105	647
2027 + Committed + Development						
A53 (N)	1.06	25	170	1.33	111	685

- 6.18 **Table 8** demonstrates that under the 2021 base traffic scenario, the junction is operating close to practical capacity during the AM peak hour and well over capacity during the PM peak hour, with noticeable queues and delays present on the A53 (N) arm.
- 6.19 As with the A51/A53 Newcastle Road junction, this reflects numerous site observations during the peak periods.
- 6.20 In the future year scenarios, junction performance would decrease significantly with long queues and delays; although the impact of the proposed development would be relatively low in both peak hours, the junction would be operating well beyond capacity with significant queues and delays (particularly in the evening peak hour).
- 6.21 On the basis of the above, a signalised mitigation scheme is also proposed for this junction; the scheme design and capacity analysis is set out later in this report.

A51/Sandy Lane Priority Junction

- 6.22 A summary of the results for the capacity assessment of the A51/Sandy Lane priority junction to the south of Baldwins Gate is provided in **Table 9**, with the full output results included in **Appendix H**.

Table 9 – A51/Sandy Lane Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Sandy Lane	0.11	0	6	0.08	0	7
A51	0.09	0	6	0.08	0	5
2027 Base						
Sandy Lane	0.11	0	6	0.08	0	7
A51	0.09	0	6	0.08	0	5
2027 Base + Committed						
Sandy Lane	0.11	0	6	0.08	0	7
A51	0.09	0	6	0.08	0	5
2027 + Committed + Development						
Sandy Lane	0.12	0	6	0.08	0	7
A51	0.09	0	6	0.09	0	5

- 6.23 **Table 9** demonstrates that under the 2021 base traffic scenario, the junction is operating well within capacity during peak hours.

- 6.24 In all future year scenarios, the junction would continue to operate well within capacity with minimal queuing and delays.
- 6.25 The impact of the proposed development is clearly negligible, and no mitigation is required.

A53/Holly Bush Lane Priority Junction

- 6.26 A summary of the results for the capacity assessment of the A53/Holly Bush Lane priority junction to the west of Baldwins Gate is provided in **Table 10**, with the full output results included in **Appendix I**.

Table 10 – A53/Holly Bush Lane Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Holly Bush Lane	0.05	0	11	0.05	0	11
A53	0.00	0	0	0.01	0	4
2027 Base						
Holly Bush Lane	0.07	0	11	0.07	0	11
A53	0.00	0	0	0.01	0	4
2027 Base + Committed						
Holly Bush Lane	0.16	0	12	0.34	1	15
A53	0.06	0	6	0.18	1	5
2027 + Committed + Development						
Holly Bush Lane	0.16	0	12	0.34	1	15
A53	0.06	0	5	0.18	1	5

- 6.27 **Table 10** demonstrates that under the 2021 base traffic scenario, the junction is operating well within capacity during peak hours.
- 6.28 In all future year scenarios, the junction would continue to operate well within capacity with minimal queuing and delays.
- 6.29 The impact of the proposed development is clearly negligible, and no mitigation is required.

A53/Madeley Road Priority Junction

- 6.30 A summary of the results for the capacity assessment of the existing A53/Madeley Road priority junction is provided in **Table 11** overleaf, with the full output results included in **Appendix J**.

Table 11 – A53/Madeley Road Priority Junction (Existing Layout) – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Madeley Road	0.53	1	34	0.25	0	19
A53	0.20	1	6	0.29	1	6
2027 Base						
Madeley Road	0.56	1	37	0.27	0	19
A53	0.22	1	6	0.30	1	7
2027 Base + Committed						
Madeley Road	0.69	2	50	0.49	1	29
A53	0.28	1	7	0.48	2	8

- 6.31 **Table 11** demonstrates that under the 2021 base traffic scenario, the junction is operating within capacity during both peak hours.
- 6.32 In all future year scenarios, the junction would continue to operate within capacity with low levels of queuing and delay.
- 6.33 Although the junction operates within capacity, as set out earlier in this report, it is proposed to realign the Madeley Road junction to improve visibility to the right (on exit) and square the approach up with the A53 to improve the overall operation.
- 6.34 Therefore, the proposed junction improvement scheme has been assessed with the development traffic, later in this report.

A53/Lakeside Close Priority Junction

- 6.35 A summary of the results for the capacity assessment of the A53/Lakeside Close priority junction within Baldwins Gate is provided in **Table 12**, with the full output results included in **Appendix K**.

Table 12 – A53/Lakeside Close Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Lakeside Close	0.19	0	23	0.15	0	22
A53	0.01	0	6	0.02	0	7
2027 Base						
Lakeside Close	0.20	0	25	0.19	0	25
A53	0.01	0	6	0.02	0	7

2027 Base + Committed						
Lakeside Close	0.25	0	32	0.26	0	39
A53	0.01	0	7	0.02	0	7
2027 + Committed + Development						
Lakeside Close	0.27	0	36	0.30	0	46
A53	0.01	0	7	0.02	0	8

- 6.36 **Table 12** demonstrates that under the 2021 base traffic scenario, the junction is operating well within capacity during peak hours.
- 6.37 In all future year scenarios, the junction would continue to operate well within capacity with minimal queueing and delays.
- 6.38 The impact of the proposed development is clearly negligible, and no mitigation is required.

A53/Sandyfields Priority Junction

- 6.39 A summary of the results for the capacity assessment of the A53/Sandyfields priority junction within Baldwins Gate is provided in **Table 13**, with the full output results included in **Appendix L**.

Table 13 – A53/Sandyfields Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Sandyfields	0.05	0	8	0.02	0	10
A53	0.04	0	5	0.03	0	4
2027 Base						
Sandyfields	0.05	0	8	0.02	0	10
A53	0.04	0	5	0.04	0	4
2027 Base + Committed						
Sandyfields	0.06	0	9	0.03	0	12
A53	0.04	0	5	0.04	0	4
2027 + Committed + Development						
Sandyfields	0.06	0	10	0.03	0	13
A53	0.04	0	5	0.05	0	4

- 6.40 **Table 13** demonstrates that under the 2021 base traffic scenario, the junction is operating well within capacity during peak hours.
- 6.41 In all future year scenarios, the junction would continue to operate well within capacity with minimal queueing and delays.
- 6.42 The impact of the proposed development is clearly negligible, and no mitigation is required.

T21558
Land North of A53, Baldwins Gate

A53/Meadow Way Priority Junction

6.43 A summary of the results for the capacity assessment of the A53/Meadow Way priority junction within Baldwins Gate is provided in **Table 14**, with the full output results included in **Appendix M**.

Table 14 – A53/Meadow Way Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Meadow Way	0.39	1	28	0.09	0	22
A53	0.18	0	5	0.06	0	5
2027 Base						
Meadow Way	0.42	1	30	0.09	0	24
A53	0.19	1	5	0.08	0	4
2027 Base + Committed						
Meadow Way	0.49	1	43	0.12	0	36
A53	0.22	1	5	0.09	0	4
2027 + Committed + Development						
Meadow Way	0.52	1	51	0.14	0	28
A53	0.23	1	5	0.08	0	4

6.44 **Table 14** demonstrates that under the 2021 base traffic scenario, the junction is operating well within capacity during peak hours.

6.45 In all future year scenarios, the junction would continue to operate well within capacity with minimal queueing and delays.

6.46 The impact of the proposed development is clearly negligible, and no mitigation is required.

A53/Gateway Avenue Priority Junction

6.47 A summary of the results for the capacity assessment of the A53/Gateway Avenue priority junction within Baldwins Gate is provided in **Table 15**, with the full output results included in **Appendix N**.

Table 15 – A53/Gateway Avenue Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Gateway Avenue	0.35	1	27	0.18	0	31
A53	0.12	0	5	0.11	0	4

2027 Base						
Gateway Avenue	0.38	1	30	0.19	0	34
A53	0.13	0	5	0.11	0	4
2027 Base + Committed						
Gateway Avenue	0.46	1	39	0.30	0	65
A53	0.14	0	5	0.14	0	4
2027 + Committed + Development						
Gateway Avenue	0.51	1	47	0.37	1	84
A53	0.15	0	5	0.15	0	4

6.48 **Table 15** demonstrates that under the 2021 base traffic scenario, the junction is operating well within capacity during peak hours.

6.49 In all future year scenarios, the junction would continue to operate well within capacity with minimal queuing and delays.

6.50 The impact of the proposed development is clearly negligible, and no mitigation is required.

A53/Tollgate Avenue Priority Junction

6.51 A summary of the results for the capacity assessment of the A53/Tollgate Avenue priority junction within Baldwins Gate is provided in **Table 16**, with the full output results included in **Appendix O**.

Table 16 – A53/Tollgate Avenue Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Tollgate Avenue	0.42	1	30	0.16	0	24
A53	0.12	0	5	0.01	0	4
2027 Base						
Tollgate Avenue	0.46	1	35	0.20	0	27
A53	0.12	0	5	0.01	0	4
2027 Base + Committed						
Tollgate Avenue	0.55	1	54	0.29	0	45
A53	0.14	0	5	0.01	0	4
2027 + Committed + Development						
Tollgate Avenue	0.59	1	67	0.34	1	55
A53	0.15	0	5	0.01	0	4

6.52 **Table 16** demonstrates that under the 2021 base traffic scenario, the junction is operating well within capacity during peak hours.

- 6.53 In all future year scenarios, the junction would continue to operate well within capacity with minimal queuing and delays.
- 6.54 The impact of the proposed development is clearly negligible, and no mitigation is required.

A53/Fairgreen Road Priority Junction

- 6.55 A summary of the results for the capacity assessment of the A53/Tollgate Avenue priority junction within Baldwins Gate is provided in **Table 17**, with the full output results included in **Appendix P**.

Table 17 – A53/Fairgreen Road Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Fairgreen Road	0.07	0	13	0.05	0	13
A53	0.01	0	4	0.02	0	4
2027 Base						
Fairgreen Road	0.07	0	13	0.06	0	13
A53	0.01	0	4	0.02	0	4
2027 Base + Committed						
Fairgreen Road	0.08	0	15	0.07	0	16
A53	0.01	0	4	0.03	0	4
2027 + Committed + Development						
Fairgreen Road	0.08	0	15	0.07	0	17
A53	0.02	0	4	0.03	0	4

- 6.56 **Table 17** demonstrates that under the 2021 base traffic scenario, the junction is operating well within capacity during peak hours.
- 6.57 In all future year scenarios, the junction would continue to operate well within capacity with minimal queuing and delays.
- 6.58 The impact of the proposed development is clearly negligible, and no mitigation is required.

A53/Appleton Drive/Snape Hall Road Right-Left Staggered Junction

- 6.59 A summary of the results for the capacity assessment of the A53/Appleton Drive/Snape Hall Road priority junction within Baldwins Gate is provided in **Table 18**, with the full output results included in **Appendix Q**.

Table 18 – A53/Appleton Drive/Snape Hall Road Staggered Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Appleton Drive	0.08	0	14	0.03	0	13
A53 (East)	0.03	0	5	0.02	0	4
Snape Hall Road	0.10	0	19	0.04	0	19
A53 (West)	0.03	0	4	0.02	0	4
2027 Base						
Appleton Drive	0.08	0	14	0.03	0	14
A53 (East)	0.03	0	5	0.02	0	4
Snape Hall Road	0.12	0	21	0.05	0	19
A53 (West)	0.03	0	4	0.02	0	4
2027 Base + Committed						
Appleton Drive	0.09	0	16	0.04	0	17
A53 (East)	0.04	0	5	0.03	0	3
Snape Hall Road	0.14	0	24	0.06	0	24
A53 (West)	0.04	0	4	0.03	0	4
2027 + Committed + Development						
Appleton Drive	0.10	0	17	0.04	0	18
A53 (East)	0.04	0	5	0.03	0	3
Snape Hall Road	0.15	0	26	0.06	0	25
A53 (West)	0.04	0	4	0.03	0	4

- 6.60 **Table 18** demonstrates that under the 2021 base traffic scenario, the junction is operating well within capacity during peak hours.
- 6.61 In all future year scenarios, the junction would continue to operate well within capacity with minimal queuing and delays.
- 6.62 The impact of the proposed development is clearly negligible, and no mitigation is required.

A53/Trentham Road Roundabout Junction

- 6.63 A summary of the results for the capacity assessment of the A53/Trentham Road roundabout junction to the northeast of Baldwins Gate is provided included in **Table 19** overleaf, with the full output results included in **Appendix R**.

Table 19 – A53/Trentham Road Roundabout Junction – ARCADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
A53 (NE)	0.44	1	10	0.69	2	16
Trentham Rd	0.56	1	14	0.60	2	15
A53 (SW)	0.43	1	3	0.30	0	3
2027 Base						
A53 (NE)	0.47	1	10	0.72	3	18
Trentham Rd	0.59	2	15	0.64	2	17
A53 (SW)	0.45	1	3	0.31	1	3
2027 Base + Committed						
A53 (NE)	0.56	1	13	0.85	5	30
Trentham Rd	0.69	2	20	0.79	4	31
A53 (SW)	0.50	1	4	0.38	1	3
2027 + Committed + Development						
A53 (NE)	0.59	2	14	0.89	6	37
Trentham Rd	0.71	3	21	0.85	5	42
A53 (SW)	0.52	1	4	0.38	1	3

- 6.64 **Table 19** demonstrates that under the 2021 base traffic scenario, the junction is operating within capacity during peak hours.
- 6.65 In the 2027 future year scenarios, the roundabout junction would continue to operate well within capacity in the morning peak hour, whilst in the evening peak hour it would be approaching practical capacity on the A53 (NE) approach arm, albeit with low levels of queueing and delay.
- 6.66 With the addition of the development traffic, the junction would operate marginally worse with very small increases in queues and delays.
- 6.67 The proposed development will not have a material impact on the junction and no mitigation is required.

Analysis Summary

- 6.68 The analysis summarised above demonstrates that the proposed development will have a negligible impact on the priority junctions off the A53 within Baldwins Gate in the future year scenario of 2027.
- 6.69 The impact at the A53/Trentham Road roundabout to the northeast of the village is also similar, with the impact of the additional development traffic demonstrated to be acceptable and thus no mitigation is required.
- 6.70 The A51/A53 junctions to the southwest of the village are shown to be operating at or over capacity in all assessed scenarios, from the 2021 base to the full development scenario.
- 6.71 As a result, mitigation schemes have been proposed in the form of traffic signals; the results of the LinSig modelling are set out in Section 7.0 of this report.

T21558

Land North of A53, Baldwins Gate

-
- 6.72 The proposed site access junction, a new four-arm roundabout junction with the A53 and Sandy Lane, is shown to operate well within capacity, whilst also delivering a natural speed calming feature at the western edge of the village; this is further supported by the proposed speed limit and gateway/visual calming proposals.
 - 6.73 The A53/Madeley Road junction is also proposed to be improved for safety and operational reasons.
 - 6.74 It is clear that the traffic associated with the proposed development can be accommodated across the local highway network, with mitigation where necessary (as set out in Section 7.0).

7.0 Proposed Mitigation

A53/Madeley Road

- 7.1 As stated in paragraph 6.33, a mitigation scheme is proposed at the A53/Madeley Road junction which realigns the Madeley Road approach to the junction to improve the visibility and operation.
- 7.2 A summary of the results for the capacity assessment of the A53/Madeley Road priority junction mitigation scheme is provided in **Table 20**, with the full output results included in **Appendix S**.
- 7.3 It should be noted that the calibration applied to the existing junction has been retained for the proposed mitigation scheme, despite the improvement in the layout and geometry of the junction; this is to ensure a robust assessment of the junction operation in the full development scenario, given that the proposed layout is still restricted to some extent (despite the material improvement) by the vertical alignment of the A53 to the southwest of the junction.

Table 20 – A53/Madeley Road Mitigation Scheme – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2027 Base + Committed + Development						
Madeley Road	0.56	1	32	0.42	1	22
A53	0.29	1	7	0.48	2	8

- 7.4 **Table 20** demonstrates that the under the full development scenario, the junction is operating well within capacity during peak hours.
- 7.5 The proposed mitigation scheme delivers a marginal capacity improvement compared to the 2027 Base + Committed scenario, despite the addition of the traffic associated with the proposed development.

A51/A53 Newcastle Road and A51/A53 (N) Junctions

- 7.6 As stated in paragraphs 6.16 and 6.21, a mitigation scheme is proposed for both the A53 junctions with the A51, to the southwest of Baldwins Gate.
- 7.7 The proposed signals mitigation schemes for the A51 junctions with the A53 are shown on **Drawings T21558.006 and 007**; whilst swept path analysis for the largest vehicles expected to use the junctions (large articulated HGVs) is shown on **Drawings T21558.008 and 009** and demonstrates that the junctions can accommodate all required movements.
- 7.8 For both junctions, forward visibility in accordance with the prevailing speed limit (DMRB standards) is available to at least one primary signal head, as per the guidance set out in CD 123.
- 7.9 It should be noted that at the A51/A53 Newcastle Road junction, the right-turn from the A51 western approach arm will be banned (via a TRO); this movement is minimal during the peak periods with only 20 vehicle movements observed across the six-hour survey period (so just over three per hour on average), of which only two were classified as OGV2 movements.

- 7.10 The alternative route via the unnamed road between Maerway Lane and Rock Lane is considered suitable to accommodate this minimal number of vehicle movements; it is a lightly trafficked rural lane of varying width between 3.5m and c.6.0m, with several passing places and good forward visibility. It also serves as a bus route.
- 7.11 The route is shown on **Figure 7.1**.
- 7.12 It should also be noted that at both junctions, due to the restrictions in the junction inter-visibility zone (as these are mitigation schemes at existing junctions bordered by third-party land), we have increased the intergreens by an additional two seconds.
- 7.13 This provides an additional safety buffer between the traffic phases; however, as is demonstrated by the results of the analysis, this could be extended further without significant detriment to the operation of either junction.
- 7.14 **Table 21** summarises the operation of the proposed signals mitigation scheme for the A51/A53 Newcastle Road junction in the future year development scenario, whilst **Table 22** summarises the operation of the proposed signals mitigation scheme for the A51/A53 (N) junction in the same future year scenario.
- 7.15 The LinSig outputs are provided as **Appendix T**.
- 7.16 Both junctions have been modelled using a 60 second cycle for the AM peak hour and a 70 second cycle for the PM peak.
- 7.17 It should be noted that it is likely that both junctions would either be run on a MOVA system which provides additional capacity compared to the fixed cycle times assessed; or, given their proximity, the two junctions could also operate together using a SCOOT type system to potentially bring further capacity benefits to both junctions by optimising the traffic stage offsets between the two junctions

Table 21 – A51/A53 Newcastle Road Signals Mitigation Scheme – LinSig Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Sat (%)	Queue	Delay (s)	Sat (%)	Queue	Delay (s)
2027 Base + Committed + Development						
A51 (East)	76.2	11	21	85.4	17	26
Newcastle Road (A53)	80.2	7	41	81.8	7	43
A51 (West)	40.3	5	12	32.2	4	11
Cycle Time (s)	70			70		
PRC (%)	12.2			5.4		
Delay (PCU/Hr)	10.37			11.95		

Table 22 – A51/A53 (N) Signals Mitigation Scheme – LinSig Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Sat (%)	Queue	Delay (s)	Sat (%)	Queue	Delay (s)
2027 Base + Committed + Development						
A51 (West)	32.7	2	30	28.0	2	24
A53 (North)	51.7	6	11	61.1	8	16
A51 (East)	42.7	3	31	49.7	5	27
Cycle Time (s)	70			70		
PRC (%)	73.9			47.3		
Delay (PCU/Hr)	4.41			5.70		

- 7.18 **Tables 22 and 23** demonstrate that both of the proposed signals mitigation schemes would operate well within capacity during the AM and PM peak periods in the full development year scenario.
- 7.19 These mitigation schemes significantly improve the operation of both junctions compared to the existing priority junction layouts.
- 7.20 The improvements in capacity go well beyond a ‘nil detriment’ solution, with additional capacity provided at both junctions, such that the operation is significantly better in the 2027 full development scenario than in the 2027 base year with only background traffic growth applied to the network.
- 7.21 At the A51/A53 Newcastle Road junction, in the AM peak hour the proposed mitigation scheme reduces the saturation on the A53 from 104% (RFC of 1.04) to 80.2%, the queue from 14 PCUs to 7 PCUs, and the delay from 132 seconds to 41 seconds per PCU. In the PM peak hour, the improvement is even greater, with a reduction in saturation on the A53 from 118% (RFC of 1.18) to 81.8%, queue from 36 PCUs to 7 PCUs, and delay from 373 seconds to 43 seconds per PCU.
- 7.22 At the A51/A53 (N) junction, in the AM peak hour the proposed mitigation scheme reduces the saturation on the A53 from 102% (RFC of 1.02) to 51.7%, the queue from 18 PCUs to 6 PCUs, and the delay from 133 seconds to 11 seconds per PCU. In the PM peak hour, again the improvement is even greater, with a reduction in saturation on the A53 from 131% (RFC of 1.31) to 61.1%, queue from 105 PCUs to 8 PCUs, and delay from 647 seconds to 16 seconds per PCU.
- 7.23 It is acknowledged that in order to achieve the improvements to the A53 approaches to these junctions, the signals schemes must stop the traffic on the A51 approaches, and thus there are new queues and delays on those approaches during the red signal phases that otherwise do not occur now; however, the overall junction operation and delay is significantly improved compared to the situation without the proposed development traffic on the network.

Other Mitigation Proposals

- 7.24 As set out in Section 4.0, in addition to the junction mitigation proposals, the development site will deliver a new pedestrian (puffin) crossing on the A53 at the northeast corner of the site, providing safe and suitable pedestrian connectivity to the bus services and facilities within the village.
- 7.25 The existing bus stops in the vicinity of Sandyfields will also be improved to provide Real Time Information (RTI) and the flagpole stop on the eastern side of the A53 will be upgraded to provide a new cantilever shelter with seating.

- 7.26 In addition to the above, a Residential Travel Plan will be implemented for the site; this is provided as a separate report and sets out measures and initiatives to promote travel by sustainable modes, such as:
- Providing Travel Information Packs to residents which will include details of local walking route, local cycle routes, car share/car club schemes, and detailed public transport information (including timetables);
 - Providing each household with a bus voucher equivalent to an annual Adult Arriva West Midlands pass, providing unlimited bus travel across the West Midlands Zone for one year;
 - Providing electric car charging points for each dwelling; and
 - Providing secure on-plot cycle storage.

8.0 Summary and Conclusion

Summary

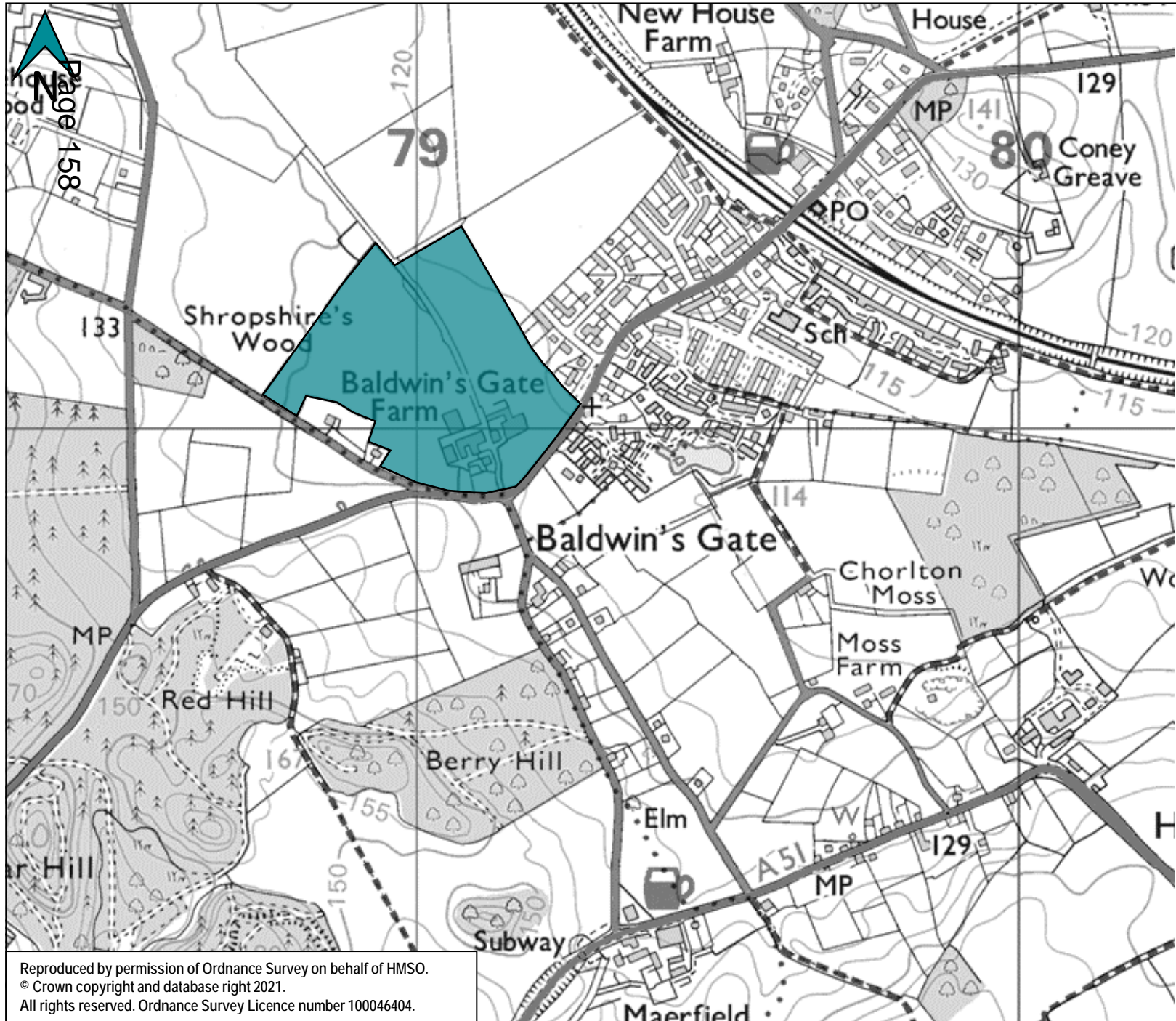
- 8.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates to provide transport advice for a proposed residential development of up to 200 dwellings on land to the north of the A53, Baldwins Gate.
- 8.2 The site is in a suitable location in transport terms, with local facilities within comfortable walking distance and sustainable transport routes present; the proposed development will deliver pedestrian and cycle connectivity from the A53.
- 8.3 The site benefits from being near bus stops on the A53, served by a regular bus service for the urban areas of Newcastle-under-Lyme, Stoke-on-Trent, and Hanley, as well as the town of Markey Drayton. Stoke-on-Trent Rail Station is also accessible from the site, allowing multi-modal (bus/rail and car/rail) connections to be made onwards to national destinations.
- 8.4 A review of PIA data obtained from Staffordshire Safer Road Partnership indicated that a total of 41 PIAs have occurred within the Baldwins Gate study area.
- 8.5 Analysis of the data highlights that there have been serious and fatal accidents on the A53 and that, whilst there are no discernible patterns to the accidents, both recently and historically, the A53 corridor in the immediate vicinity of the site has suffered from a poor safety record.
- 8.6 Safe and suitable access to the site can be provided through the provision of a new roundabout, upgrading the existing A53/Sandy Lane priority T-junction by providing a fourth site access arm to the north; the junction meets all required design guidance and will bring a significant benefit to highway safety on the A53.
- 8.7 It is also proposed that the Madeley Road junction with the A53 is realigned to square the Madeley Road approach up as it approaches the A53, improving visibility from the minor arm and the overall operation of the junction. The associated analysis demonstrates that the proposed improvement will provide additional capacity at the junction.
- 8.8 The development is forecast to generate up to 104 two-way vehicle trips during any peak hour; this equates to less than two additional vehicles on the local highway network every minute.
- 8.9 Capacity assessments for the 2027 design year, including HS2 construction traffic, demonstrate that the impact of the additional development traffic is not material across most of the junctions on the local highway network.
- 8.10 At the A51/Newcastle Road (A53) junction and the A51/A53 (N) junction to the southwest of Baldwins Gate, the analysis demonstrates that both junctions are currently operating at or over capacity, with the additional development traffic exacerbating the queueing and delays present at both junctions.
- 8.11 As a result, signalised mitigation schemes have been designed and the modelling demonstrates that the mitigation schemes go well beyond a 'nil detriment' solution, providing significant betterment compared to the situation without the proposed development in place.
- 8.12 A Travel Plan (TP) has also been prepared which sets out measures and initiatives to promote sustainable travel to and from the site.

Conclusion

- 8.13 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.
- 8.14 The development is located to make use of existing infrastructure and services and is suitable in transport terms. The development will promote the use of sustainable modes of transport, and the site provides safe and suitable access for all users.
- 8.15 Bearing the above in mind, the NPPF states that:
- ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*
- 8.16 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will not have a severe impact on the operation of the local highway network or an unacceptable impact on highway safety.
- 8.17 It is therefore concluded that the proposals accord with national, regional, and local transport related policies and as such, it is considered that there are no reasons why the proposals should be resisted on traffic or transportation grounds.

THIS PAGE IS LEFT INTENTIONALLY BLANK

Figures



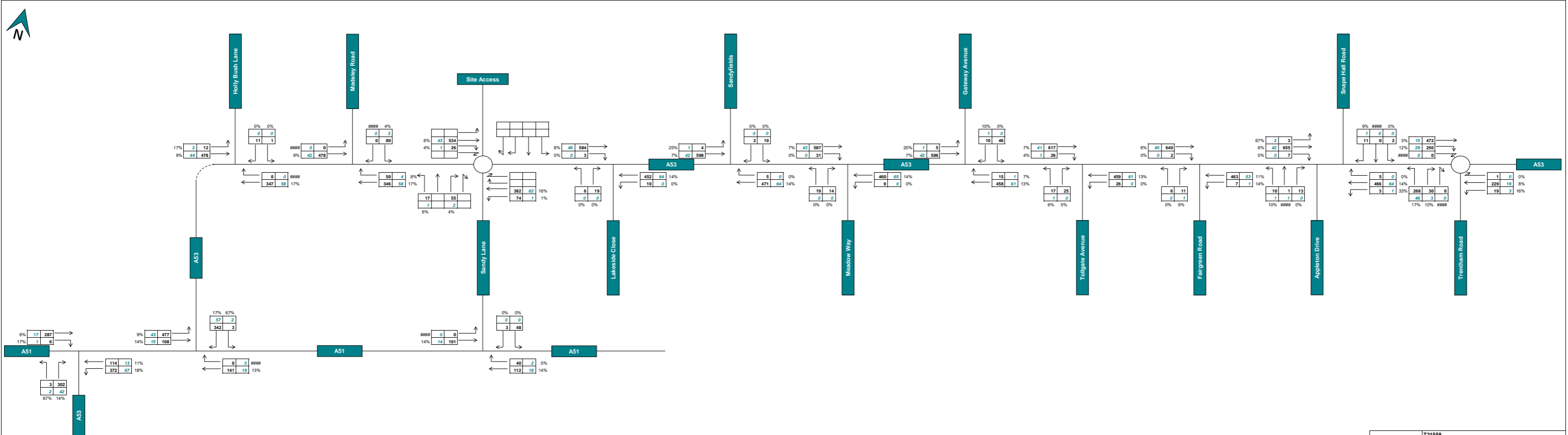
Legend



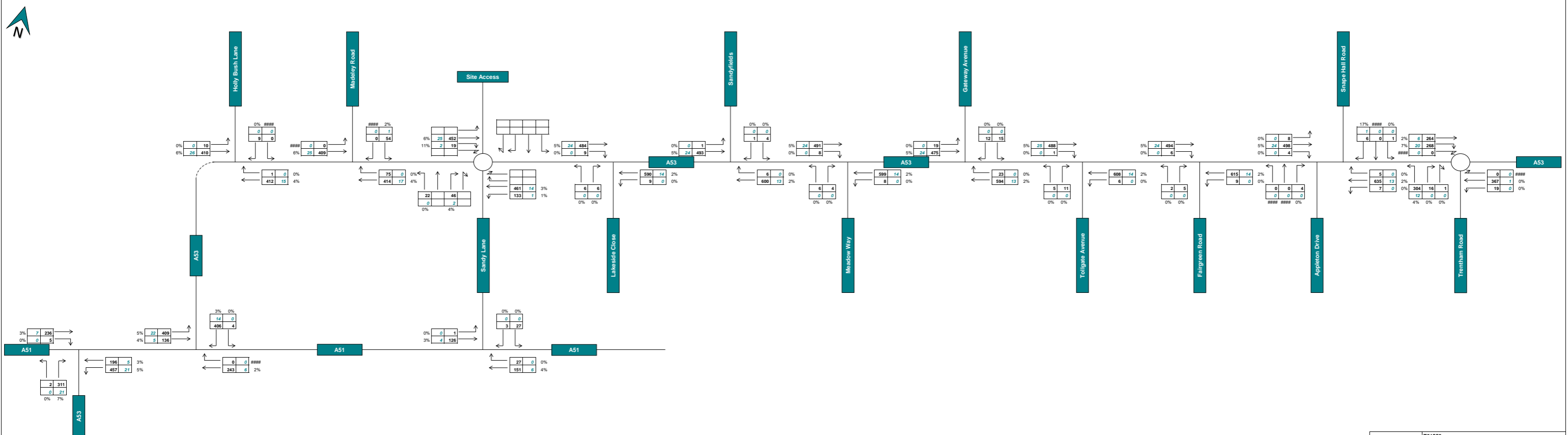
Reproduced by permission of Ordnance Survey on behalf of HMSO.
 © Crown copyright and database right 2021.
 All rights reserved. Ordnance Survey Licence number 100046404.



Not to Scale
 Land North of A53
 Baldwin's Gate
Figure 1.1 – Site Location

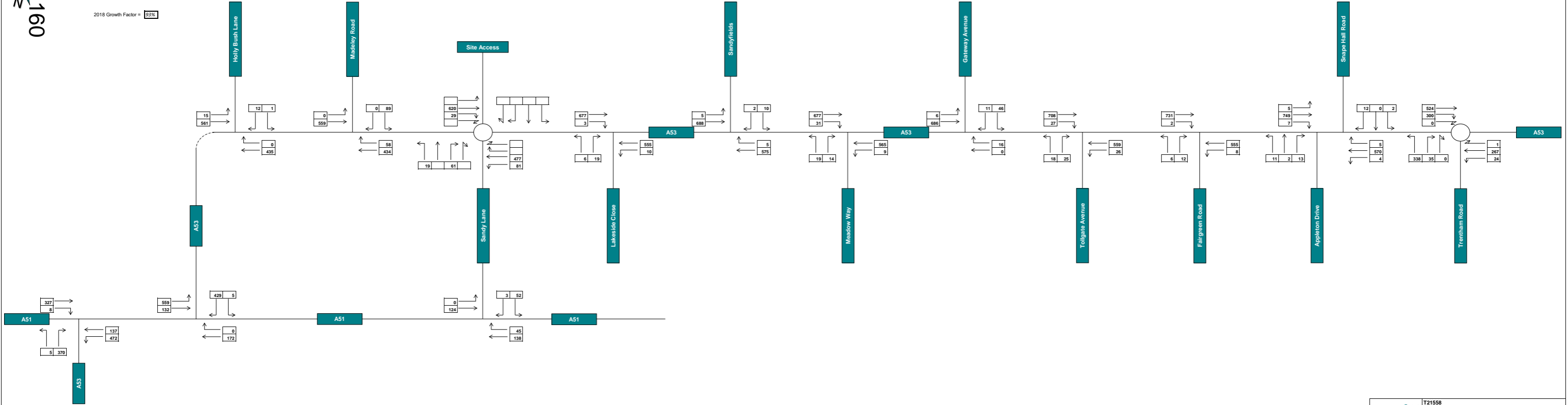


T21558
Baldwins Gate
Figure 3.1
2021 Surveyed Base
AM Peak Hour: 08:00 - 09:00



T21558
Baldwins Gate
Figure 3.2
2021 Surveyed Base
PM Peak Hour: 17:00 - 18:00

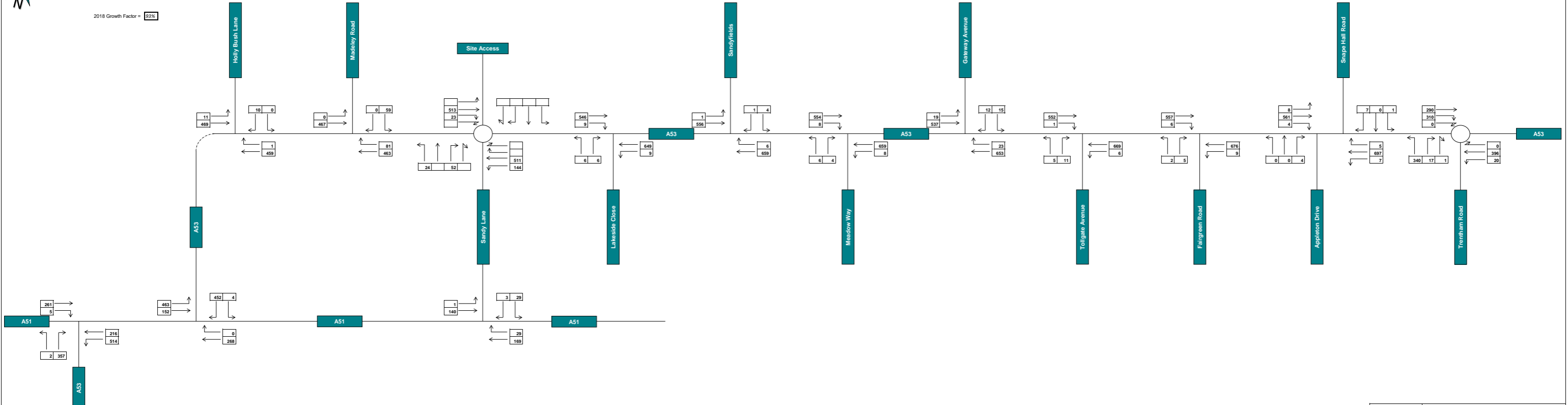
2018 Growth Factor = 93%



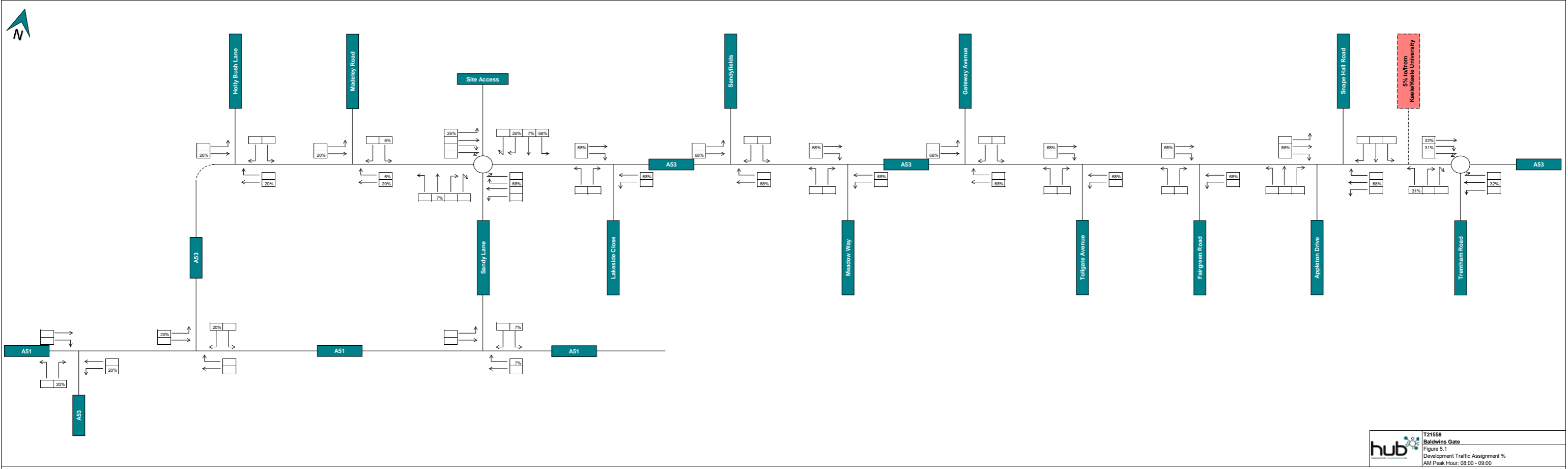
T21558
 Baldwins Gate
 Figure 3.3
 2021 Proxy Base PCUs
 AM Peak Hour: 08:00 - 09:00



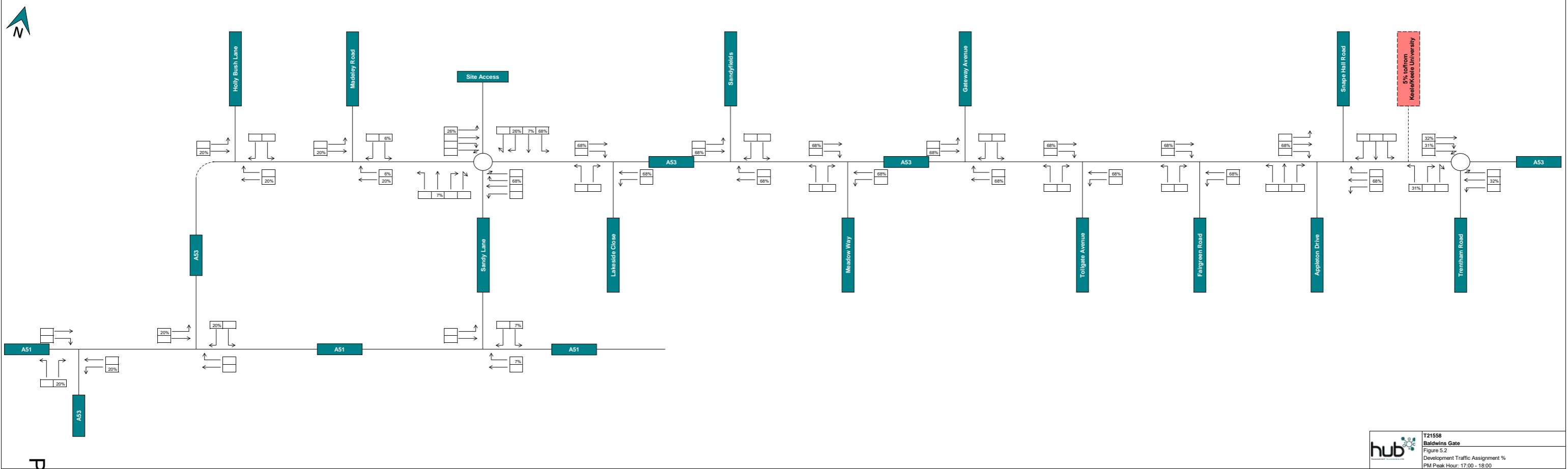
2018 Growth Factor = 93%



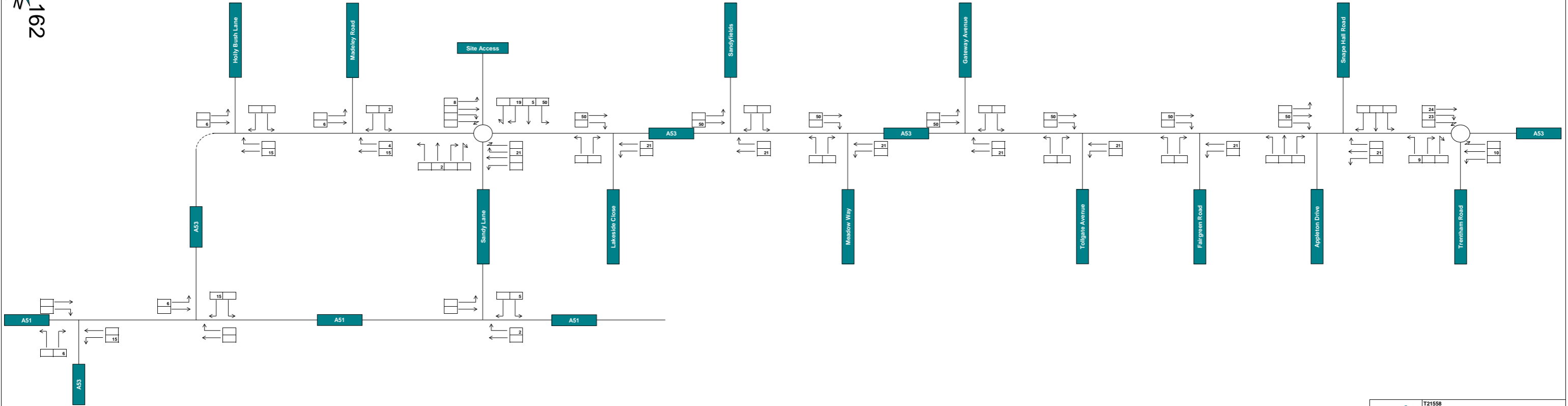
T21558
 Baldwins Gate
 Figure 3.4
 2021 Proxy Base PCUs
 PM Peak Hour: 17:00 - 18:00



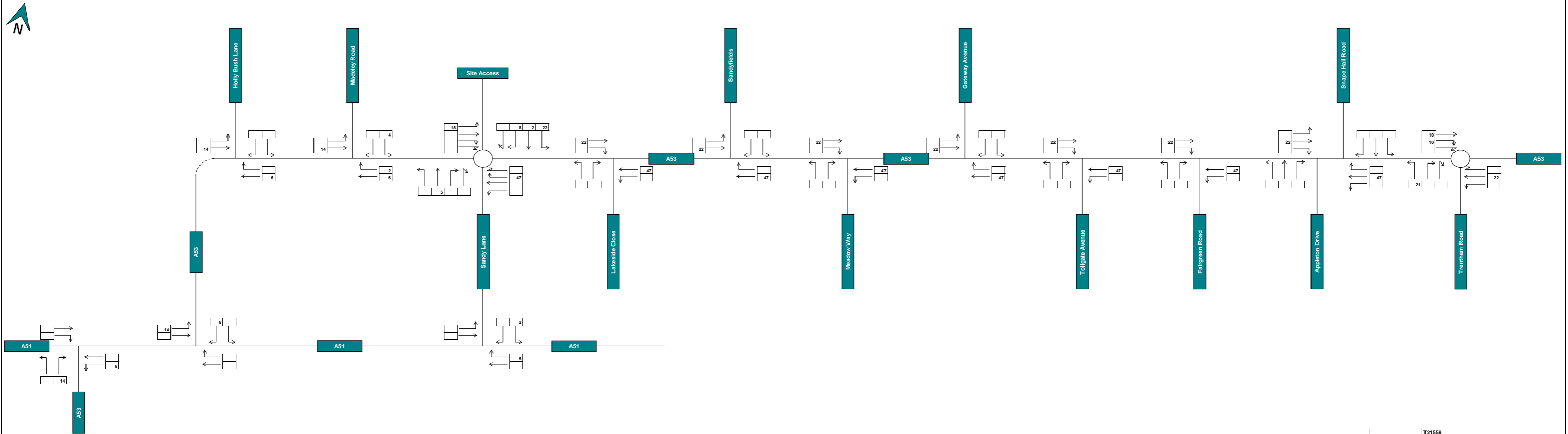
T21558
Baldwins Gate
Figure 5.1
Development Traffic Assignment %
AM Peak Hour: 08:00 - 09:00



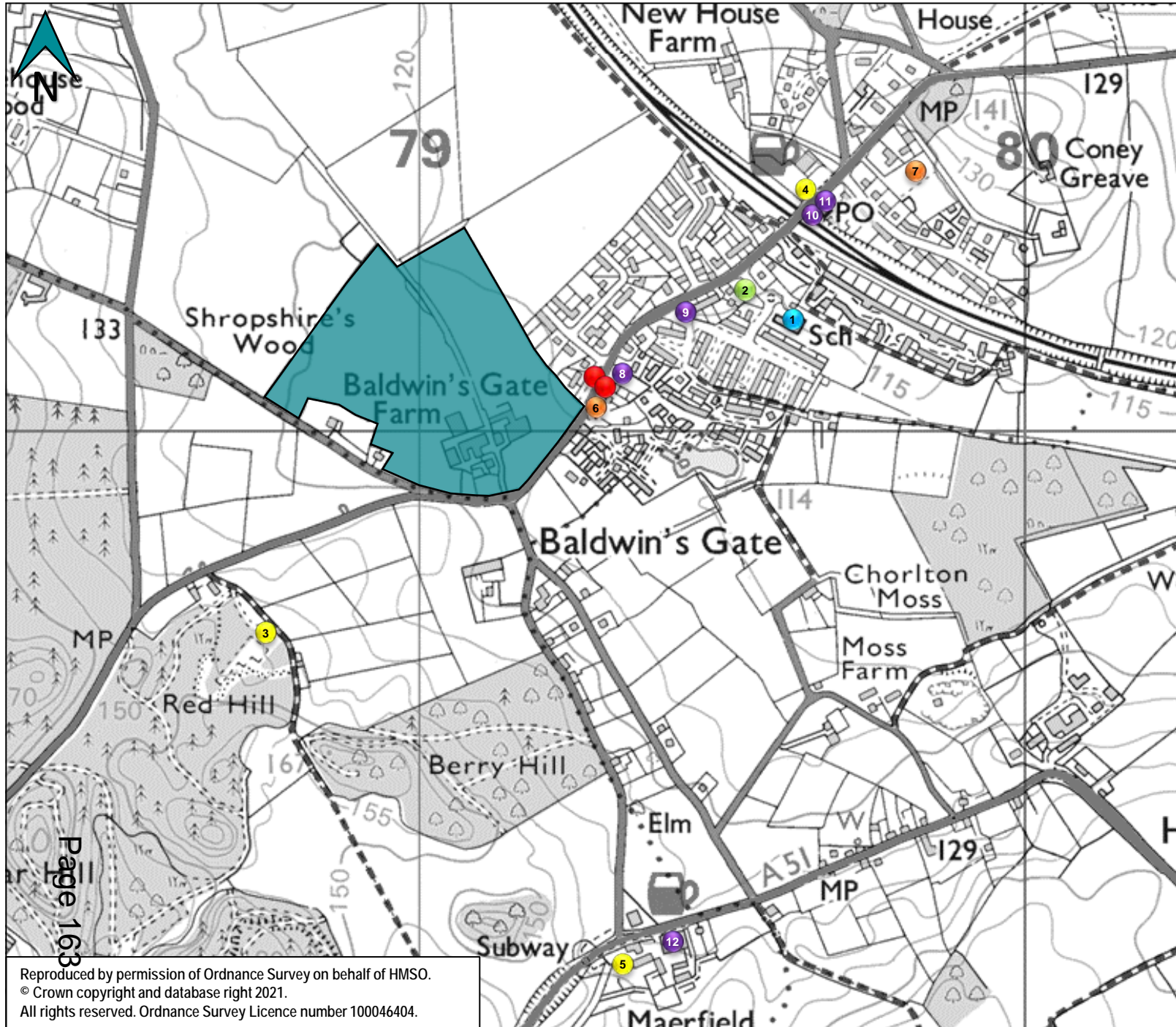
T21558
Baldwins Gate
Figure 5.2
Development Traffic Assignment %
PM Peak Hour: 17:00 - 18:00

















T21558
Baldwins Gate
Figure 5.3
Development Traffic Flows
AM Peak Hour: 08:00 - 09:00



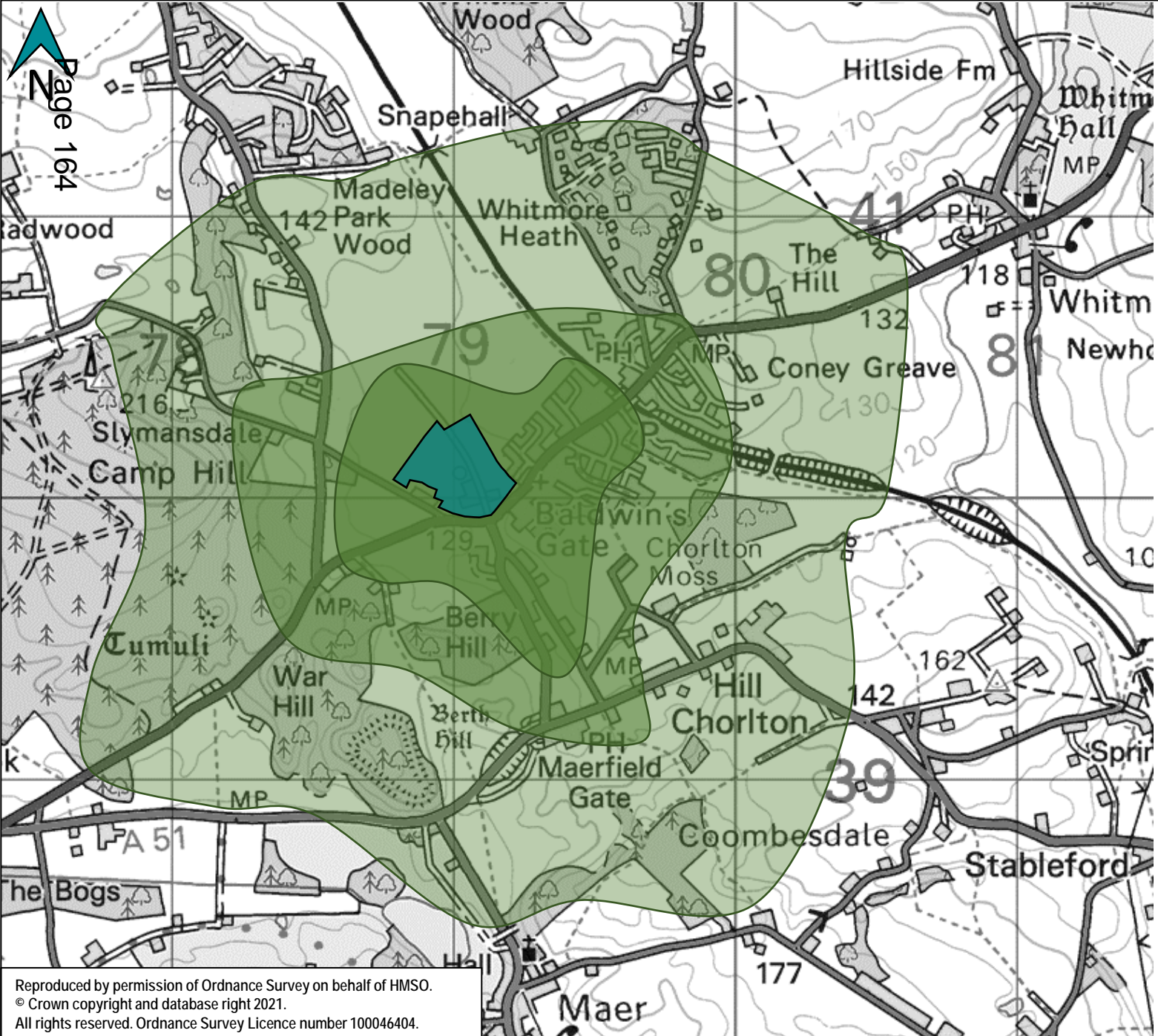
T21558
Baldwins Gate
Figure 5.4
Development Traffic Flows
PM Peak Hour: 17:00 - 18:00







- Legend**
-  Site
 -  Bus Stops
 -  1 Baldwins Gate CofE Primary School
 -  2 Baldwins Gate Surgery
 -  3 The Chipperfield Rifle Ranges
 -  4 The Blockhouse Grill
 -  5 Slater's Country Inn
 -  6 Baldwins Gate Methodist Church
 -  7 Whitmore Village Hall
 -  8 Plant & Wilton Butchers
 -  9 Baldwins Gate Filling Station
 -  10 Eshanya's Hair Salon
 -  11 Station Stores & Post Office
 -  12 Slater's Shopping and Craft Village



Not to Scale
 Land North of A53
 Baldwin's Gate
Figure 3.5 – Local Facilities



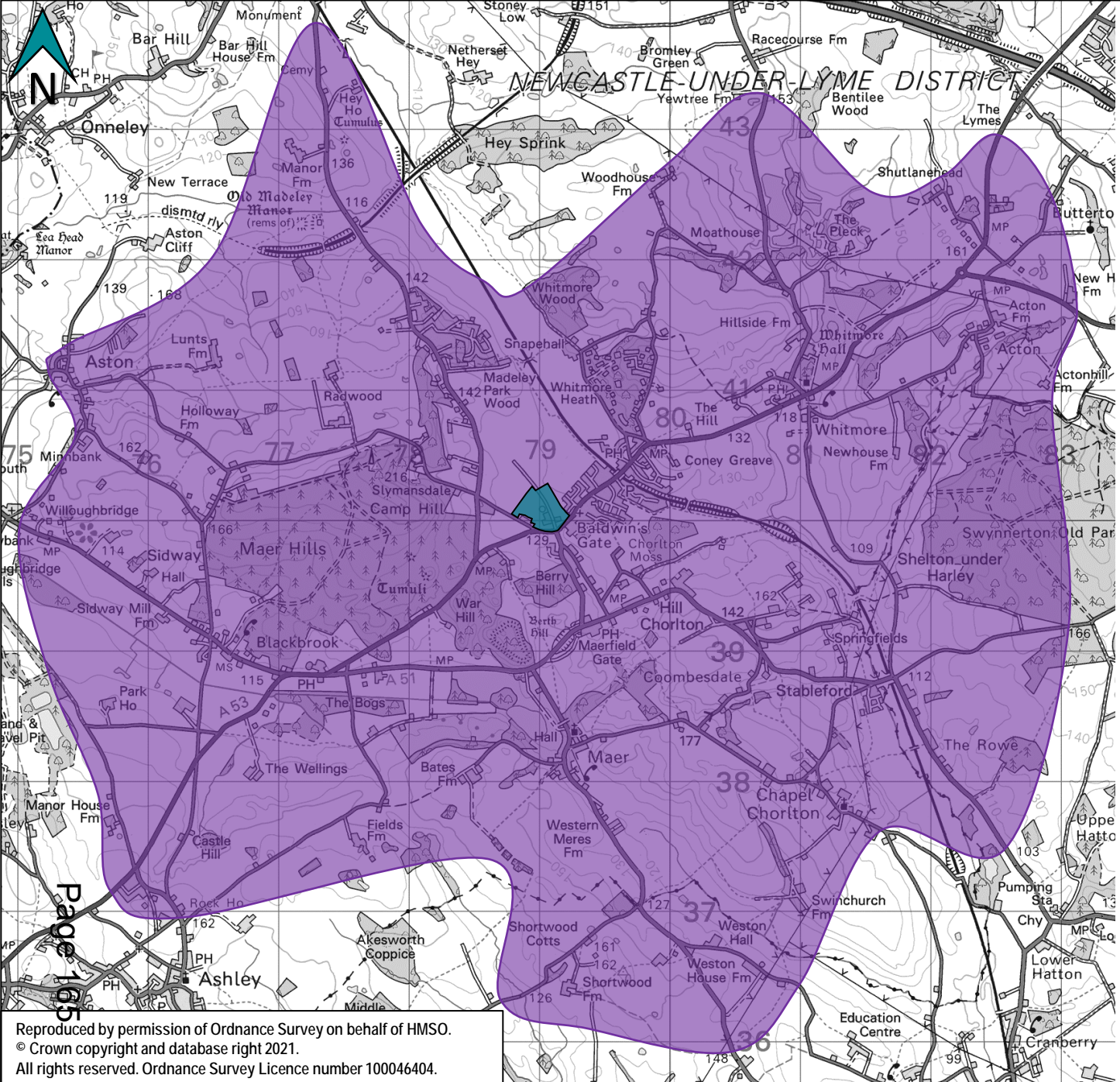
Legend

-  Site
-  800m Walk Distance
-  1.2km Walk Distance
-  2.0km Walk Distance



Not to Scale
 Land North of A53
 Baldwins Gate
Figure 3.6 – Walk Distances

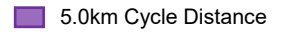
Reproduced by permission of Ordnance Survey on behalf of HMSO.
 © Crown copyright and database right 2021.
 All rights reserved. Ordnance Survey Licence number 100046404.



Legend



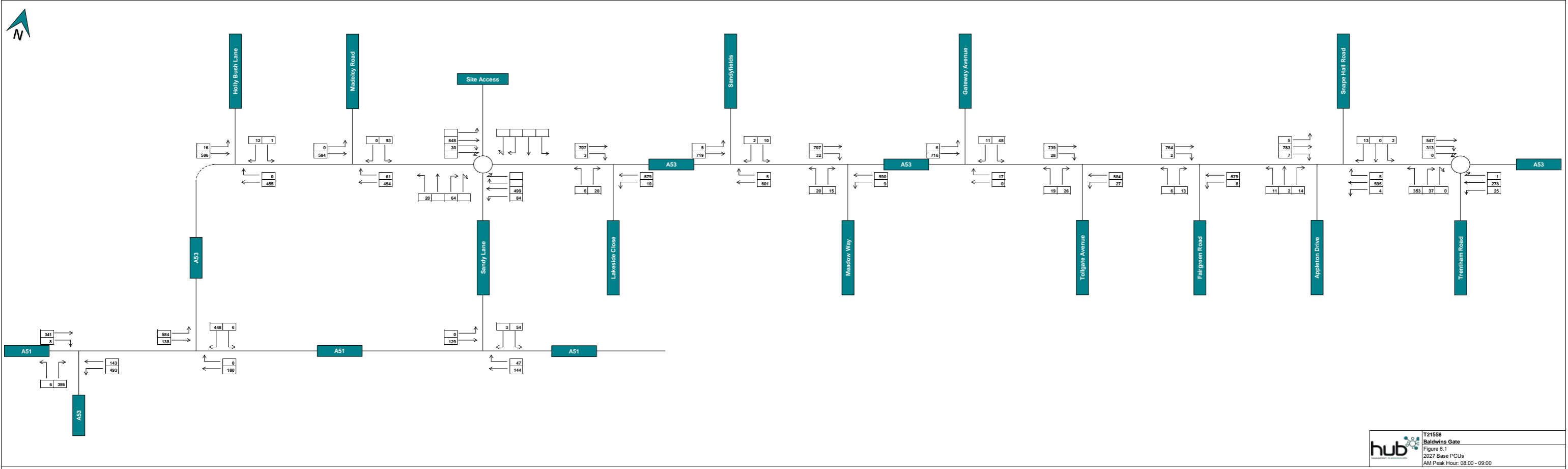
Site



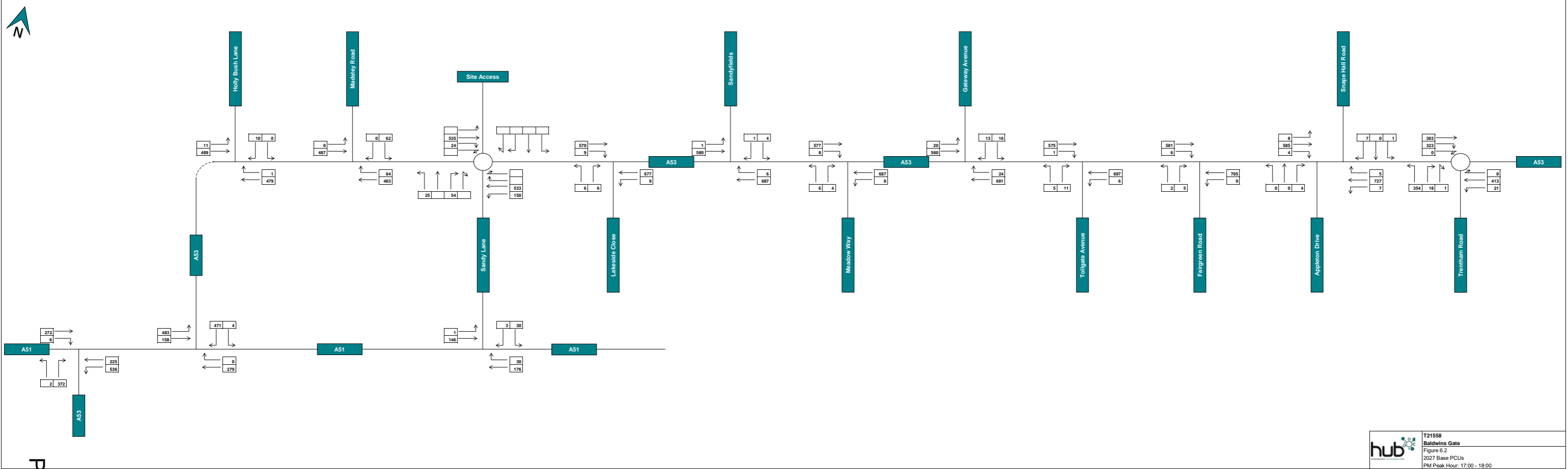
5.0km Cycle Distance



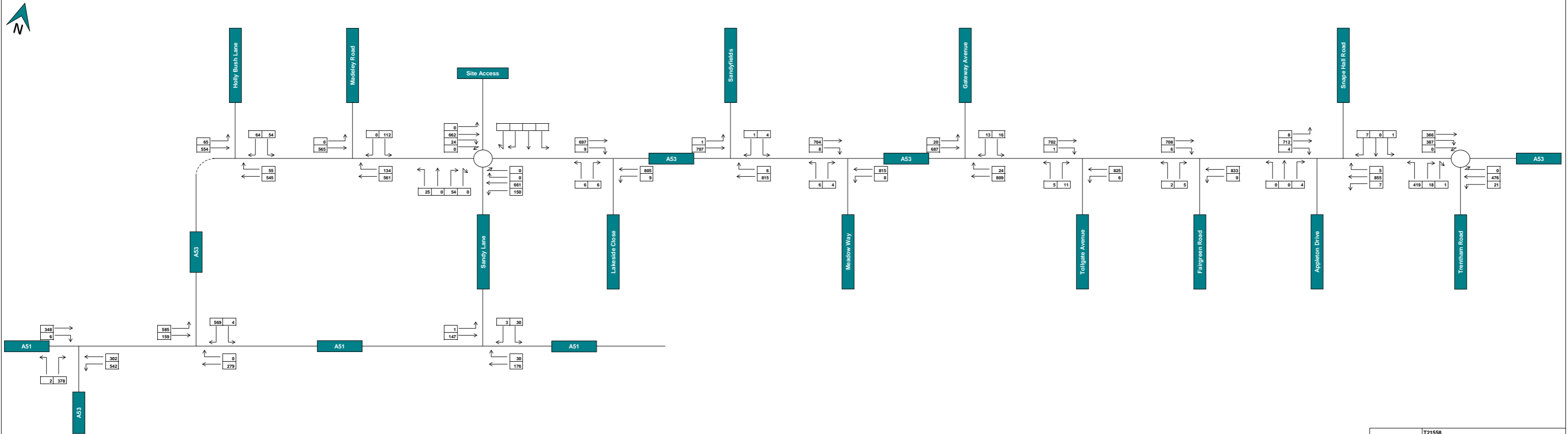
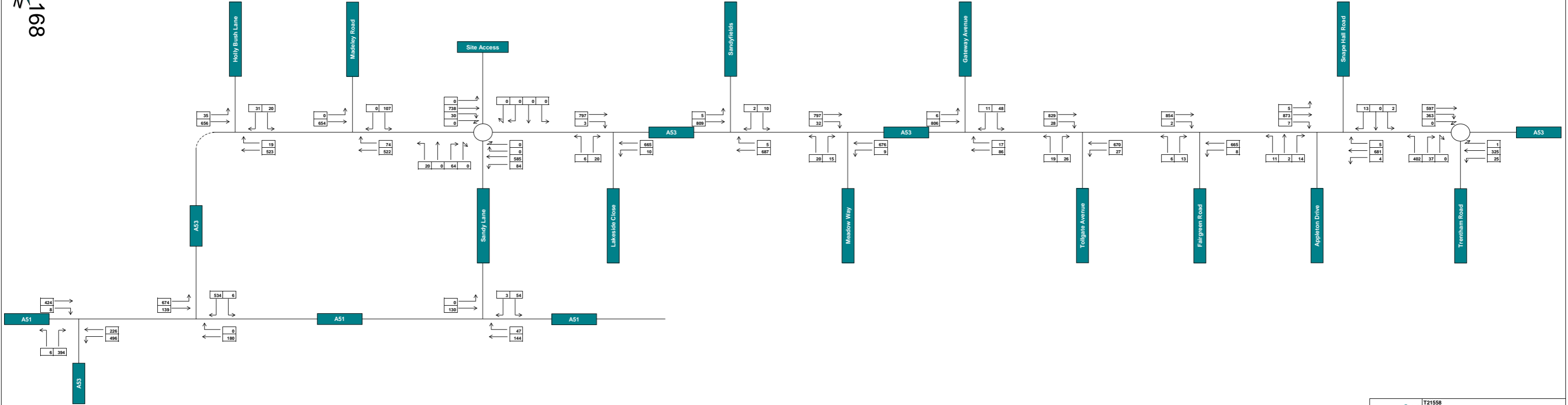
Not to Scale
 Land North of A53
 Baldwins Gate
Figure 3.7 – Cycle Distance

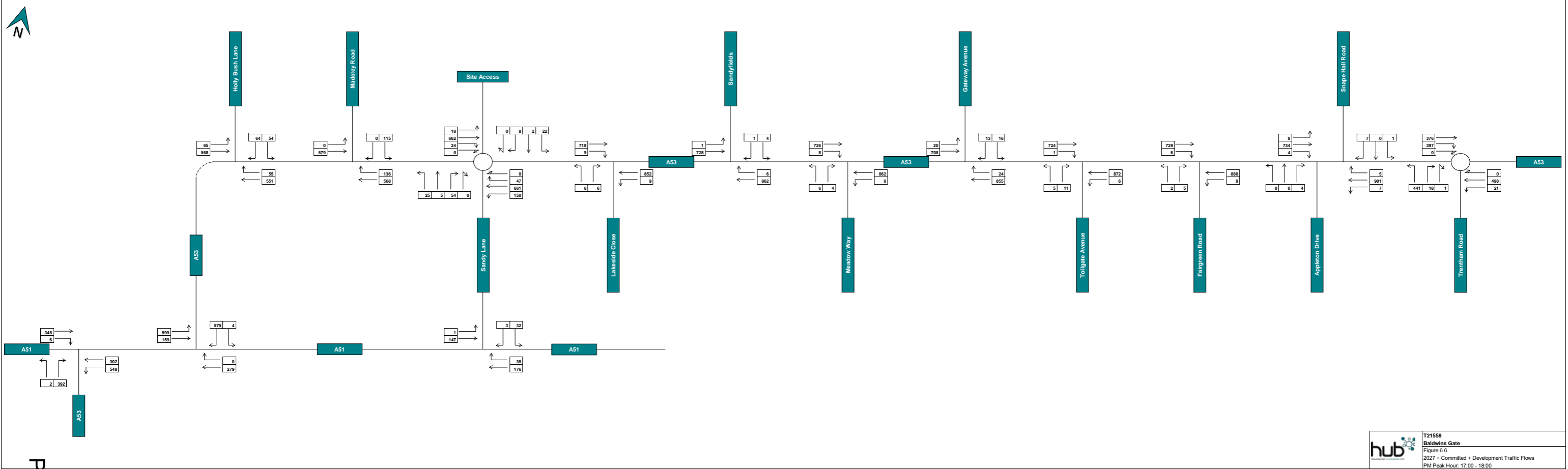
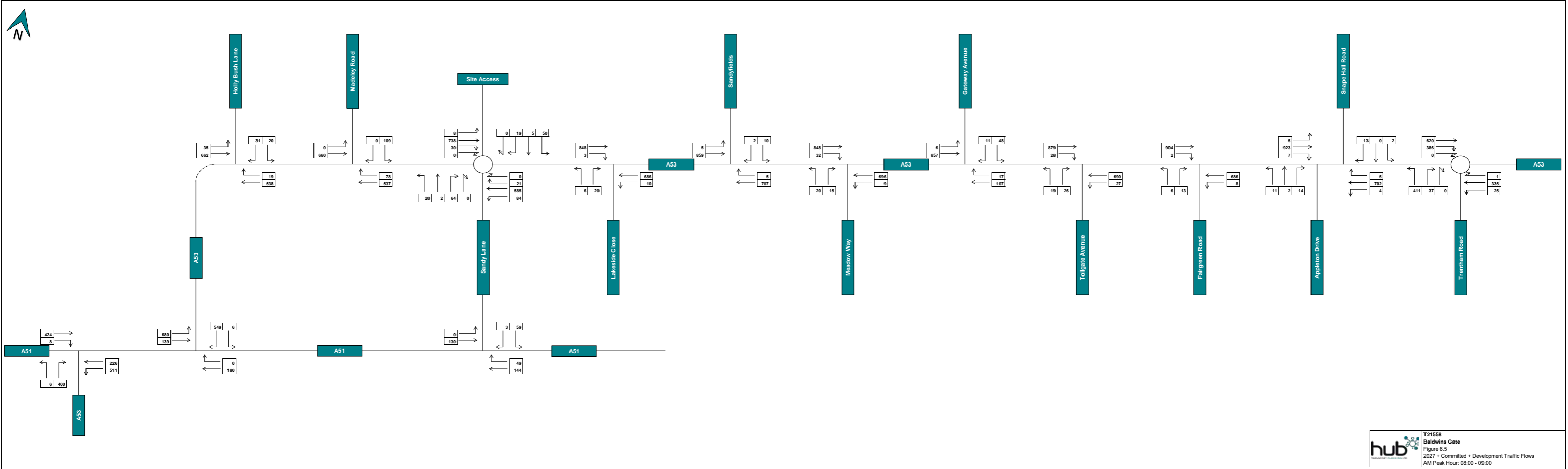


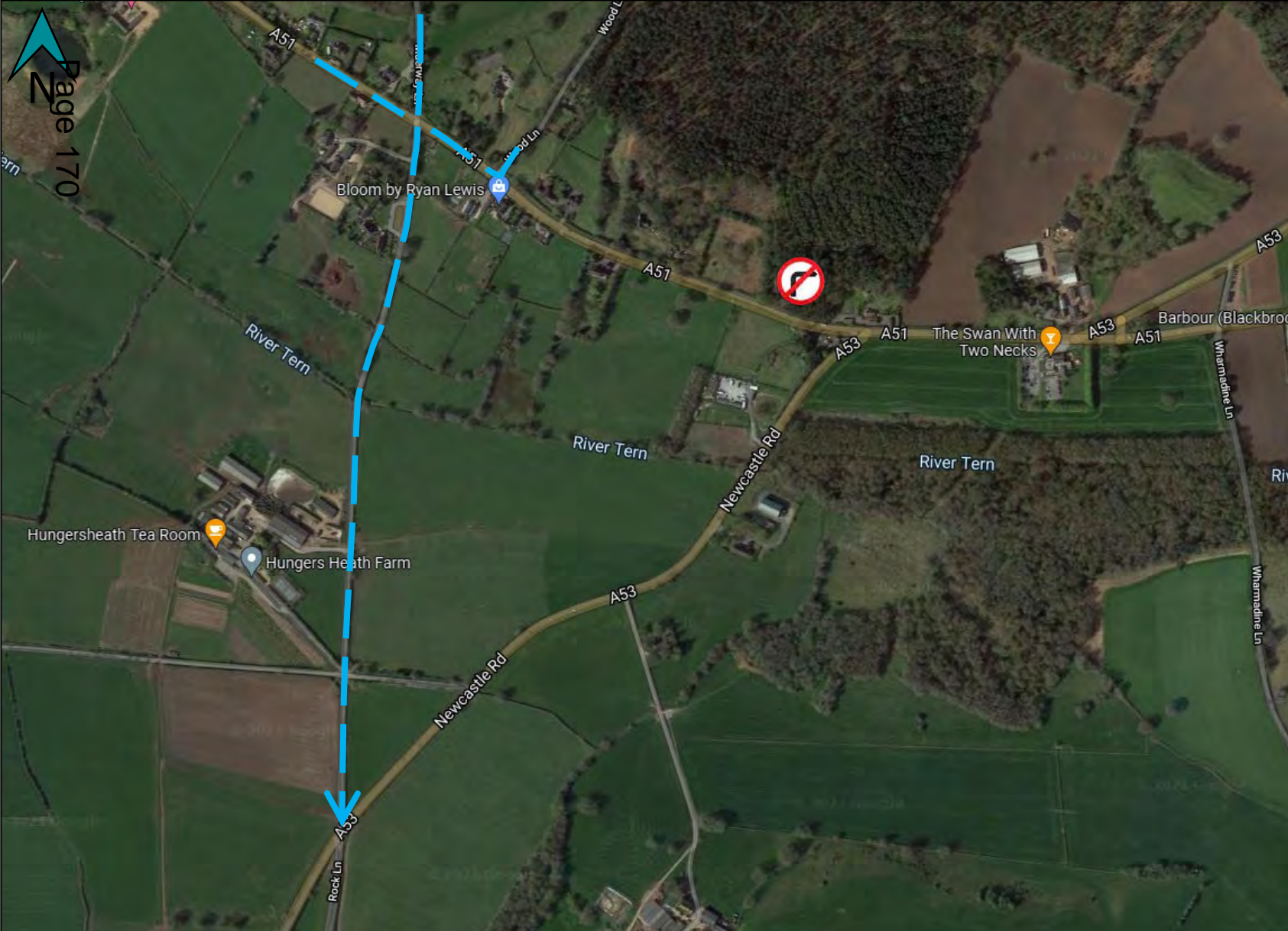
T21558
 Baldwins Gate
 Figure 6.1
 2027 Base PCUs
 AM Peak Hour: 08:00 - 09:00



T21558
 Baldwins Gate
 Figure 6.2
 2027 Base PCUs
 PM Peak Hour: 17:00 - 18:00








Legend

-  Alternative Route
-  Banned Right Turn from A51 to A53



hub
TRANSPORT PLANNING LTD

Not to Scale

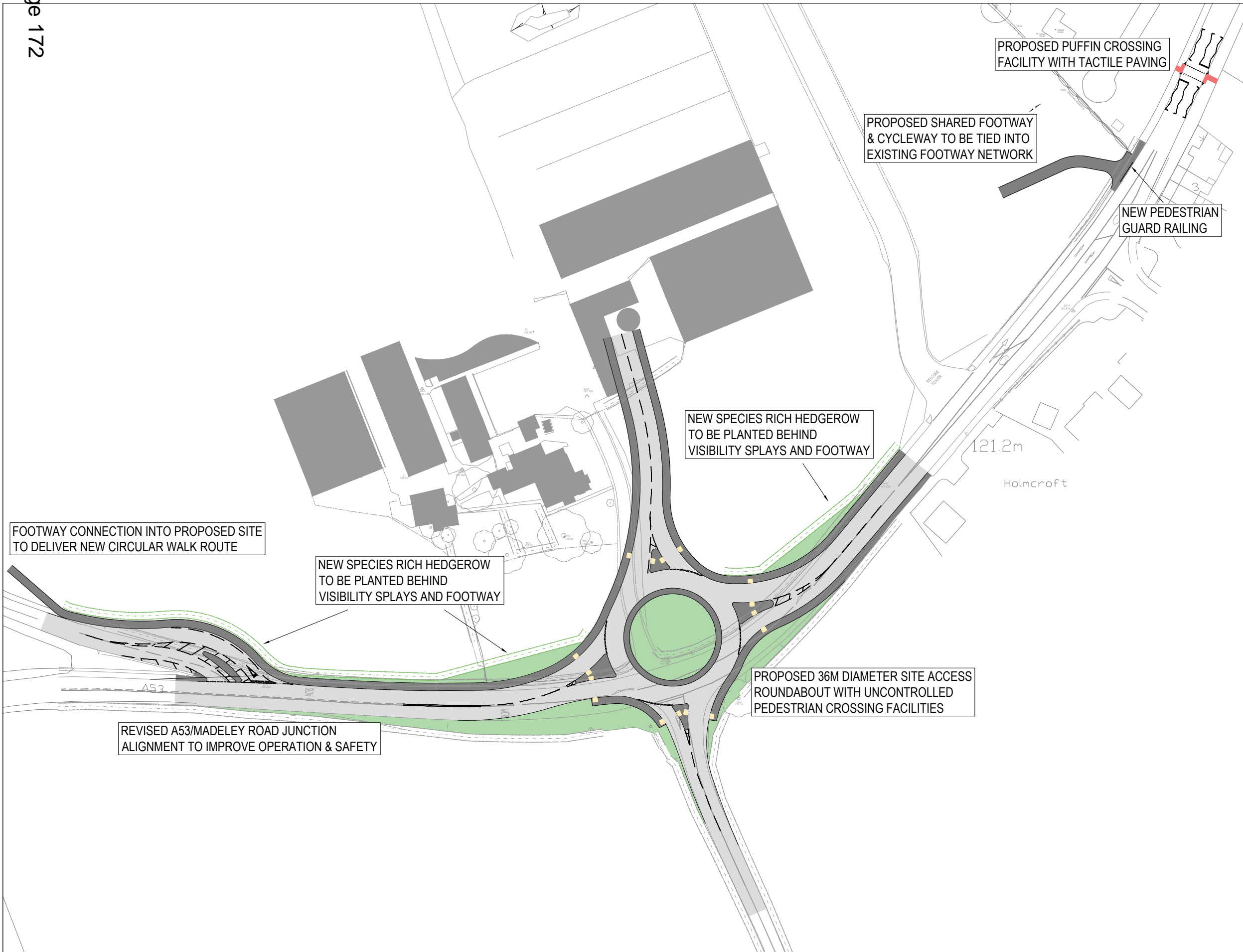
Land North of A53
Baldwins Gate

Figure 7.1 – Alternative Route A51 to A53 via Unnamed Road

T21558
Land North of A53, Baldwins Gate



Drawings



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

A	DRAWING AMENDED FOLLOWING UPDATE TO SITE LAYOUT	23.09.21	JP	GM
---	---	----------	----	----

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

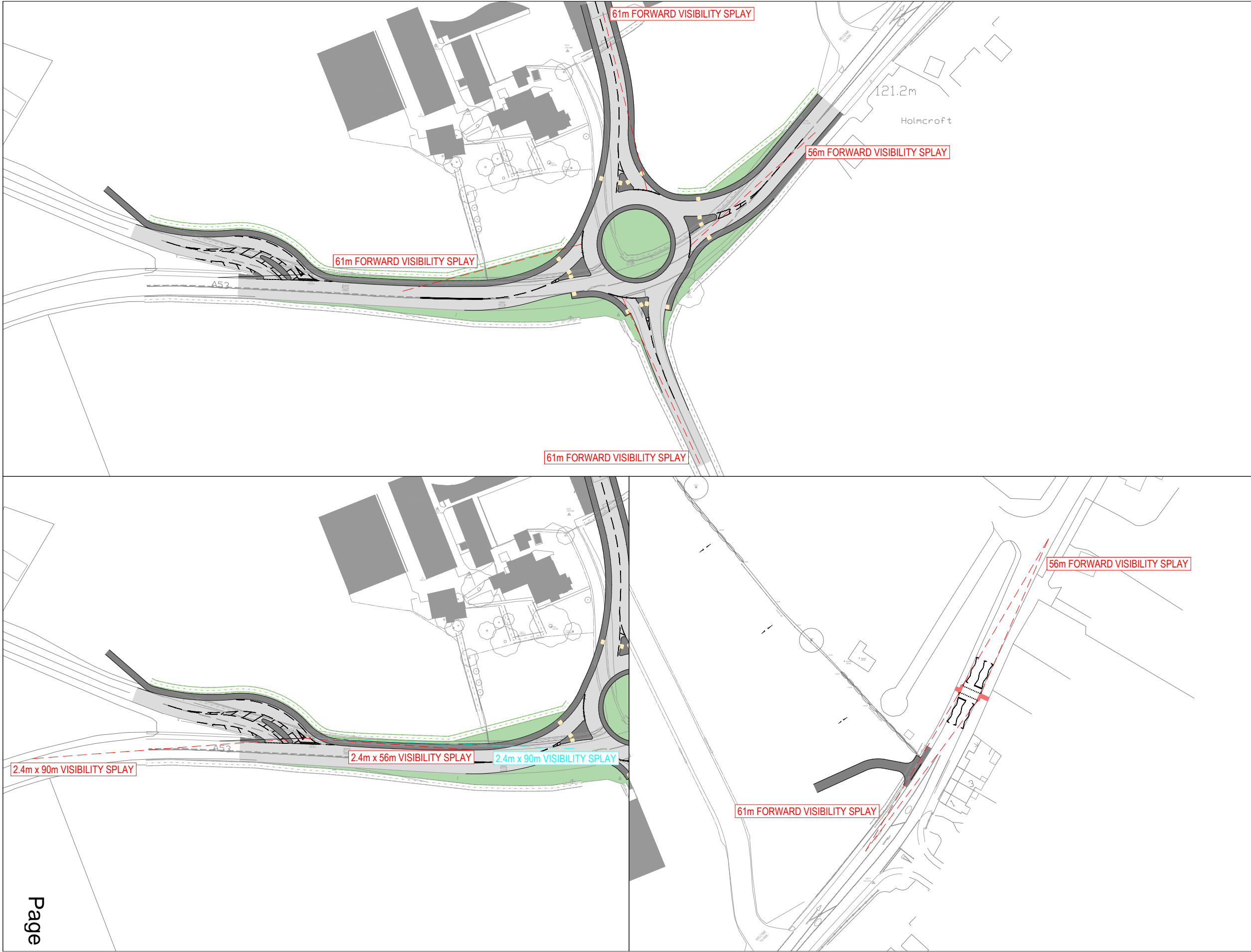
CLIENT
RICHBOROUGH ESTATES

PROJECT
BALDWINS GATE

TITLE
PROPOSED SITE ACCESS ARRANGEMENTS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
JP	GM	1:1000	A3	28.07.21

PROJECT NO.	DRAWING NO.	REV
T21558	001	A



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH



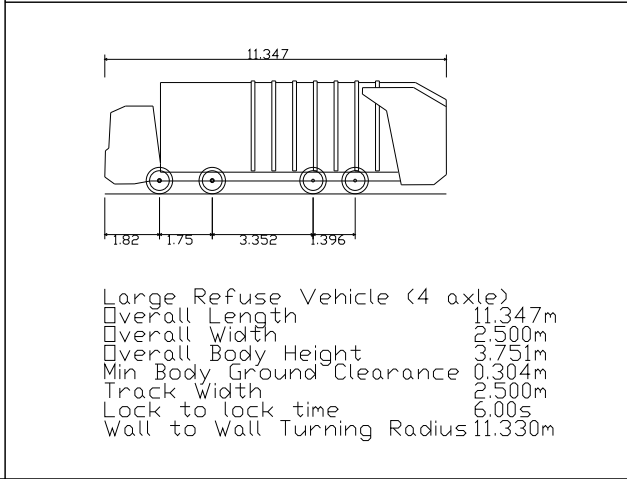
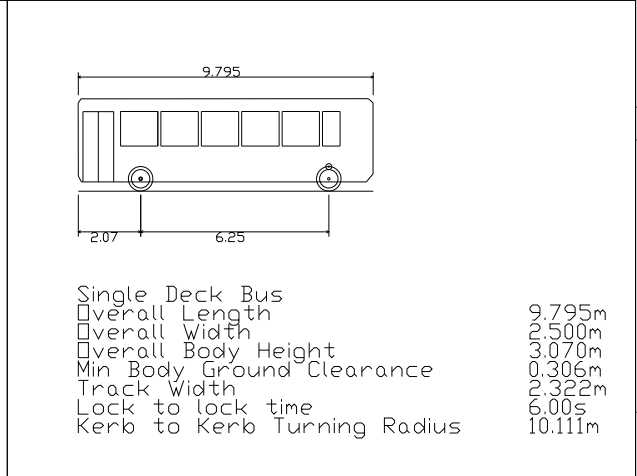
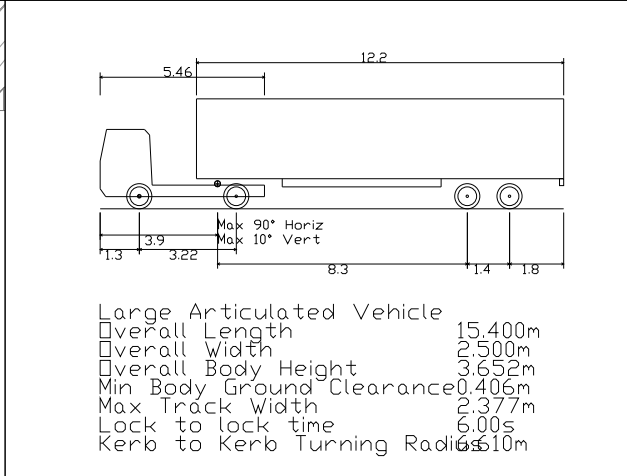
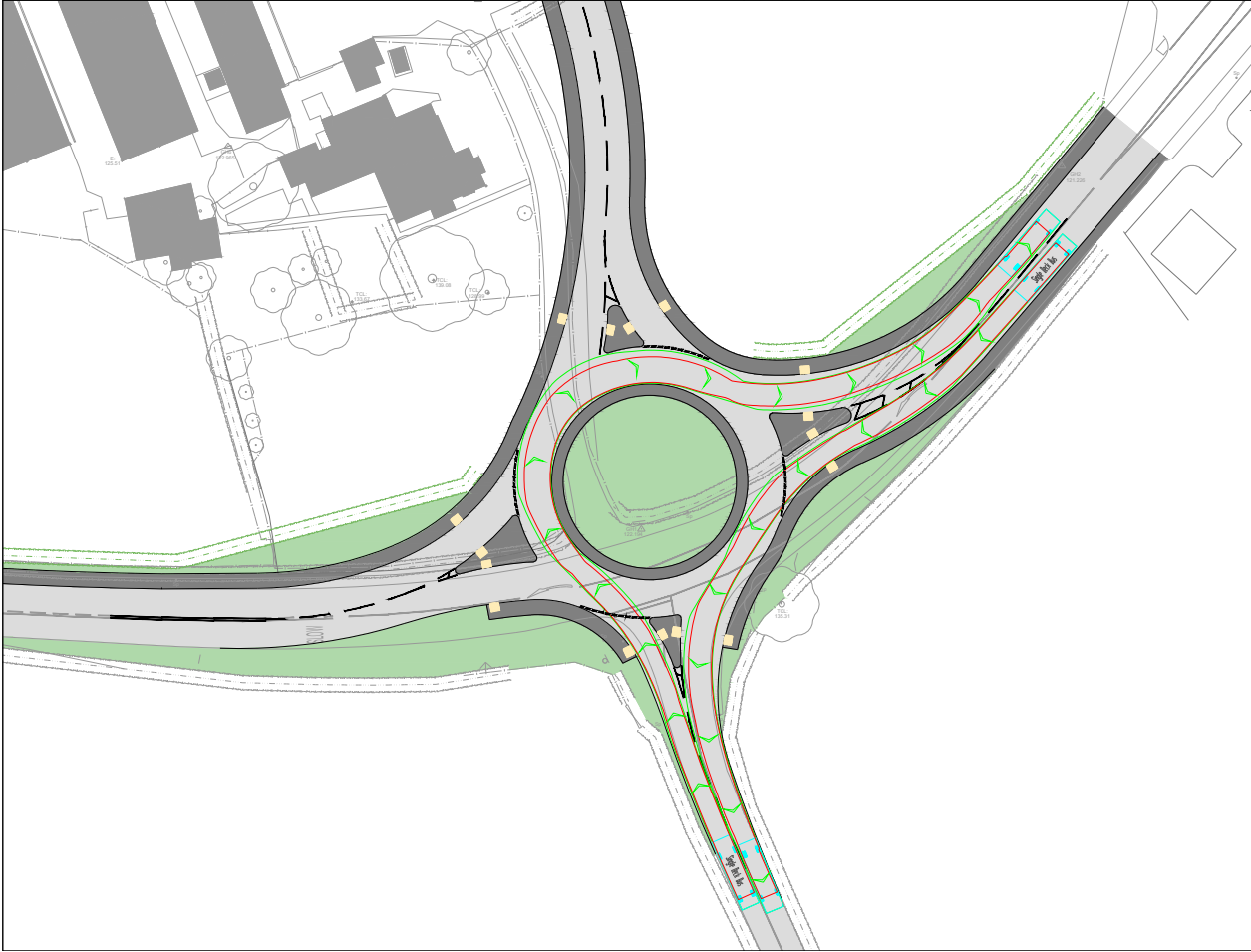
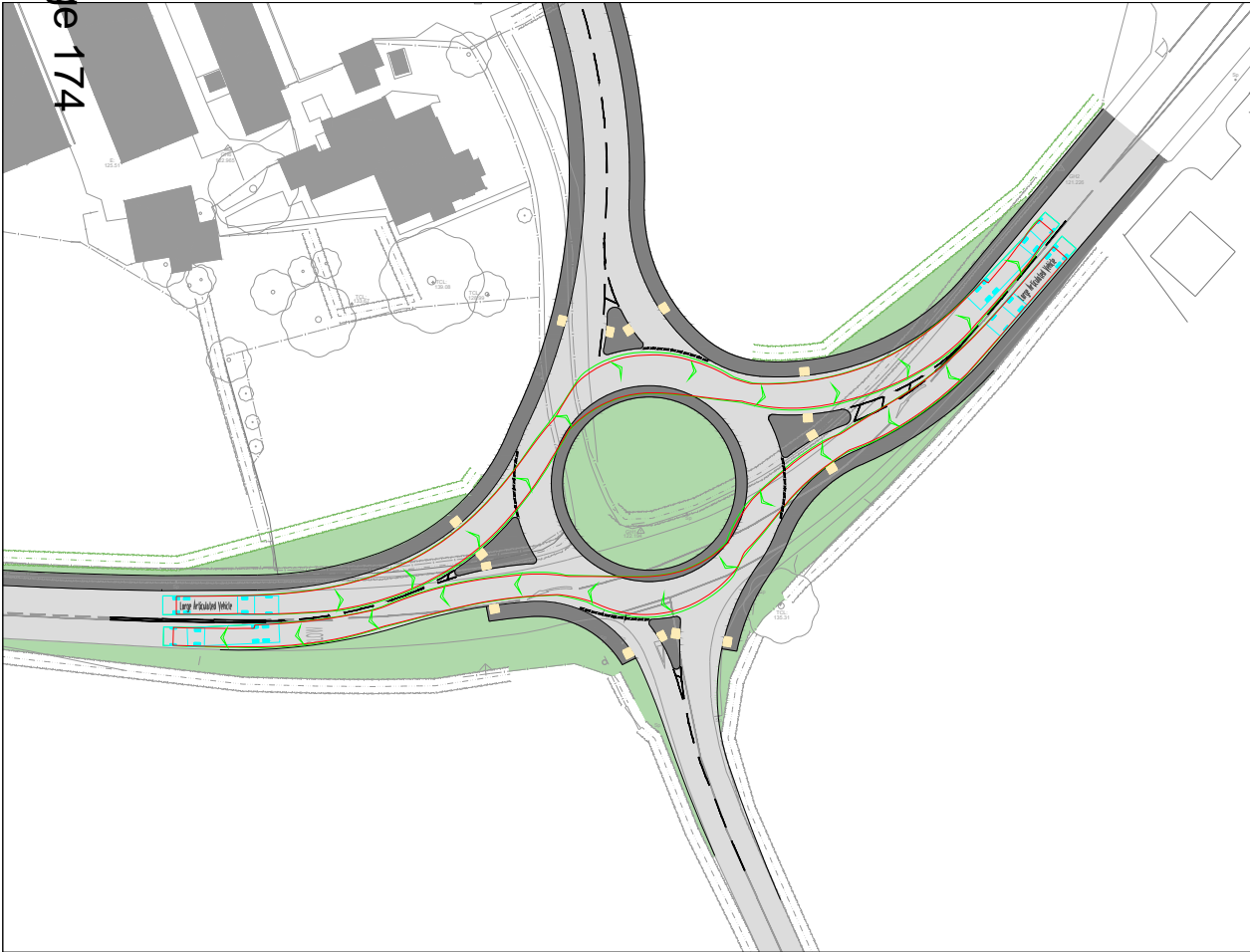
Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

CLIENT
RICHBOROUGH ESTATES

PROJECT
BALDWINS GATE

TITLE
PROPOSED ACCESS AND HIGHWAY NETWORK VISIBILITY SPLAYS

DRAWN JP	AUTHORISED GM	SCALE 1:1250	SHEET SIZE A3	DATE 23.09.21
PROJECT NO. T21558		DRAWING NO. 002		REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
 2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------

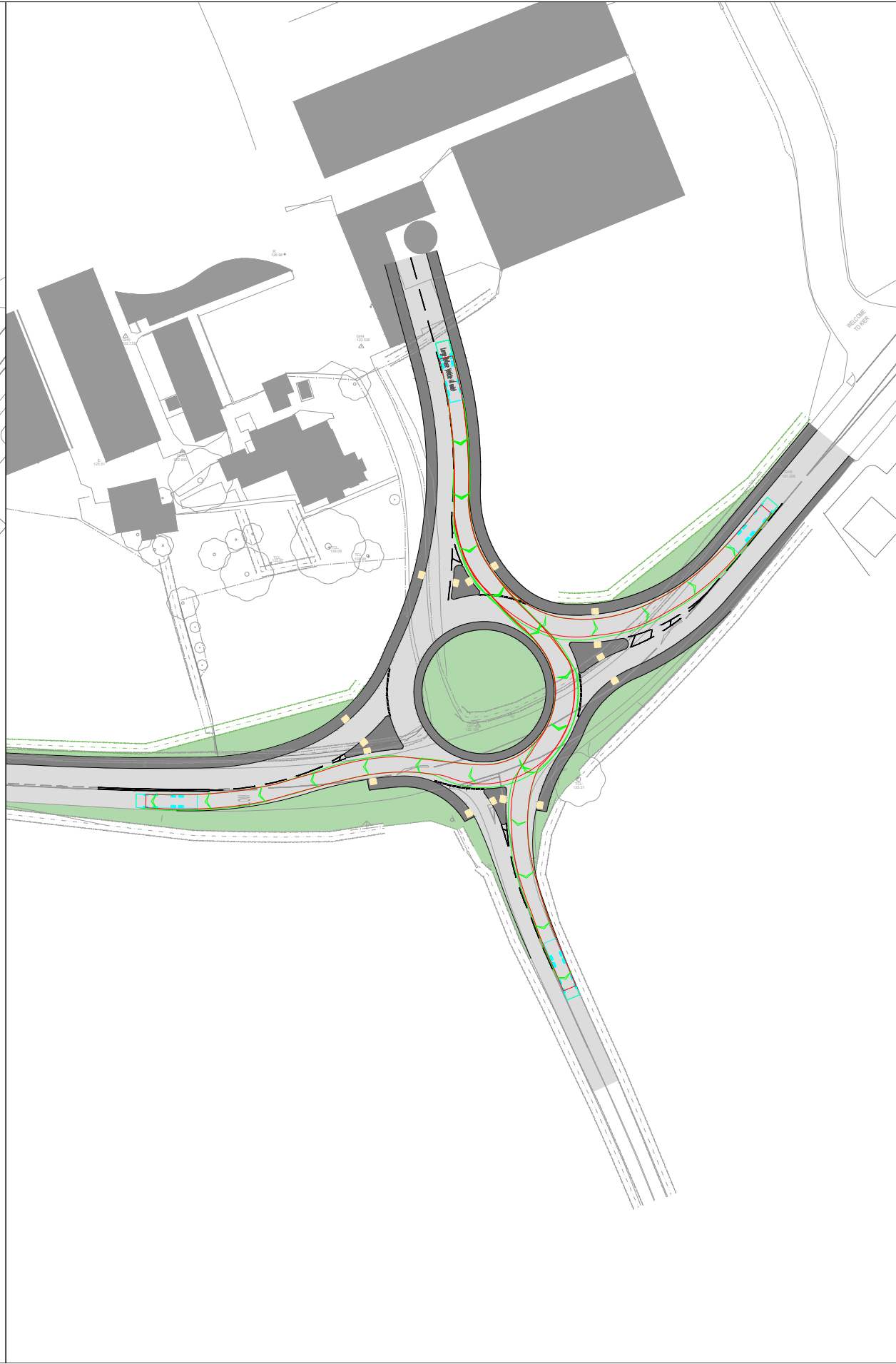
Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

CLIENT
RICHBOROUGH ESTATES

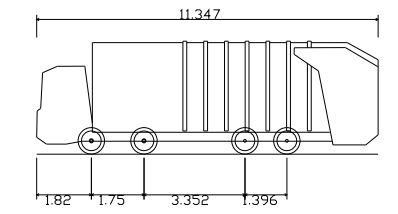
PROJECT
BALDWINS GATE

TITLE
PROPOSED ACCESS AND HIGHWAY NETWORK SWEEP PATHS 01

DRAWN JP	AUTHORISED GM	SCALE 1:1000	SHEET SIZE A3	DATE 23.09.21
PROJECT NO. T21558		DRAWING NO. 003		REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Large Refuse Vehicle (4 axle)
 Overall Length 11.347m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 6.00s
 Wall to Wall Turning Radius 11.330m

REV	DESCRIPTION	DATE	BY	AUTH



Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

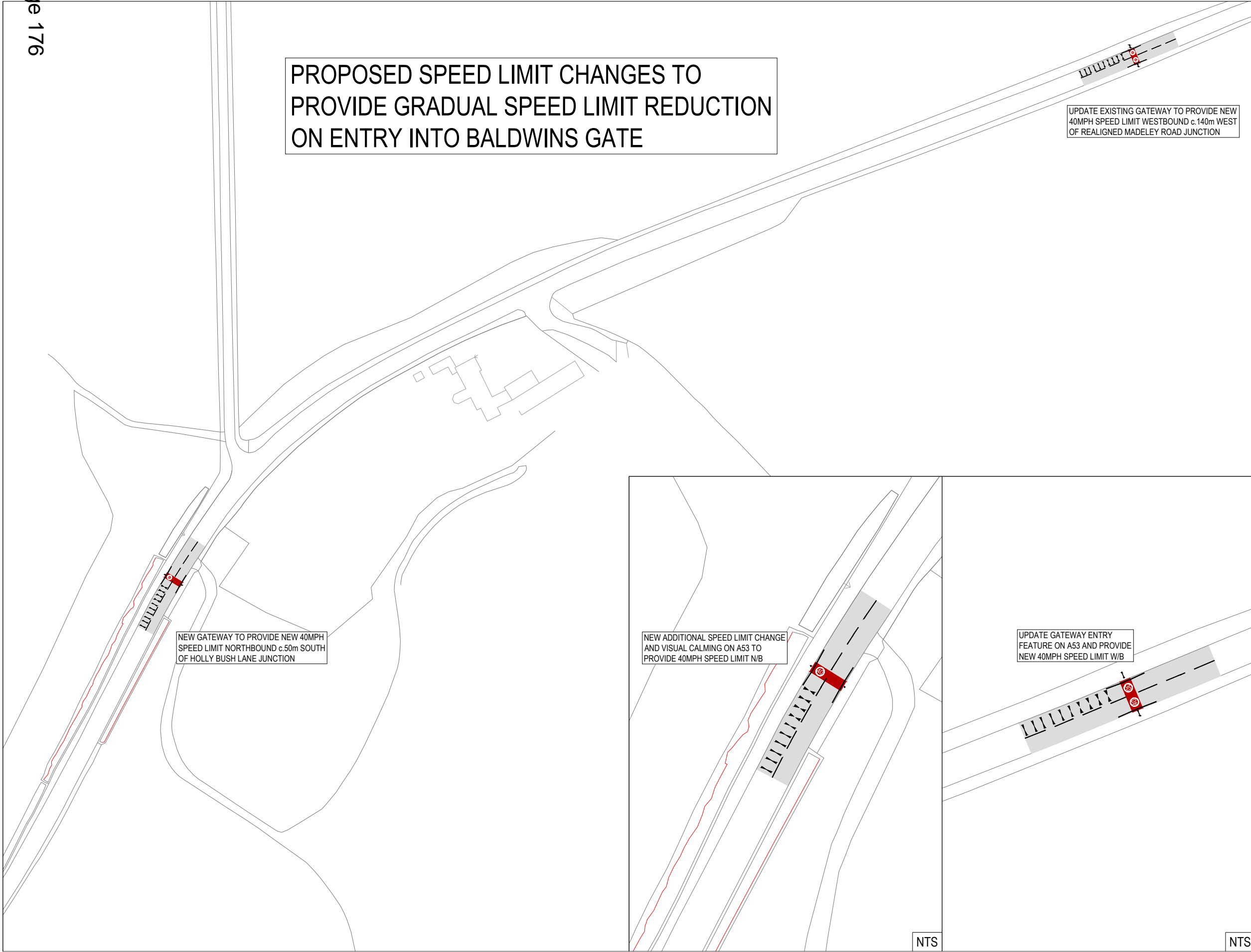
CLIENT
RICHBOROUGH ESTATES

PROJECT
BALDWINS GATE

TITLE
PROPOSED ACCESS AND HIGHWAY NETWORK SWEEP PATHS 02

DRAWN JP	AUTHORISED GM	SCALE 1:1000	SHEET SIZE A3	DATE 23.09.21
PROJECT NO. T21558		DRAWING NO. 004		REV -

PROPOSED SPEED LIMIT CHANGES TO PROVIDE GRADUAL SPEED LIMIT REDUCTION ON ENTRY INTO BALDWINS GATE



UPDATE EXISTING GATEWAY TO PROVIDE NEW 40MPH SPEED LIMIT WESTBOUND c.140m WEST OF REALIGNED MADELEY ROAD JUNCTION

NEW GATEWAY TO PROVIDE NEW 40MPH SPEED LIMIT NORTHBOUND c.50m SOUTH OF HOLLY BUSH LANE JUNCTION

NEW ADDITIONAL SPEED LIMIT CHANGE AND VISUAL CALMING ON A53 TO PROVIDE 40MPH SPEED LIMIT N/B

UPDATE GATEWAY ENTRY FEATURE ON A53 AND PROVIDE NEW 40MPH SPEED LIMIT W/B

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

CLIENT
RICHBOROUGH ESTATES

PROJECT
BALDWINS GATE

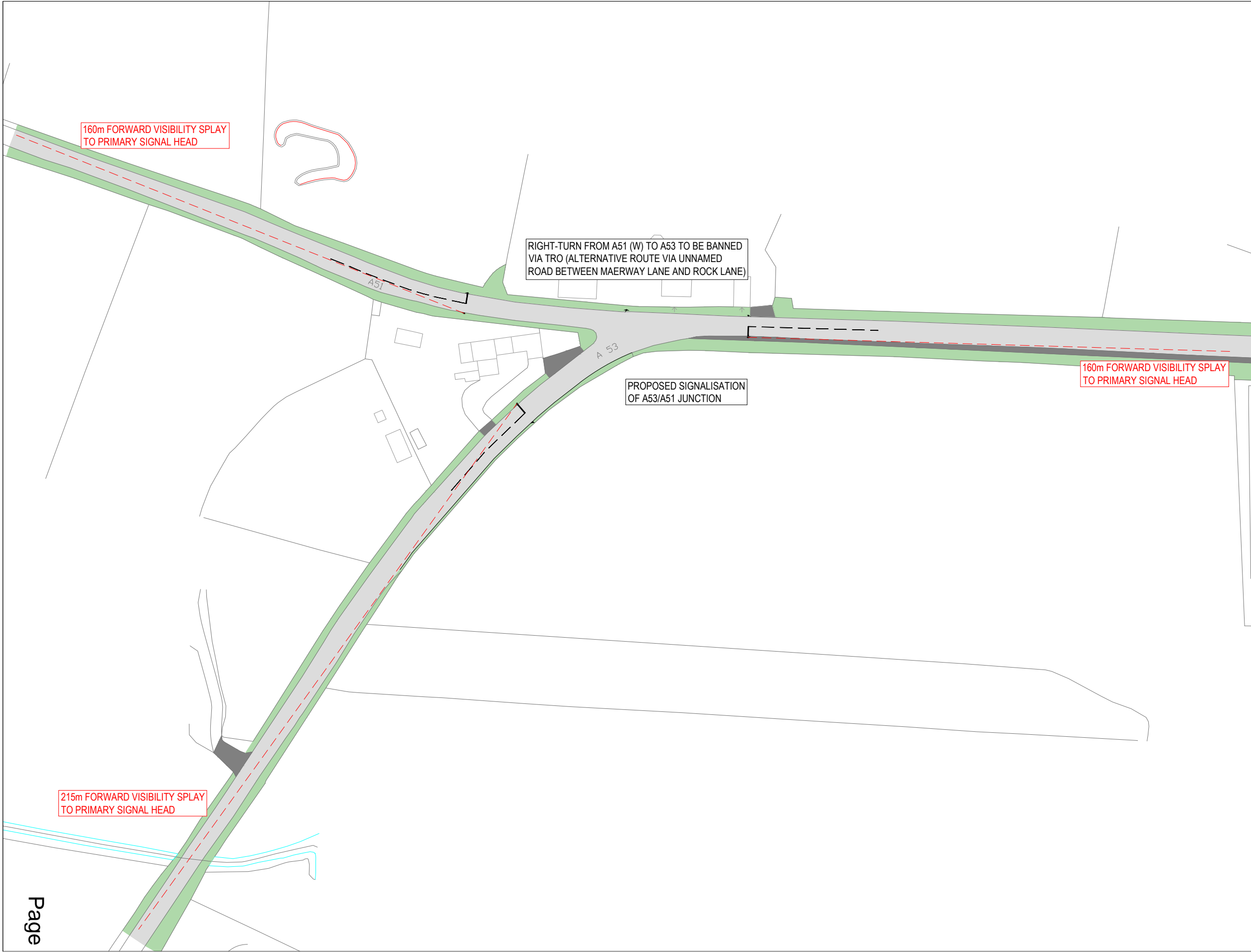
TITLE
PROPOSED A53 SPEED LIMIT AMENDMENTS & FEATURES

DRAWN JP	AUTHORISED GM	SCALE 1:1500	SHEET SIZE A3	DATE 27.09.21
-------------	------------------	-----------------	------------------	------------------

PROJECT NO. T21558	DRAWING NO. 005	REV -
-----------------------	--------------------	----------

NTS

NTS



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH



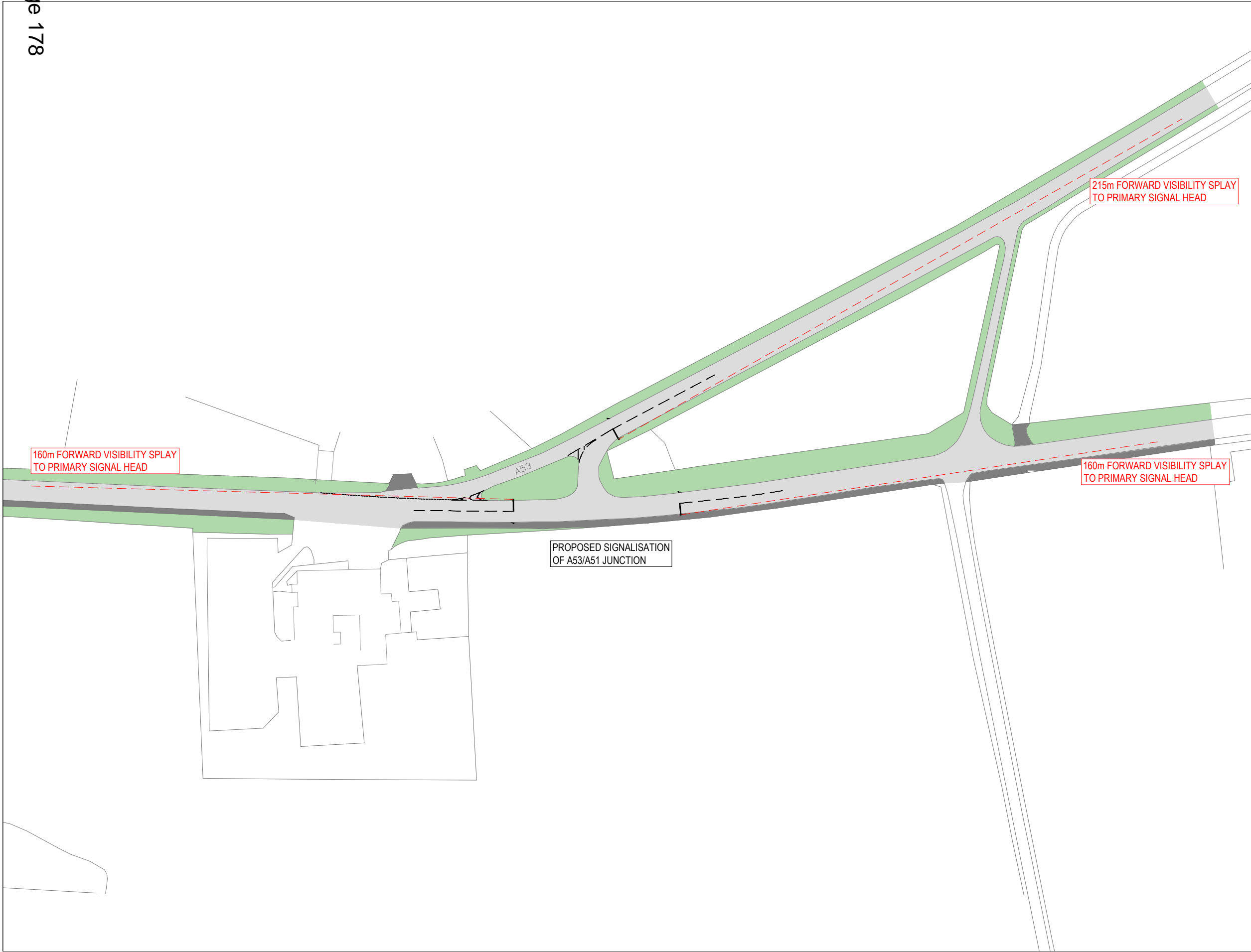
Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

CLIENT
RICHBOROUGH ESTATES

PROJECT
BALDWINS GATE

TITLE
**PROPOSED A51/A53 SIGNALS
 SCHEME (WESTERN JUNCTION)**

DRAWN JP	AUTHORISED GM	SCALE 1:1250	SHEET SIZE A3	DATE 27.09.21
PROJECT NO. T21558		DRAWING NO. 006		REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH



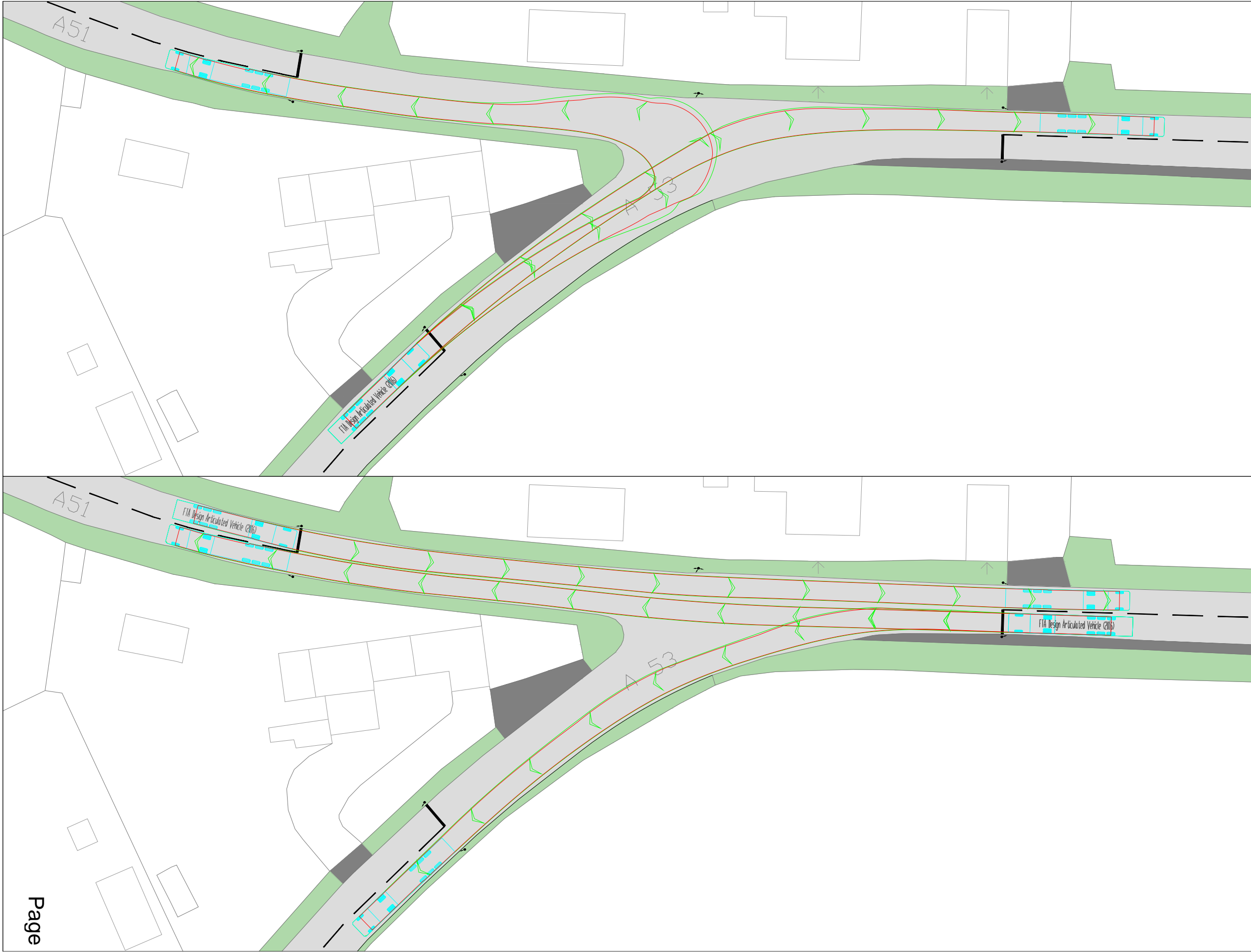
Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

CLIENT
RICHBOROUGH ESTATES

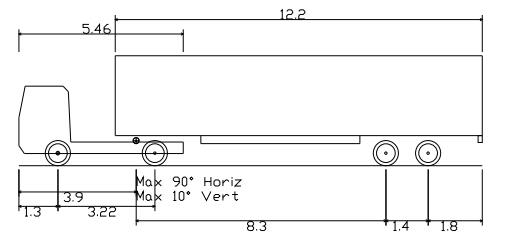
PROJECT
BALDWINS GATE

TITLE
**PROPOSED A51/A53 SIGNALS
 SCHEME (EASTERN JUNCTION)**

DRAWN JP	AUTHORISED GM	SCALE 1:1250	SHEET SIZE A3	DATE 27.09.21
PROJECT NO. T21558		DRAWING NO. 007		REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Large Articulated Vehicle
 Overall Length 15.400m
 Overall Width 2.500m
 Overall Body Height 3.652m
 Min Body Ground Clearance 0.406m
 Max Track Width 2.377m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 65.10m

REV	DESCRIPTION	DATE	BY	AUTH



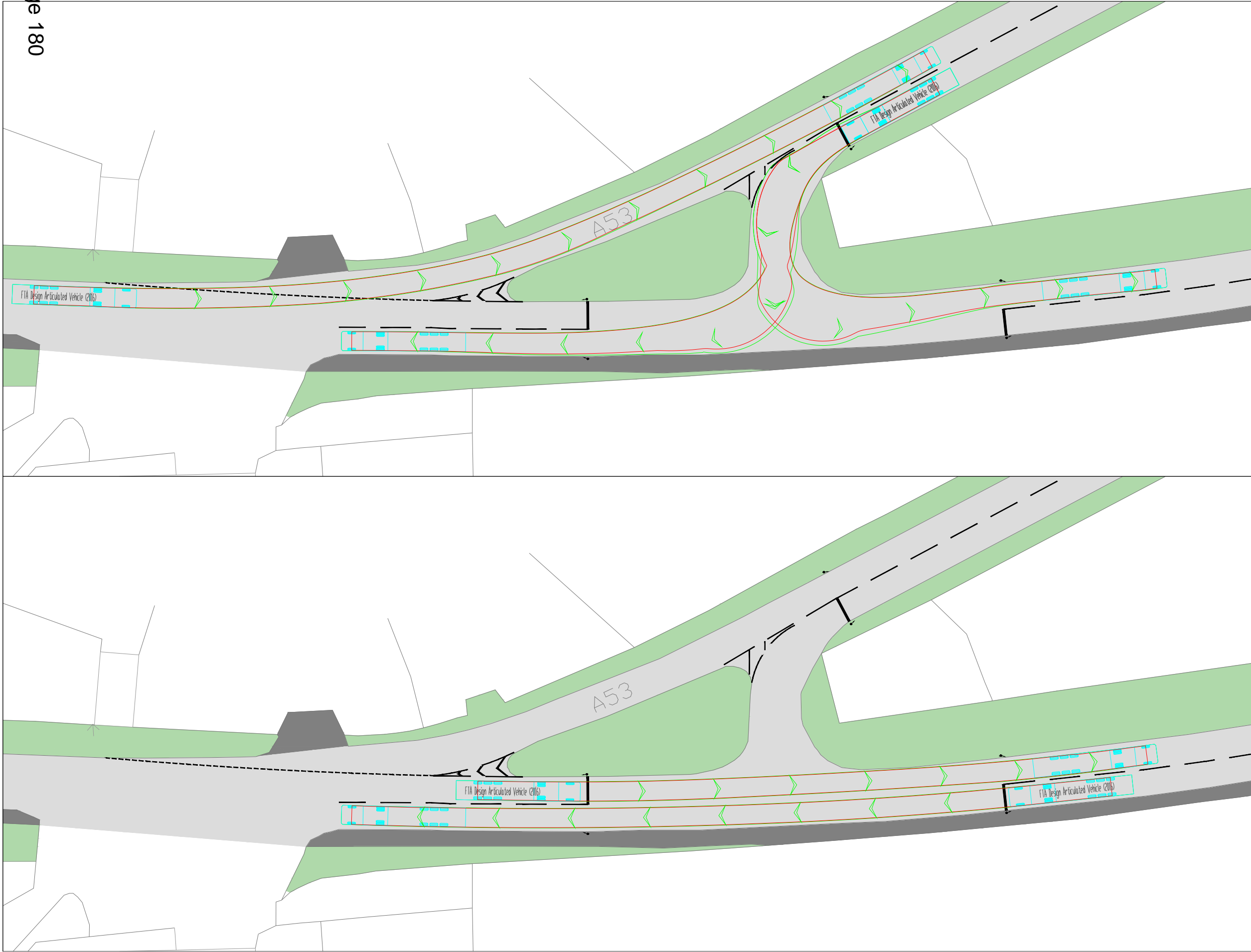
Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

CLIENT
RICHBOROUGH ESTATES

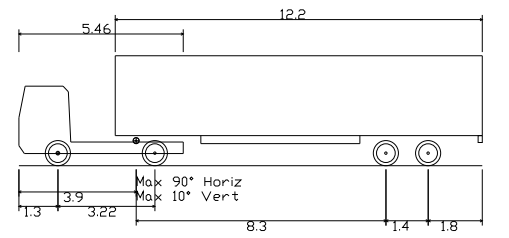
PROJECT
BALDWINS GATE

TITLE
**PROPOSED A51/A53 JUNCTION
 SWEEP PATH ANALYSIS 01**

DRAWN JP	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 27.09.21
PROJECT NO. T21558		DRAWING NO. 008		REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Large Articulated Vehicle
 Overall Length 15.400m
 Overall Width 2.500m
 Overall Body Height 3.652m
 Min Body Ground Clearance 0.406m
 Max Track Width 2.377m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.510m

REV	DESCRIPTION	DATE	BY	AUTH



Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

CLIENT
RICHBOROUGH ESTATES

PROJECT
BALDWINS GATE

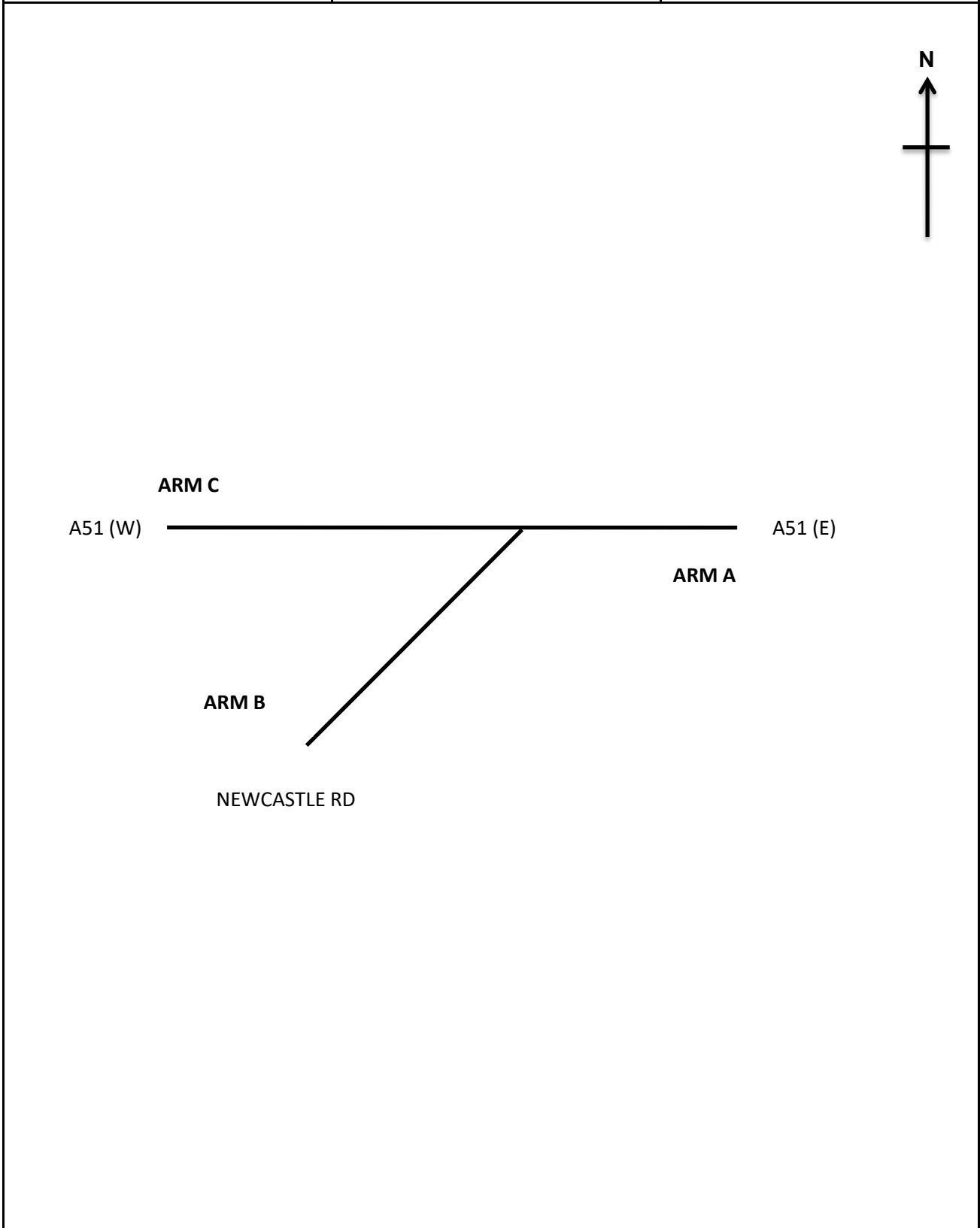
TITLE
**PROPOSED A51/A53 JUNCTION
 SWEEP PATH ANALYSIS 02**

DRAWN JP	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 27.09.21
PROJECT NO. T21558		DRAWING NO. 009		REV -

Appendix A

Traffic Count Data

SITE: 1		DATE: 23rd JUNE 2021
LOCATION: A51 / NEWCASTLE ROAD		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

SITE: 1

DATE: 23/06/2021

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)

DAY: WEDNESDAY

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

TIME	ARM A A51 (E)		ARM B NEWCASTLE RD	ARM C A51(W)
	LANE 1	LANE 2	LANE 1	LANE 1
07:00	0	0	8	0
07:05	0	0	10	0
07:10	0	0	9	0
07:15	0	0	10	0
07:20	0	0	14	5
07:25	0	0	10	0
07:30	0	0	11	0
07:35	0	0	11	0
07:40	0	0	10	1
07:45	0	0	12	0
07:50	0	0	15+	0
07:55	0	0	13	0
08:00	0	0	14	0
08:05	0	0	15+	0
08:10	0	0	12	0
08:15	0	0	11	2
08:20	0	0	5	0
08:25	0	0	7	0
08:30	0	0	13	0
08:35	0	0	14	0
08:40	0	0	16+	4
08:45	0	0	12	5
08:50	0	0	9	0
08:55	0	0	15	0
09:00	0	0	14	0
09:05	0	0	8	0
09:10	0	0	5	0
09:15	0	0	7	0
09:20	0	0	12	0
09:25	0	0	7	0
09:30	0	0	7	0
09:35	0	0	8	0
09:40	0	0	10	0
09:45	0	0	7	0
09:50	0	0	14	0
09:55	0	0	15	0

TIME	ARM A A51 (E)		ARM B NEWCASTLE RD	ARM C A51(W)
	LANE 1	LANE 2	LANE 1	LANE 1
16:00	0	0	7	0
16:05	0	0	8	0
16:10	0	0	8	0
16:15	0	0	11	0
16:20	0	0	12	0
16:25	0	0	13	0
16:30	0	0	7	0
16:35	0	0	11	0
16:40	0	0	11	0
16:45	0	0	11	0
16:50	0	0	9	0
16:55	0	0	15+	0
17:00	0	0	5	0
17:05	0	0	7	1
17:10	0	0	11	0
17:15	0	0	16+	0
17:20	0	0	16+	0
17:25	0	0	15+	1
17:30	0	0	15+	1
17:35	0	0	16+	0
17:40	0	0	15+	0
17:45	0	0	15+	0
17:50	0	0	10	0
17:55	0	0	4	0
18:00	0	0	5	2
18:05	0	0	9	0
18:10	0	0	12	0
18:15	0	0	4	0
18:20	0	0	12	0
18:25	0	0	6	0
18:30	0	0	9	0
18:35	0	0	12	0
18:40	0	0	7	0
18:45	0	0	7	0
18:50	0	0	2	0
18:55	0	0	4	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A51 (E) TO NEWCASTLE RD								A TO C FROM A51 (E) TO A51(W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	47	16	8	3	1	0	0	75	11	2	1	0	0	0	0	14
07:15	53	24	8	10	0	0	0	95	22	1	0	1	1	0	0	25
07:30	52	32	5	10	1	1	0	101	24	3	3	1	0	0	0	31
07:45	57	31	7	8	2	0	0	105	20	12	1	1	0	0	0	34
H/TOT	209	103	28	31	4	1	0	376	77	18	5	3	1	0	0	104
08:00	44	31	9	7	0	0	0	91	23	10	0	1	1	0	0	35
08:15	63	22	8	4	0	1	0	98	12	7	1	3	1	0	0	24
08:30	50	23	7	7	0	0	0	87	18	3	1	3	0	1	0	26
08:45	43	28	12	13	0	0	0	96	17	10	2	0	0	0	0	29
H/TOT	200	104	36	31	0	1	0	372	70	30	4	7	2	1	0	114
09:00	63	21	5	7	0	0	0	96	29	10	4	2	0	0	0	45
09:15	50	16	8	7	0	0	0	81	21	3	0	0	0	0	0	24
09:30	41	30	4	8	0	0	0	83	29	6	3	2	0	0	0	40
09:45	30	30	6	10	0	1	0	77	17	7	4	2	1	0	0	31
H/TOT	184	97	23	32	0	1	0	337	96	26	11	6	1	0	0	140
P/TOT	593	304	87	94	4	3	0	1085	243	74	20	16	4	1	0	358

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

DATE: 23/06/2021

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)

DAY: WEDNESDAY

TIME	A TO B FROM A51 (E) TO NEWCASTLE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	65	12	2	3	0	0	0	82
16:15	81	11	6	1	0	2	0	101
16:30	88	22	1	11	0	0	0	122
16:45	95	15	0	3	1	0	0	114
H/TOT	329	60	9	18	1	2	0	419
17:00	92	18	1	1	1	0	0	113
17:15	82	17	0	1	0	2	0	102
17:30	89	16	1	7	0	9	0	122
17:45	91	13	2	7	0	7	0	120
H/TOT	354	64	4	16	1	18	0	457
18:00	71	11	3	1	0	6	0	92
18:15	79	8	2	4	1	3	0	97
18:30	57	9	2	2	0	4	0	74
18:45	55	8	1	1	0	2	0	67
H/TOT	262	36	8	8	1	15	0	330
P/TOT	945	160	21	42	3	35	0	1206

TIME	A TO C FROM A51 (E) TO A51(W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	26	7	1	0	0	0	0	34
16:15	29	7	3	0	0	0	0	39
16:30	29	5	1	0	0	1	0	36
16:45	29	1	0	0	0	0	0	30
H/TOT	113	20	5	0	0	1	0	139
17:00	31	12	1	0	0	0	1	45
17:15	46	11	0	0	0	0	0	57
17:30	35	10	1	0	0	0	0	46
17:45	40	4	2	0	1	1	0	48
H/TOT	152	37	4	0	1	1	1	196
18:00	28	6	0	0	0	0	0	34
18:15	28	4	2	0	0	2	0	36
18:30	29	4	2	0	0	0	0	35
18:45	21	1	1	1	1	0	0	25
H/TOT	106	15	5	1	1	2	0	130
P/TOT	371	72	14	1	2	4	1	465

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 1
LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

DATE: 23/06/2021

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)

DAY: WEDNESDAY

TIME	B TO A FROM NEWCASTLE RD TO A51 (E)								B TO C FROM NEWCASTLE RD TO A51(W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	53	18	0	7	0	0	0	78	0	1	0	0	0	0	0	1
07:15	47	17	3	8	0	0	0	75	0	0	0	0	0	0	0	0
07:30	69	9	3	4	0	1	0	86	0	0	0	0	0	0	0	0
07:45	70	16	4	2	0	0	0	92	1	0	0	0	0	0	0	1
H/TOT	239	60	10	21	0	1	0	331	1	1	0	0	0	0	0	2
08:00	49	15	5	6	0	0	0	75	0	1	1	0	0	0	0	2
08:15	46	13	2	3	0	0	0	64	0	0	0	0	0	0	0	0
08:30	63	11	4	7	1	0	0	86	0	0	0	0	0	0	0	0
08:45	50	13	7	7	0	0	0	77	0	0	1	0	0	0	0	1
H/TOT	208	52	18	23	1	0	0	302	0	1	2	0	0	0	0	3
09:00	57	15	4	1	0	0	0	77	0	0	0	0	0	0	0	0
09:15	47	7	7	6	0	0	0	67	1	0	0	0	0	0	0	1
09:30	54	12	4	3	0	0	0	73	0	0	0	0	0	0	0	0
09:45	62	10	5	4	0	0	0	81	2	0	1	0	0	0	0	3
H/TOT	220	44	20	14	0	0	0	298	3	0	1	0	0	0	0	4
P/TOT	667	156	48	58	1	1	0	931	4	2	3	0	0	0	0	9

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	B TO A FROM NEWCASTLE RD TO A51 (E)								B TO C FROM NEWCASTLE RD TO A51(W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	41	21	4	8	0	1	0	75	0	0	0	0	0	0	0	0
16:15	51	27	1	3	0	0	0	82	0	0	0	0	0	0	0	0
16:30	43	27	2	1	0	0	0	73	1	0	1	0	0	0	0	2
16:45	55	18	3	3	0	0	0	79	0	0	0	0	0	0	0	0
H/TOT	190	93	10	15	0	1	0	309	1	0	1	0	0	0	0	2
17:00	37	17	5	3	0	0	0	62	0	0	0	0	0	0	0	0
17:15	58	20	3	2	0	0	0	83	0	0	0	0	0	0	0	0
17:30	60	22	2	3	0	3	0	90	0	0	0	0	0	0	0	0
17:45	63	10	2	1	0	0	0	76	1	0	0	0	0	0	1	2
H/TOT	218	69	12	9	0	3	0	311	1	0	0	0	0	0	1	2
18:00	55	13	5	1	0	0	0	74	0	0	0	0	0	0	1	1
18:15	45	5	2	3	0	0	0	55	0	0	0	0	0	0	0	0
18:30	50	10	2	3	1	2	0	68	0	0	0	0	0	0	0	0
18:45	48	15	1	3	0	0	0	67	0	0	0	0	0	0	0	0
H/TOT	198	43	10	10	1	2	0	264	0	0	0	0	0	0	1	1
P/TOT	606	205	32	34	1	6	0	884	2	0	1	0	0	0	2	5

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	C TO A FROM A51(W) TO A51 (E)								C TO B FROM A51(W) TO NEWCASTLE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	22	5	0	0	0	0	0	27	0	0	0	0	0	0	0	0
07:15	33	8	1	0	0	0	0	42	0	0	0	1	0	0	0	1
07:30	49	13	0	1	0	0	0	63	1	0	1	0	0	0	0	2
07:45	58	13	1	1	2	0	0	75	0	0	0	0	0	0	0	0
H/TOT	162	39	2	2	2	0	0	207	1	0	1	1	0	0	0	3
08:00	78	14	1	0	1	0	0	94	2	1	0	0	0	0	0	3
08:15	73	8	5	1	0	0	0	87	0	2	0	0	0	0	0	2
08:30	51	8	3	2	1	0	0	65	0	0	0	0	0	0	0	0
08:45	33	5	1	0	2	0	0	41	0	0	0	1	0	0	0	1
H/TOT	235	35	10	3	4	0	0	287	2	3	0	1	0	0	0	6
09:00	37	13	1	0	0	1	0	52	0	0	0	0	0	0	0	0
09:15	36	6	2	2	0	1	0	47	1	0	0	0	0	0	0	1
09:30	22	7	1	1	1	0	0	32	0	0	0	0	0	0	0	0
09:45	22	2	4	1	0	1	0	30	0	0	0	0	0	0	0	0
H/TOT	117	28	8	4	1	3	0	161	1	0	0	0	0	0	0	1
P/TOT	514	102	20	9	7	3	0	655	4	3	1	2	0	0	0	10

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

DATE: 23/06/2021

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)

DAY: WEDNESDAY

TIME	C TO A FROM A51(W) TO A51 (E)								C TO B FROM A51(W) TO NEWCASTLE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	33	11	0	1	1	3	0	49	1	1	0	0	0	0	0	2
16:15	43	6	1	0	1	0	0	51	0	0	0	0	0	0	0	0
16:30	55	10	2	1	1	0	1	70	1	0	0	0	0	0	0	1
16:45	42	7	3	1	0	0	0	53	0	0	0	0	0	0	0	0
H/TOT	173	34	6	3	3	3	1	223	2	1	0	0	0	0	0	3
17:00	56	14	0	1	0	0	0	71	1	0	0	0	0	0	0	1
17:15	61	6	2	0	0	2	0	71	0	1	0	0	0	0	0	1
17:30	43	10	0	2	1	0	0	56	2	1	0	0	0	0	0	3
17:45	32	4	1	0	0	0	1	38	0	0	0	0	0	0	0	0
H/TOT	192	34	3	3	1	2	1	236	3	2	0	0	0	0	0	5
18:00	18	3	0	0	0	0	0	21	1	1	0	0	0	0	0	2
18:15	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
18:30	18	5	0	0	0	1	1	25	0	0	0	0	0	0	0	0
18:45	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	74	12	0	0	0	1	1	88	1	1	0	0	0	0	0	2
P/TOT	439	80	9	6	4	6	3	547	6	4	0	0	0	0	0	10

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 1
LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

DATE: 23/06/2021

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)

DAY: WEDNESDAY

TIME	TO ARM A A51 (E)								FROM ARM A A51 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	75	23	0	7	0	0	0	105	58	18	9	3	1	0	0	89
07:15	80	25	4	8	0	0	0	117	75	25	8	11	1	0	0	120
07:30	118	22	3	5	0	1	0	149	76	35	8	11	1	1	0	132
07:45	128	29	5	3	2	0	0	167	77	43	8	9	2	0	0	139
H/TOT	401	99	12	23	2	1	0	538	286	121	33	34	5	1	0	480
08:00	127	29	6	6	1	0	0	169	67	41	9	8	1	0	0	126
08:15	119	21	7	4	0	0	0	151	75	29	9	7	1	1	0	122
08:30	114	19	7	9	2	0	0	151	68	26	8	10	0	1	0	113
08:45	83	18	8	7	2	0	0	118	60	38	14	13	0	0	0	125
H/TOT	443	87	28	26	5	0	0	589	270	134	40	38	2	2	0	486
09:00	94	28	5	1	0	1	0	129	92	31	9	9	0	0	0	141
09:15	83	13	9	8	0	1	0	114	71	19	8	7	0	0	0	105
09:30	76	19	5	4	1	0	0	105	70	36	7	10	0	0	0	123
09:45	84	12	9	5	0	1	0	111	47	37	10	12	1	1	0	108
H/TOT	337	72	28	18	1	3	0	459	280	123	34	38	1	1	0	477
P/TOT	1181	258	68	67	8	4	0	1586	836	378	107	110	8	4	0	1443

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A51 (E)								FROM ARM A A51 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	74	32	4	9	1	4	0	124	91	19	3	3	0	0	0	116
16:15	94	33	2	3	1	0	0	133	110	18	9	1	0	2	0	140
16:30	98	37	4	2	1	0	1	143	117	27	2	11	0	1	0	158
16:45	97	25	6	4	0	0	0	132	124	16	0	3	1	0	0	144
H/TOT	363	127	16	18	3	4	1	532	442	80	14	18	1	3	0	558
17:00	93	31	5	4	0	0	0	133	123	30	2	1	1	0	1	158
17:15	119	26	5	2	0	2	0	154	128	28	0	1	0	2	0	159
17:30	103	32	2	5	1	3	0	146	124	26	2	7	0	9	0	168
17:45	95	14	3	1	0	0	1	114	131	17	4	7	1	8	0	168
H/TOT	410	103	15	12	1	5	1	547	506	101	8	16	2	19	1	653
18:00	73	16	5	1	0	0	0	95	99	17	3	1	0	6	0	126
18:15	68	6	2	3	0	0	0	79	107	12	4	4	1	5	0	133
18:30	68	15	2	3	1	3	1	93	86	13	4	2	0	4	0	109
18:45	63	18	1	3	0	0	0	85	76	9	2	2	1	2	0	92
H/TOT	272	55	10	10	1	3	1	352	368	51	13	9	2	17	0	460
P/TOT	1045	285	41	40	5	12	3	1431	1316	232	35	43	5	39	1	1671

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM B NEWCASTLE RD								FROM ARM B NEWCASTLE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	47	16	8	3	1	0	0	75	53	19	0	7	0	0	0	79
07:15	53	24	8	11	0	0	0	96	47	17	3	8	0	0	0	75
07:30	53	32	6	10	1	1	0	103	69	9	3	4	0	1	0	86
07:45	57	31	7	8	2	0	0	105	71	16	4	2	0	0	0	93
H/TOT	210	103	29	32	4	1	0	379	240	61	10	21	0	1	0	333
08:00	46	32	9	7	0	0	0	94	49	16	6	6	0	0	0	77
08:15	63	24	8	4	0	1	0	100	46	13	2	3	0	0	0	64
08:30	50	23	7	7	0	0	0	87	63	11	4	7	1	0	0	86
08:45	43	28	12	14	0	0	0	97	50	13	8	7	0	0	0	78
H/TOT	202	107	36	32	0	1	0	378	208	53	20	23	1	0	0	305
09:00	63	21	5	7	0	0	0	96	57	15	4	1	0	0	0	77
09:15	51	16	8	7	0	0	0	82	48	7	7	6	0	0	0	68
09:30	41	30	4	8	0	0	0	83	54	12	4	3	0	0	0	73
09:45	30	30	6	10	0	1	0	77	64	10	6	4	0	0	0	84
H/TOT	185	97	23	32	0	1	0	338	223	44	21	14	0	0	0	302
P/TOT	597	307	88	96	4	3	0	1095	671	158	51	58	1	1	0	940

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

DATE: 23/06/2021

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)

DAY: WEDNESDAY

TIME	TO ARM B NEWCASTLE RD								FROM ARM B NEWCASTLE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	66	13	2	3	0	0	0	84	41	21	4	8	0	1	0	75
16:15	81	11	6	1	0	2	0	101	51	27	1	3	0	0	0	82
16:30	89	22	1	11	0	0	0	123	44	27	3	1	0	0	0	75
16:45	95	15	0	3	1	0	0	114	55	18	3	3	0	0	0	79
H/TOT	331	61	9	18	1	2	0	422	191	93	11	15	0	1	0	311
17:00	93	18	1	1	1	0	0	114	37	17	5	3	0	0	0	62
17:15	82	18	0	1	0	2	0	103	58	20	3	2	0	0	0	83
17:30	91	17	1	7	0	9	0	125	60	22	2	3	0	3	0	90
17:45	91	13	2	7	0	7	0	120	64	10	2	1	0	0	1	78
H/TOT	357	66	4	16	1	18	0	462	219	69	12	9	0	3	1	313
18:00	72	12	3	1	0	6	0	94	55	13	5	1	0	0	1	75
18:15	79	8	2	4	1	3	0	97	45	5	2	3	0	0	0	55
18:30	57	9	2	2	0	4	0	74	50	10	2	3	1	2	0	68
18:45	55	8	1	1	0	2	0	67	48	15	1	3	0	0	0	67
H/TOT	263	37	8	8	1	15	0	332	198	43	10	10	1	2	1	265
P/TOT	951	164	21	42	3	35	0	1216	608	205	33	34	1	6	2	889

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 1
LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

DATE: 23/06/2021

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)

DAY: WEDNESDAY

TIME	TO ARM C A51(W)								FROM ARM C A51(W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	3	1	0	0	0	0	15	22	5	0	0	0	0	0	27
07:15	22	1	0	1	1	0	0	25	33	8	1	1	0	0	0	43
07:30	24	3	3	1	0	0	0	31	50	13	1	1	0	0	0	65
07:45	21	12	1	1	0	0	0	35	58	13	1	1	2	0	0	75
H/TOT	78	19	5	3	1	0	0	106	163	39	3	3	2	0	0	210
08:00	23	11	1	1	1	0	0	37	80	15	1	0	1	0	0	97
08:15	12	7	1	3	1	0	0	24	73	10	5	1	0	0	0	89
08:30	18	3	1	3	0	1	0	26	51	8	3	2	1	0	0	65
08:45	17	10	3	0	0	0	0	30	33	5	1	1	2	0	0	42
H/TOT	70	31	6	7	2	1	0	117	237	38	10	4	4	0	0	293
09:00	29	10	4	2	0	0	0	45	37	13	1	0	0	1	0	52
09:15	22	3	0	0	0	0	0	25	37	6	2	2	0	1	0	48
09:30	29	6	3	2	0	0	0	40	22	7	1	1	1	0	0	32
09:45	19	7	5	2	1	0	0	34	22	2	4	1	0	1	0	30
H/TOT	99	26	12	6	1	0	0	144	118	28	8	4	1	3	0	162
P/TOT	247	76	23	16	4	1	0	367	518	105	21	11	7	3	0	665

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A51(W)								FROM ARM C A51(W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	26	7	1	0	0	0	0	34	34	12	0	1	1	3	0	51
16:15	29	7	3	0	0	0	0	39	43	6	1	0	1	0	0	51
16:30	30	5	2	0	0	1	0	38	56	10	2	1	1	0	1	71
16:45	29	1	0	0	0	0	0	30	42	7	3	1	0	0	0	53
H/TOT	114	20	6	0	0	1	0	141	175	35	6	3	3	3	1	226
17:00	31	12	1	0	0	0	1	45	57	14	0	1	0	0	0	72
17:15	46	11	0	0	0	0	0	57	61	7	2	0	0	2	0	72
17:30	35	10	1	0	0	0	0	46	45	11	0	2	1	0	0	59
17:45	41	4	2	0	1	1	1	50	32	4	1	0	0	0	1	38
H/TOT	153	37	4	0	1	1	2	198	195	36	3	3	1	2	1	241
18:00	28	6	0	0	0	0	1	35	19	4	0	0	0	0	0	23
18:15	28	4	2	0	0	2	0	36	23	1	0	0	0	0	0	24
18:30	29	4	2	0	0	0	0	35	18	5	0	0	0	1	1	25
18:45	21	1	1	1	1	0	0	25	15	3	0	0	0	0	0	18
H/TOT	106	15	5	1	1	2	1	131	75	13	0	0	0	1	1	90
P/TOT	373	72	15	1	2	4	3	470	445	84	9	6	4	6	3	557

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 1

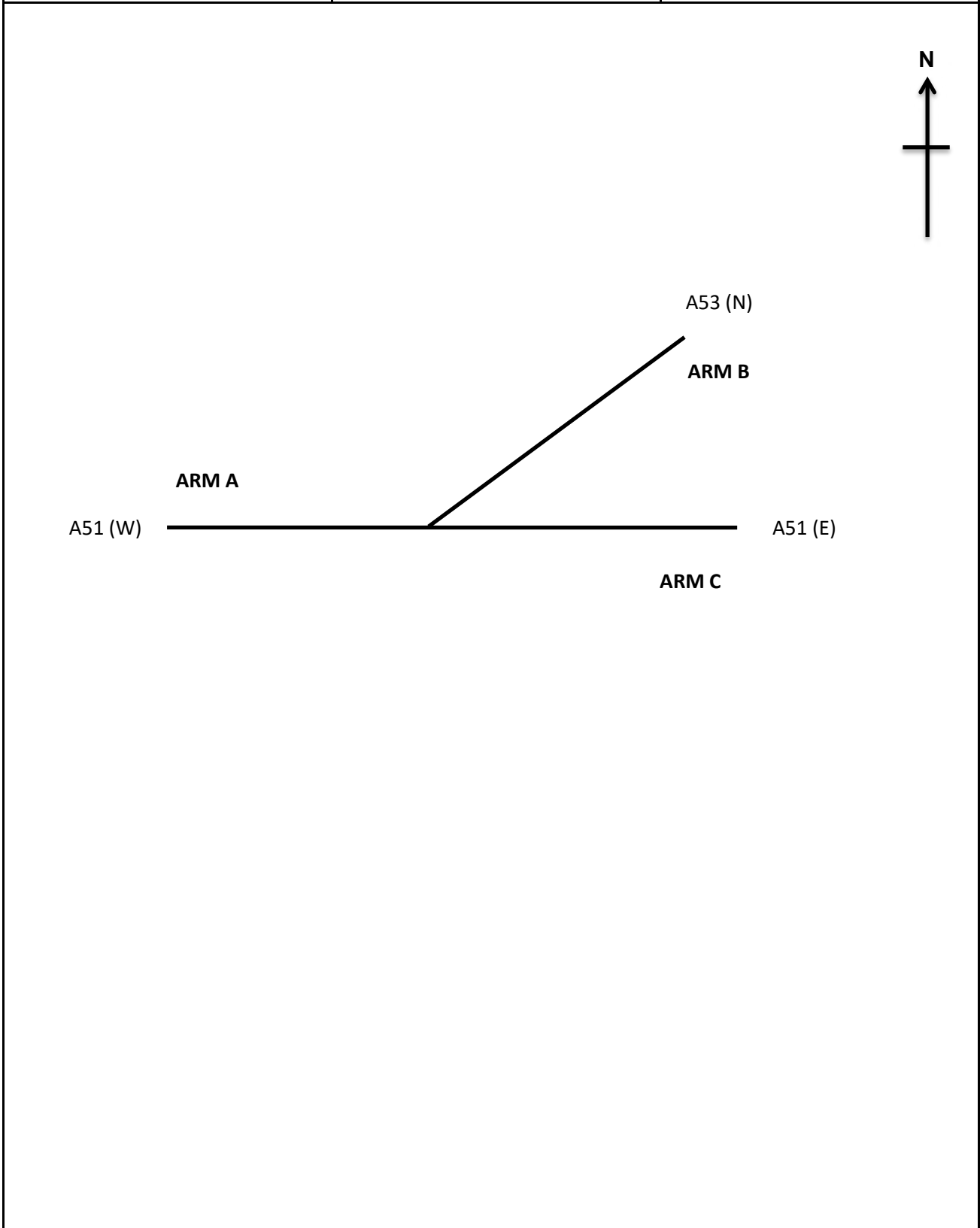
LOCATION: A51 (E) / NEWCASTLE RD / A51(W)



DATE: 23/06/2021

DAY: WEDNESDAY

SITE: 2		DATE: 23rd JUNE 2021
LOCATION: A51 / A53 (N)		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

SITE: 2

DATE: 23/06/2021

LOCATION: A51 (W) / A53 (N) / A51(E)

DAY: WEDNESDAY

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

TIME	ARM A A51 (W)		ARM B A53 (N)		ARM C A51(E)
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
	07:00	0	0	0	3
07:05	0	0	0	6	0
07:10	0	0	0	9	0
07:15	0	0	0	9	0
07:20	0	0	0	12	0
07:25	0	0	0	12	0
07:30	0	0	0	16	0
07:35	0	0	0	10	0
07:40	0	0	0	13	0
07:45	0	0	0	6	0
07:50	0	0	0	16	0
07:55	0	0	0	20	0
08:00	0	0	0	8	0
08:05	0	0	0	14	0
08:10	0	0	0	7	0
08:15	0	0	0	7	0
08:20	0	0	0	12	0
08:25	0	0	0	14	0
08:30	0	0	0	12	0
08:35	0	0	0	7	0
08:40	0	0	0	8	0
08:45	0	0	0	13	0
08:50	0	0	0	11	0
08:55	0	0	0	13	0
09:00	0	0	0	15	0
09:05	0	0	0	11	0
09:10	0	0	0	9	0
09:15	0	0	0	12	0
09:20	0	0	1	6	0
09:25	0	0	0	5	0
09:30	0	0	0	6	0
09:35	0	0	0	13	0
09:40	0	0	0	14	0
09:45	0	0	1	10	0
09:50	0	0	0	9	0
09:55	0	0	0	11	0

TIME	ARM A A51 (W)		ARM B A53 (N)		ARM C A51(E)
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
	16:00	0	0	0	5
16:05	0	0	0	7	0
16:10	0	0	0	6	0
16:15	0	0	0	11	0
16:20	0	0	0	12	0
16:25	0	0	0	4	0
16:30	0	0	0	11	0
16:35	0	0	0	14	0
16:40	0	0	0	15	0
16:45	0	0	0	11	0
16:50	0	0	0	13	0
16:55	0	0	0	12	0
17:00	0	0	0	13	0
17:05	0	0	0	7	0
17:10	0	0	0	7	0
17:15	0	0	0	11	0
17:20	0	1	0	12	0
17:25	0	0	0	12	0
17:30	0	0	0	18	0
17:35	0	0	0	12	0
17:40	0	0	0	17	0
17:45	0	0	0	16	0
17:50	0	0	0	16	0
17:55	0	0	0	15	0
18:00	0	0	1	4	0
18:05	0	0	0	5	0
18:10	0	0	0	4	0
18:15	0	0	0	8	0
18:20	0	0	0	12	0
18:25	0	0	0	11	0
18:30	0	0	0	10	0
18:35	0	0	0	6	0
18:40	0	0	0	7	0
18:45	0	0	0	5	0
18:50	0	0	0	6	0
18:55	0	0	0	9	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

LOCATION: A51 (W) / A53 (N) / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A51 (W) TO A53 (N)								A TO C FROM A51 (W) TO A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	63	16	0	7	0	0	0	86	15	5	0	0	0	0	0	20
07:15	65	18	2	7	0	0	0	92	15	5	1	1	0	0	0	22
07:30	104	19	2	4	0	1	0	130	13	4	1	1	0	0	0	19
07:45	105	24	5	2	0	0	0	136	21	6	0	0	2	0	0	29
H/TOT	337	77	9	20	0	1	0	444	64	20	2	2	2	0	0	90
08:00	108	19	7	5	0	0	0	139	17	8	0	0	1	0	0	26
08:15	107	10	5	3	0	0	0	125	18	6	1	2	0	0	0	27
08:30	100	12	5	7	0	1	0	125	15	5	3	2	1	0	0	26
08:45	64	13	5	6	0	0	0	88	18	6	2	1	2	0	0	29
H/TOT	379	54	22	21	0	1	0	477	68	25	6	5	4	0	0	108
09:00	73	17	6	0	0	0	0	96	24	4	2	0	0	1	0	31
09:15	62	8	5	8	0	1	0	84	19	3	4	0	0	0	0	26
09:30	55	14	3	4	0	0	0	76	23	4	1	0	1	0	0	29
09:45	74	10	5	4	0	1	0	94	10	0	5	1	0	0	0	16
H/TOT	264	49	19	16	0	2	0	350	76	11	12	1	1	1	0	102
P/TOT	980	180	50	57	0	4	0	1271	208	56	20	8	7	1	0	300

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

DATE: 23/06/2021

LOCATION: A51 (W) / A53 (N) / A51(E)

DAY: WEDNESDAY

TIME	A TO B FROM A51 (W) TO A53 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	52	24	4	9	0	3	0	92
16:15	68	25	1	1	0	0	0	95
16:30	73	32	3	1	0	0	0	109
16:45	67	23	5	4	0	0	0	99
H/TOT	260	104	13	15	0	3	0	395
17:00	73	22	4	3	0	0	0	102
17:15	79	23	3	1	0	1	0	107
17:30	84	24	2	5	0	1	0	116
17:45	67	13	3	1	0	0	0	84
H/TOT	303	82	12	10	0	2	0	409
18:00	57	12	3	1	0	0	0	73
18:15	49	5	1	2	0	0	0	57
18:30	58	9	2	4	0	2	0	75
18:45	47	19	1	1	0	0	0	68
H/TOT	211	45	7	8	0	2	0	273
P/TOT	774	231	32	33	0	7	0	1077

TIME	A TO C FROM A51 (W) TO A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	22	7	0	0	1	1	0	31
16:15	28	5	1	2	1	0	0	37
16:30	28	4	1	0	1	0	1	35
16:45	27	3	1	0	0	0	0	31
H/TOT	105	19	3	2	3	1	1	134
17:00	19	11	0	1	1	0	0	32
17:15	39	6	1	0	0	0	0	46
17:30	24	4	1	0	1	3	0	33
17:45	24	1	0	0	0	0	0	25
H/TOT	106	22	2	1	2	3	0	136
18:00	11	4	1	0	0	0	0	16
18:15	18	1	1	1	0	0	0	21
18:30	13	4	0	0	1	1	1	20
18:45	12	4	0	2	0	0	0	18
H/TOT	54	13	2	3	1	1	1	75
P/TOT	265	54	7	6	6	5	2	345

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 2
LOCATION: A51 (W) / A53 (N) / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

DATE: 23/06/2021

LOCATION: A51 (W) / A53 (N) / A51(E)

DAY: WEDNESDAY

TIME	B TO A FROM A53 (N) TO A51 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	14	9	3	0	0	0	64
07:15	46	14	6	11	0	0	0	77
07:30	48	30	7	9	0	1	0	95
07:45	53	30	7	6	1	0	0	97
H/TOT	185	88	29	29	1	1	0	333
08:00	37	34	6	6	0	0	0	83
08:15	49	18	7	6	0	1	0	81
08:30	44	27	5	6	1	0	0	83
08:45	45	30	10	10	0	0	0	95
H/TOT	175	109	28	28	1	1	0	342
09:00	70	26	3	10	0	0	0	109
09:15	52	19	9	4	0	0	0	84
09:30	51	26	7	8	0	0	0	92
09:45	33	22	7	4	0	1	0	67
H/TOT	206	93	26	26	0	1	0	352
P/TOT	566	290	83	83	2	3	0	1027

TIME	B TO C FROM A53 (N) TO A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	1	2	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	1	2	0	0	0	0	3
09:00	0	0	1	0	0	0	0	1
09:15	2	0	1	0	0	0	0	3
09:30	1	0	0	0	0	0	0	1
09:45	3	1	0	0	0	0	0	4
H/TOT	6	1	2	0	0	0	0	9
P/TOT	6	2	4	0	0	0	0	12

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

LOCATION: A51 (W) / A53 (N) / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

DATE: 23/06/2021

LOCATION: A51 (W) / A53 (N) / A51(E)

DAY: WEDNESDAY

TIME	C TO A FROM A51(E) TO A51 (W)								C TO B FROM A51(E) TO A53 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	32	4	2	0	0	0	0	38	0	0	0	0	0	0	0	0
16:15	26	6	4	0	0	2	0	38	0	0	0	0	0	0	0	0
16:30	44	10	0	1	0	1	0	56	0	0	0	0	0	0	0	0
16:45	39	8	0	1	1	0	0	49	0	0	0	0	0	0	0	0
H/TOT	141	28	6	2	1	3	0	181	0	0	0	0	0	0	0	0
17:00	51	12	0	0	0	0	1	64	0	0	0	0	0	0	0	0
17:15	54	10	0	1	0	2	0	67	0	0	0	0	0	0	0	0
17:30	47	9	2	0	0	0	0	58	0	0	0	0	0	0	0	0
17:45	43	7	1	1	1	1	0	54	0	0	0	0	0	0	0	0
H/TOT	195	38	3	2	1	3	1	243	0	0	0	0	0	0	0	0
18:00	32	4	3	0	0	2	0	41	0	0	0	0	0	0	0	0
18:15	30	4	0	0	0	3	0	37	0	0	0	0	0	0	0	0
18:30	13	1	1	1	0	1	0	17	0	0	0	0	0	0	0	0
18:45	25	2	0	1	1	1	0	30	0	0	0	0	0	0	0	0
H/TOT	100	11	4	2	1	7	0	125	0	0	0	0	0	0	0	0
P/TOT	436	77	13	6	3	13	1	549	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 2
LOCATION: A51 (W) / A53 (N) / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

DATE: 23/06/2021

LOCATION: A51 (W) / A53 (N) / A51(E)

DAY: WEDNESDAY

TIME	TO ARM A A51 (W)								FROM ARM A A51 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	55	18	9	3	1	0	0	86	78	21	0	7	0	0	0	106
07:15	76	26	7	11	1	0	0	121	80	23	3	8	0	0	0	114
07:30	72	38	10	10	1	1	0	132	117	23	3	5	0	1	0	149
07:45	77	43	9	6	2	0	0	137	126	30	5	2	2	0	0	165
H/TOT	280	125	35	30	5	1	0	476	401	97	11	22	2	1	0	534
08:00	65	43	7	7	1	0	0	123	125	27	7	5	1	0	0	165
08:15	76	30	9	7	1	1	0	124	125	16	6	5	0	0	0	152
08:30	64	30	7	9	1	1	0	112	115	17	8	9	1	1	0	151
08:45	61	36	14	13	0	0	0	124	82	19	7	7	2	0	0	117
H/TOT	266	139	37	36	3	2	0	483	447	79	28	26	4	1	0	585
09:00	93	33	4	11	0	0	0	141	97	21	8	0	0	1	0	127
09:15	71	23	10	4	0	0	0	108	81	11	9	8	0	1	0	110
09:30	73	31	9	10	0	0	0	123	78	18	4	4	1	0	0	105
09:45	52	33	12	7	1	1	0	106	84	10	10	5	0	1	0	110
H/TOT	289	120	35	32	1	1	0	478	340	60	31	17	1	3	0	452
P/TOT	835	384	107	98	9	4	0	1437	1188	236	70	65	7	5	0	1571

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

LOCATION: A51 (W) / A53 (N) / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A51 (W)								FROM ARM A A51 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	92	17	4	3	0	0	0	116	74	31	4	9	1	4	0	123
16:15	109	18	7	1	0	2	0	137	96	30	2	3	1	0	0	132
16:30	116	31	1	10	0	1	0	159	101	36	4	1	1	0	1	144
16:45	132	21	0	3	1	0	0	157	94	26	6	4	0	0	0	130
H/TOT	449	87	12	17	1	3	0	569	365	123	16	17	3	4	1	529
17:00	123	28	1	2	1	0	1	156	92	33	4	4	1	0	0	134
17:15	134	22	0	2	0	2	0	160	118	29	4	1	0	1	0	153
17:30	127	17	4	5	0	7	0	160	108	28	3	5	1	4	0	149
17:45	138	24	1	3	1	6	0	173	91	14	3	1	0	0	0	109
H/TOT	522	91	6	12	2	15	1	649	409	104	14	11	2	5	0	545
18:00	102	15	3	0	0	6	0	126	68	16	4	1	0	0	0	89
18:15	108	11	2	5	1	5	0	132	67	6	2	3	0	0	0	78
18:30	90	11	2	2	0	4	0	109	71	13	2	4	1	3	1	95
18:45	74	10	1	3	1	3	0	92	59	23	1	3	0	0	0	86
H/TOT	374	47	8	10	2	18	0	459	265	58	9	11	1	3	1	348
P/TOT	1345	225	26	39	5	36	1	1677	1039	285	39	39	6	12	2	1422

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 2
LOCATION: A51 (W) / A53 (N) / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

FLAT

FLAT

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

LOCATION: A51 (W) / A53 (N) / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM B A53 (N)								FROM ARM B A53 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	63	16	0	7	0	0	0	86	38	14	9	3	0	0	0	64
07:15	65	18	2	7	0	0	0	92	46	14	6	11	0	0	0	77
07:30	104	19	2	4	0	1	0	130	48	30	7	9	0	1	0	95
07:45	105	24	5	2	0	0	0	136	53	30	7	6	1	0	0	97
H/TOT	337	77	9	20	0	1	0	444	185	88	29	29	1	1	0	333
08:00	108	19	7	5	0	0	0	139	37	35	8	6	0	0	0	86
08:15	107	10	5	3	0	0	0	125	49	18	7	6	0	1	0	81
08:30	100	12	5	7	0	1	0	125	44	27	5	6	1	0	0	83
08:45	64	13	5	6	0	0	0	88	45	30	10	10	0	0	0	95
H/TOT	379	54	22	21	0	1	0	477	175	110	30	28	1	1	0	345
09:00	73	17	6	0	0	0	0	96	70	26	4	10	0	0	0	110
09:15	62	8	5	8	0	1	0	84	54	19	10	4	0	0	0	87
09:30	55	14	3	4	0	0	0	76	52	26	7	8	0	0	0	93
09:45	74	10	5	4	0	1	0	94	36	23	7	4	0	1	0	71
H/TOT	264	49	19	16	0	2	0	350	212	94	28	26	0	1	0	361
P/TOT	980	180	50	57	0	4	0	1271	572	292	87	83	2	3	0	1039

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

DATE: 23/06/2021

LOCATION: A51 (W) / A53 (N) / A51(E)

DAY: WEDNESDAY

TIME	TO ARM B A53 (N)								FROM ARM B A53 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	52	24	4	9	0	3	0	92	60	13	2	3	0	0	0	78
16:15	68	25	1	1	0	0	0	95	85	12	3	1	0	0	0	101
16:30	73	32	3	1	0	0	0	109	72	21	1	9	0	0	0	103
16:45	67	23	5	4	0	0	0	99	93	15	0	2	0	0	0	110
H/TOT	260	104	13	15	0	3	0	395	310	61	6	15	0	0	0	392
17:00	73	22	4	3	0	0	0	102	72	17	1	2	1	0	0	93
17:15	79	23	3	1	0	1	0	107	81	12	0	1	0	0	0	94
17:30	84	24	2	5	0	1	0	116	80	8	2	5	0	7	0	102
17:45	67	13	3	1	0	0	0	84	96	18	0	2	0	5	0	121
H/TOT	303	82	12	10	0	2	0	409	329	55	3	10	1	12	0	410
18:00	57	12	3	1	0	0	0	73	70	11	0	0	0	4	0	85
18:15	49	5	1	2	0	0	0	57	78	7	2	5	1	2	0	95
18:30	58	9	2	4	0	2	0	75	77	10	1	1	0	3	0	92
18:45	47	19	1	1	0	0	0	68	52	9	1	2	0	2	0	66
H/TOT	211	45	7	8	0	2	0	273	277	37	4	8	1	11	0	338
P/TOT	774	231	32	33	0	7	0	1077	916	153	13	33	2	23	0	1140

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 2
LOCATION: A51 (W) / A53 (N) / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

FLAT

FLAT

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

DATE: 23/06/2021

LOCATION: A51 (W) / A53 (N) / A51(E)

DAY: WEDNESDAY

TIME	TO ARM C A51(E)								FROM ARM C A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	5	0	0	0	0	0	20	17	4	0	0	1	0	0	22
07:15	15	5	1	1	0	0	0	22	30	12	1	0	1	0	0	44
07:30	13	4	1	1	0	0	0	19	24	8	3	1	1	0	0	37
07:45	21	6	0	0	2	0	0	29	24	13	2	0	1	0	0	40
H/TOT	64	20	2	2	2	0	0	90	95	37	6	1	4	0	0	143
08:00	17	9	2	0	1	0	0	29	28	9	1	1	1	0	0	40
08:15	18	6	1	2	0	0	0	27	27	12	2	1	1	0	0	43
08:30	15	5	3	2	1	0	0	26	20	3	2	3	0	1	0	29
08:45	18	6	2	1	2	0	0	29	16	6	4	3	0	0	0	29
H/TOT	68	26	8	5	4	0	0	111	91	30	9	8	2	1	0	141
09:00	24	4	3	0	0	1	0	32	23	7	1	1	0	0	0	32
09:15	21	3	5	0	0	0	0	29	19	4	1	0	0	0	0	24
09:30	24	4	1	0	1	0	0	30	22	5	2	2	0	0	0	31
09:45	13	1	5	1	0	0	0	20	19	11	5	3	1	0	0	39
H/TOT	82	12	14	1	1	1	0	111	83	27	9	6	1	0	0	126
P/TOT	214	58	24	8	7	1	0	312	269	94	24	15	7	1	0	410

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 2

LOCATION: A51 (W) / A53 (N) / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A51(E)								FROM ARM C A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	22	7	0	0	1	1	0	31	32	4	2	0	0	0	0	38
16:15	30	5	1	2	1	0	0	39	26	6	4	0	0	2	0	38
16:30	28	4	1	0	1	0	1	35	44	10	0	1	0	1	0	56
16:45	27	5	1	0	0	0	0	33	39	8	0	1	1	0	0	49
H/TOT	107	21	3	2	3	1	1	138	141	28	6	2	1	3	0	181
17:00	19	12	0	1	1	0	0	33	51	12	0	0	0	0	1	64
17:15	40	6	1	0	0	0	0	47	54	10	0	1	0	2	0	67
17:30	24	4	1	0	1	3	0	33	47	9	2	0	0	0	0	58
17:45	25	2	0	0	0	0	0	27	43	7	1	1	1	1	0	54
H/TOT	108	24	2	1	2	3	0	140	195	38	3	2	1	3	1	243
18:00	11	4	1	0	0	0	0	16	32	4	3	0	0	2	0	41
18:15	18	1	1	1	0	0	0	21	30	4	0	0	0	3	0	37
18:30	13	4	0	0	1	1	1	20	13	1	1	1	0	1	0	17
18:45	15	5	0	2	0	0	0	22	25	2	0	1	1	1	0	30
H/TOT	57	14	2	3	1	1	1	79	100	11	4	2	1	7	0	125
P/TOT	272	59	7	6	6	5	2	357	436	77	13	6	3	13	1	549

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 2
LOCATION: A51 (W) / A53 (N) / A51(E)



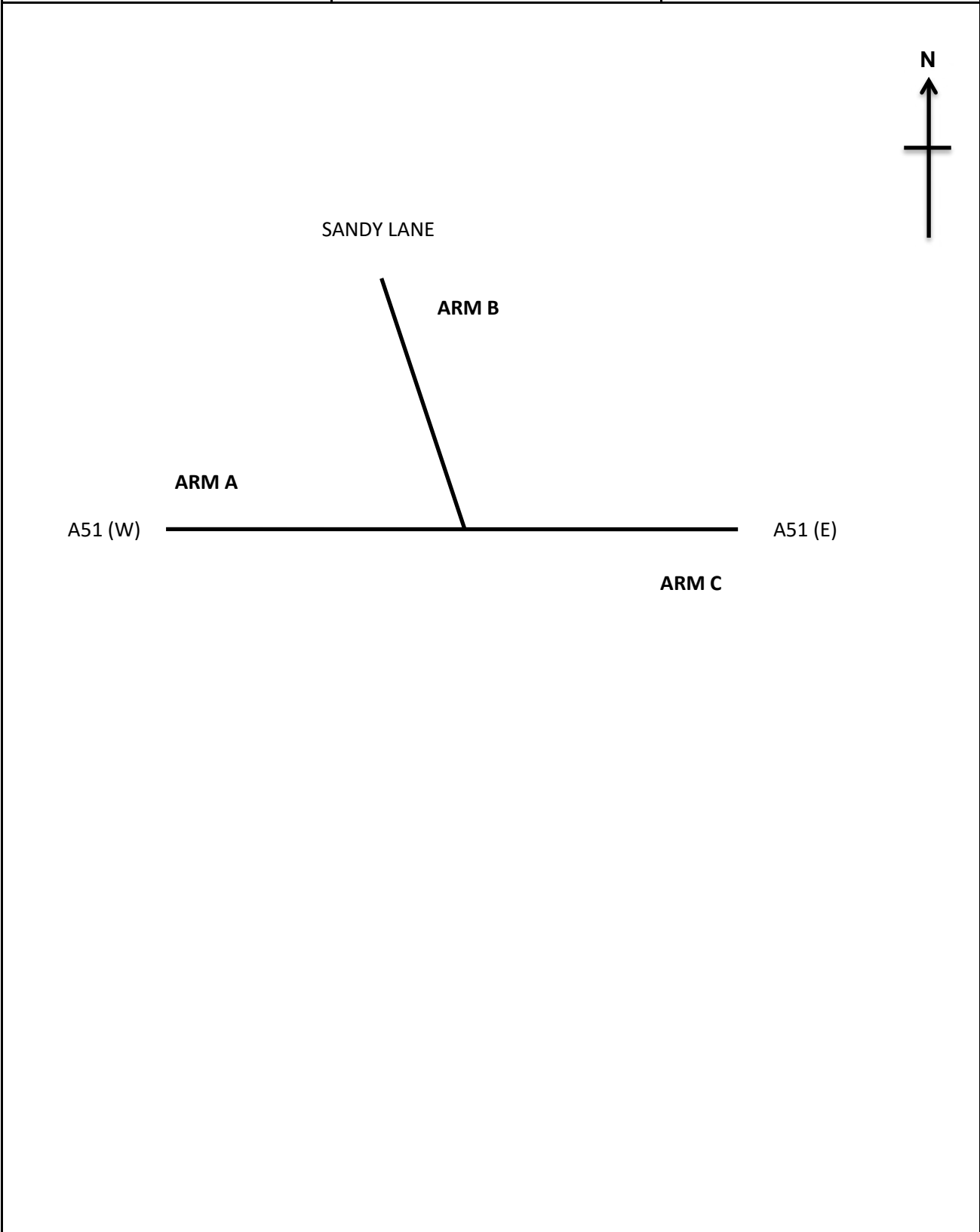
DATE: 23/06/2021

DAY: WEDNESDAY

FLAT

FLAT

SITE: 3		DATE: 23rd JUNE 2021
LOCATION: A51 / SANDY LANE		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

SITE: 3

DATE: 23/06/20

LOCATION: A51 (W) / SANDY LANE / A51(E)

DAY: WEDNES

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

TIME	ARM A	ARM B	ARM C
	A51 (W)	SANDY LANE	A51(E)
	LANE 1	LANE 1	LANE 1
07:00	0	0	0
07:05	0	1	0
07:10	0	0	0
07:15	0	1	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	0
07:35	0	1	3
07:40	0	2	0
07:45	0	0	0
07:50	0	0	0
07:55	0	1	0
08:00	0	3	0
08:05	0	2	0
08:10	0	0	0
08:15	0	0	0
08:20	0	0	0
08:25	0	0	0
08:30	0	0	0
08:35	0	1	0
08:40	0	0	0
08:45	0	1	0
08:50	0	0	0
08:55	0	0	1
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	1	0
09:20	0	0	0
09:25	0	1	0
09:30	0	1	0
09:35	0	0	0
09:40	0	1	0
09:45	0	0	0
09:50	0	1	0
09:55	0	0	0

TIME	ARM A	ARM B	ARM C
	A51 (W)	SANDY LANE	A51(E)
	LANE 1	LANE 1	LANE 1
16:00	0	0	0
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	0	1	0
16:25	0	1	0
16:30	0	0	0
16:35	0	0	0
16:40	0	2	1
16:45	0	1	0
16:50	0	0	0
16:55	0	1	1
17:00	0	1	0
17:05	0	0	0
17:10	0	0	0
17:15	0	0	1
17:20	0	0	0
17:25	0	1	0
17:30	0	0	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	2	0
17:55	0	1	0
18:00	0	0	0
18:05	0	1	0
18:10	0	1	0
18:15	0	2	0
18:20	0	0	0
18:25	0	1	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

DATE: 23/06/2021

LOCATION: A51 (W) / SANDY LANE / A51(E)

DAY: WEDNESDAY

TIME	A TO B FROM A51 (W) TO SANDY LANE								A TO C FROM A51 (W) TO A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	13	5	0	0	0	0	0	18
07:15	0	0	0	0	0	0	0	0	16	6	0	2	0	0	0	24
07:30	0	0	0	0	0	0	0	0	16	3	1	1	0	0	0	21
07:45	0	0	0	0	0	0	0	0	21	6	0	0	0	0	0	27
H/TOT	1	0	0	0	0	0	0	1	66	20	1	3	0	0	0	90
08:00	0	0	0	0	0	0	0	0	13	7	1	0	0	0	0	21
08:15	0	0	0	0	0	0	0	0	18	5	1	2	1	0	0	27
08:30	0	0	0	0	0	0	0	0	16	6	3	1	1	0	0	27
08:45	0	0	0	0	0	0	0	0	19	3	1	1	2	0	0	26
H/TOT	0	0	0	0	0	0	0	0	66	21	6	4	4	0	0	101
09:00	0	0	0	0	0	0	0	0	16	7	2	0	0	1	0	26
09:15	0	1	0	0	0	0	0	1	19	5	4	0	0	0	0	28
09:30	1	0	0	0	0	0	0	1	16	4	2	0	0	0	0	22
09:45	0	0	0	0	0	0	0	0	20	0	2	1	0	0	0	23
H/TOT	1	1	0	0	0	0	0	2	71	16	10	1	0	1	0	99
P/TOT	2	1	0	0	0	0	0	3	203	57	17	8	4	1	0	290

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A51 (W) TO SANDY LANE								A TO C FROM A51 (W) TO A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	18	7	0	0	1	1	0	27
16:15	1	0	0	0	0	0	0	1	25	7	1	1	1	1	0	36
16:30	1	0	0	0	0	0	0	1	34	5	1	1	0	0	0	41
16:45	0	0	0	0	0	0	0	0	22	4	1	0	0	0	1	28
H/TOT	2	0	0	0	0	0	0	2	99	23	3	2	2	2	1	132
17:00	0	0	0	0	0	0	0	0	16	9	0	1	0	0	0	26
17:15	1	0	0	0	0	0	0	1	37	9	2	0	0	0	0	48
17:30	0	0	0	0	0	0	0	0	22	4	1	0	0	3	0	30
17:45	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
H/TOT	1	0	0	0	0	0	0	1	95	24	3	1	0	3	0	126
18:00	0	0	0	0	0	0	0	0	15	3	1	0	0	0	0	19
18:15	0	0	0	0	0	0	0	0	17	2	1	0	0	0	0	20
18:30	1	0	0	0	0	0	0	1	20	5	0	0	1	1	0	27
18:45	0	0	0	0	0	0	0	0	11	3	0	2	0	0	1	17
H/TOT	1	0	0	0	0	0	0	1	63	13	2	2	1	1	1	83
P/TOT	4	0	0	0	0	0	0	4	257	60	8	5	3	6	2	341

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	B TO A FROM SANDY LANE TO A51 (W)								B TO C FROM SANDY LANE TO A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
07:15	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
07:30	0	1	0	0	0	0	0	1	11	1	0	0	0	1	0	13
07:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	0	1	0	0	0	0	0	1	39	4	0	0	0	1	0	44
08:00	0	1	0	0	0	0	0	1	9	4	0	0	0	0	0	13
08:15	1	0	0	0	0	0	0	1	5	4	0	0	0	0	0	9
08:30	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	16
08:45	0	1	0	0	0	0	0	1	9	1	0	0	0	0	0	10
H/TOT	1	2	0	0	0	0	0	3	35	13	0	0	0	0	0	48
09:00	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	6
09:15	1	0	0	0	0	0	0	1	6	2	0	0	0	0	0	8
09:30	0	1	0	0	0	0	0	1	3	4	1	0	0	0	0	8
09:45	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
H/TOT	1	1	0	0	0	0	0	2	18	9	2	0	0	0	0	29
P/TOT	2	4	0	0	0	0	0	6	92	26	2	0	0	1	0	121

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

DATE: 23/06/2021

LOCATION: A51 (W) / SANDY LANE / A51(E)

DAY: WEDNESDAY

TIME	B TO A FROM SANDY LANE TO A51 (W)								B TO C FROM SANDY LANE TO A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	6	2	1	0	0	0	0	9
16:15	1	1	0	0	0	0	0	2	6	1	2	0	0	0	0	9
16:30	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
16:45	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
H/TOT	6	1	0	0	0	0	0	7	23	4	3	0	0	0	0	30
17:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
17:15	2	1	0	0	0	0	0	3	6	1	0	0	0	0	0	7
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
H/TOT	2	1	0	0	0	0	0	3	24	3	0	0	0	0	0	27
18:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
18:15	1	0	0	0	0	3	0	4	4	2	0	0	0	0	0	6
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
H/TOT	1	0	0	0	0	3	0	4	15	3	0	0	0	0	1	19
P/TOT	9	2	0	0	0	3	0	14	62	10	3	0	0	0	1	76

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 3
LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

DATE: 23/06/2021

LOCATION: A51 (W) / SANDY LANE / A51(E)

DAY: WEDNESDAY

TIME	C TO A FROM A51(E) TO A51 (W)								C TO B FROM A51(E) TO SANDY LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	2	1	0	1	0	0	15	1	4	0	0	0	0	0	5
07:15	22	6	2	1	1	0	1	33	4	2	0	0	0	0	0	6
07:30	16	6	1	1	3	0	0	27	3	1	0	0	0	0	0	4
07:45	23	9	2	0	0	0	0	34	6	1	0	0	0	0	0	7
H/TOT	72	23	6	2	5	0	1	109	14	8	0	0	0	0	0	22
08:00	18	7	0	2	1	0	0	28	6	0	0	0	1	0	0	7
08:15	19	12	2	0	0	0	0	33	7	1	0	0	0	0	0	8
08:30	16	5	1	3	0	1	0	26	9	3	0	0	0	0	0	12
08:45	14	4	4	3	0	0	0	25	10	2	1	0	0	0	0	13
H/TOT	67	28	7	8	1	1	0	112	32	6	1	0	1	0	0	40
09:00	20	7	1	1	0	0	0	29	6	0	0	0	0	0	0	6
09:15	17	2	1	0	0	0	0	20	3	0	0	0	0	0	0	3
09:30	13	2	0	3	0	0	0	18	2	0	0	0	0	0	0	2
09:45	19	7	5	2	0	0	0	33	2	1	0	0	0	0	0	3
H/TOT	69	18	7	6	0	0	0	100	13	1	0	0	0	0	0	14
P/TOT	208	69	20	16	6	1	1	321	59	15	1	0	1	0	0	76

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	C TO A FROM A51(E) TO A51 (W)								C TO B FROM A51(E) TO SANDY LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	20	4	2	0	0	0	1	27	2	3	0	0	0	0	0	5
16:15	21	6	2	0	0	0	0	29	5	2	0	0	0	0	0	7
16:30	31	6	0	1	0	1	0	39	7	0	0	0	0	0	0	7
16:45	23	4	0	1	0	0	0	28	12	1	0	0	0	0	0	13
H/TOT	95	20	4	2	0	1	1	123	26	6	0	0	0	0	0	32
17:00	34	10	0	0	0	0	1	45	9	2	0	0	0	0	0	11
17:15	25	7	0	1	0	0	0	33	5	2	0	0	0	0	0	7
17:30	28	6	2	1	0	0	1	38	4	0	0	0	0	1	0	5
17:45	26	6	2	0	0	1	0	35	3	1	0	0	0	0	0	4
H/TOT	113	29	4	2	0	1	2	151	21	5	0	0	0	1	0	27
18:00	18	1	2	0	0	2	0	23	4	0	0	0	0	0	0	4
18:15	19	4	0	0	0	2	0	25	8	2	0	0	0	0	0	10
18:30	8	1	1	1	0	1	0	12	5	2	0	0	0	0	0	7
18:45	25	1	0	0	0	0	0	26	3	0	1	0	0	0	0	4
H/TOT	70	7	3	1	0	5	0	86	20	4	1	0	0	0	0	25
P/TOT	278	56	11	5	0	7	3	360	67	15	1	0	0	1	0	84

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A51 (W)								FROM ARM A A51 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	2	1	0	1	0	0	15	14	5	0	0	0	0	0	19
07:15	22	6	2	1	1	0	1	33	16	6	0	2	0	0	0	24
07:30	16	7	1	1	3	0	0	28	16	3	1	1	0	0	0	21
07:45	23	9	2	0	0	0	0	34	21	6	0	0	0	0	0	27
H/TOT	72	24	6	2	5	0	1	110	67	20	1	3	0	0	0	91
08:00	18	8	0	2	1	0	0	29	13	7	1	0	0	0	0	21
08:15	20	12	2	0	0	0	0	34	18	5	1	2	1	0	0	27
08:30	16	5	1	3	0	1	0	26	16	6	3	1	1	0	0	27
08:45	14	5	4	3	0	0	0	26	19	3	1	1	2	0	0	26
H/TOT	68	30	7	8	1	1	0	115	66	21	6	4	4	0	0	101
09:00	20	7	1	1	0	0	0	29	16	7	2	0	0	1	0	26
09:15	18	2	1	0	0	0	0	21	19	6	4	0	0	0	0	29
09:30	13	3	0	3	0	0	0	19	17	4	2	0	0	0	0	23
09:45	19	7	5	2	0	0	0	33	20	0	2	1	0	0	0	23
H/TOT	70	19	7	6	0	0	0	102	72	17	10	1	0	1	0	101
P/TOT	210	73	20	16	6	1	1	327	205	58	17	8	4	1	0	293

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

DATE: 23/06/2021

LOCATION: A51 (W) / SANDY LANE / A51(E)

DAY: WEDNESDAY

TIME	TO ARM A A51 (W)								FROM ARM A A51 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	21	4	2	0	0	0	1	28	18	7	0	0	1	1	0	27
16:15	22	7	2	0	0	0	0	31	26	7	1	1	1	1	0	37
16:30	32	6	0	1	0	1	0	40	35	5	1	1	0	0	0	42
16:45	26	4	0	1	0	0	0	31	22	4	1	0	0	0	1	28
H/TOT	101	21	4	2	0	1	1	130	101	23	3	2	2	2	1	134
17:00	34	10	0	0	0	0	1	45	16	9	0	1	0	0	0	26
17:15	27	8	0	1	0	0	0	36	38	9	2	0	0	0	0	49
17:30	28	6	2	1	0	0	1	38	22	4	1	0	0	3	0	30
17:45	26	6	2	0	0	1	0	35	20	2	0	0	0	0	0	22
H/TOT	115	30	4	2	0	1	2	154	96	24	3	1	0	3	0	127
18:00	18	1	2	0	0	2	0	23	15	3	1	0	0	0	0	19
18:15	20	4	0	0	0	5	0	29	17	2	1	0	0	0	0	20
18:30	8	1	1	1	0	1	0	12	21	5	0	0	1	1	0	28
18:45	25	1	0	0	0	0	0	26	11	3	0	2	0	0	1	17
H/TOT	71	7	3	1	0	8	0	90	64	13	2	2	1	1	1	84
P/TOT	287	58	11	5	0	10	3	374	261	60	8	5	3	6	2	345

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 3
LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

DATE: 23/06/2021

LOCATION: A51 (W) / SANDY LANE / A51(E)

DAY: WEDNESDAY

TIME	TO ARM B SANDY LANE								FROM ARM B SANDY LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	4	0	0	0	0	0	6	6	1	0	0	0	0	0	7
07:15	4	2	0	0	0	0	0	6	12	2	0	0	0	0	0	14
07:30	3	1	0	0	0	0	0	4	11	2	0	0	0	1	0	14
07:45	6	1	0	0	0	0	0	7	10	0	0	0	0	0	0	10
H/TOT	15	8	0	0	0	0	0	23	39	5	0	0	0	1	0	45
08:00	6	0	0	0	1	0	0	7	9	5	0	0	0	0	0	14
08:15	7	1	0	0	0	0	0	8	6	4	0	0	0	0	0	10
08:30	9	3	0	0	0	0	0	12	12	4	0	0	0	0	0	16
08:45	10	2	1	0	0	0	0	13	9	2	0	0	0	0	0	11
H/TOT	32	6	1	0	1	0	0	40	36	15	0	0	0	0	0	51
09:00	6	0	0	0	0	0	0	6	4	1	1	0	0	0	0	6
09:15	3	1	0	0	0	0	0	4	7	2	0	0	0	0	0	9
09:30	3	0	0	0	0	0	0	3	3	5	1	0	0	0	0	9
09:45	2	1	0	0	0	0	0	3	5	2	0	0	0	0	0	7
H/TOT	14	2	0	0	0	0	0	16	19	10	2	0	0	0	0	31
P/TOT	61	16	1	0	1	0	0	79	94	30	2	0	0	1	0	127

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM B SANDY LANE								FROM ARM B SANDY LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	3	0	0	0	0	0	5	7	2	1	0	0	0	0	10
16:15	6	2	0	0	0	0	0	8	7	2	2	0	0	0	0	11
16:30	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8
16:45	12	1	0	0	0	0	0	13	7	1	0	0	0	0	0	8
H/TOT	28	6	0	0	0	0	0	34	29	5	3	0	0	0	0	37
17:00	9	2	0	0	0	0	0	11	8	1	0	0	0	0	0	9
17:15	6	2	0	0	0	0	0	8	8	2	0	0	0	0	0	10
17:30	4	0	0	0	0	1	0	5	4	0	0	0	0	0	0	4
17:45	3	1	0	0	0	0	0	4	6	1	0	0	0	0	0	7
H/TOT	22	5	0	0	0	1	0	28	26	4	0	0	0	0	0	30
18:00	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
18:15	8	2	0	0	0	0	0	10	5	2	0	0	0	3	0	10
18:30	6	2	0	0	0	0	0	8	3	0	0	0	0	0	0	3
18:45	3	0	1	0	0	0	0	4	4	0	0	0	0	0	1	5
H/TOT	21	4	1	0	0	0	0	26	16	3	0	0	0	3	1	23
P/TOT	71	15	1	0	0	1	0	88	71	12	3	0	0	3	1	90

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A51(E)								FROM ARM C A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	6	0	0	0	0	0	25	12	6	1	0	1	0	0	20
07:15	28	8	0	2	0	0	0	38	26	8	2	1	1	0	1	39
07:30	27	4	1	1	0	1	0	34	19	7	1	1	3	0	0	31
07:45	31	6	0	0	0	0	0	37	29	10	2	0	0	0	0	41
H/TOT	105	24	1	3	0	1	0	134	86	31	6	2	5	0	1	131
08:00	22	11	1	0	0	0	0	34	24	7	0	2	2	0	0	35
08:15	23	9	1	2	1	0	0	36	26	13	2	0	0	0	0	41
08:30	28	10	3	1	1	0	0	43	25	8	1	3	0	1	0	38
08:45	28	4	1	1	2	0	0	36	24	6	5	3	0	0	0	38
H/TOT	101	34	6	4	4	0	0	149	99	34	8	8	2	1	0	152
09:00	20	8	3	0	0	1	0	32	26	7	1	1	0	0	0	35
09:15	25	7	4	0	0	0	0	36	20	2	1	0	0	0	0	23
09:30	19	8	3	0	0	0	0	30	15	2	0	3	0	0	0	20
09:45	25	2	2	1	0	0	0	30	21	8	5	2	0	0	0	36
H/TOT	89	25	12	1	0	1	0	128	82	19	7	6	0	0	0	114
P/TOT	295	83	19	8	4	2	0	411	267	84	21	16	7	1	1	397

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 3

DATE: 23/06/2021

LOCATION: A51 (W) / SANDY LANE / A51(E)

DAY: WEDNESDAY

TIME	TO ARM C A51(E)								FROM ARM C A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	24	9	1	0	1	1	0	36	22	7	2	0	0	0	1	32
16:15	31	8	3	1	1	1	0	45	26	8	2	0	0	0	0	36
16:30	41	5	1	1	0	0	0	48	38	6	0	1	0	1	0	46
16:45	26	5	1	0	0	0	1	33	35	5	0	1	0	0	0	41
H/TOT	122	27	6	2	2	2	1	162	121	26	4	2	0	1	1	155
17:00	24	10	0	1	0	0	0	35	43	12	0	0	0	0	1	56
17:15	43	10	2	0	0	0	0	55	30	9	0	1	0	0	0	40
17:30	26	4	1	0	0	3	0	34	32	6	2	1	0	1	1	43
17:45	26	3	0	0	0	0	0	29	29	7	2	0	0	1	0	39
H/TOT	119	27	3	1	0	3	0	153	134	34	4	2	0	2	2	178
18:00	19	4	1	0	0	0	0	24	22	1	2	0	0	2	0	27
18:15	21	4	1	0	0	0	0	26	27	6	0	0	0	2	0	35
18:30	23	5	0	0	1	1	0	30	13	3	1	1	0	1	0	19
18:45	15	3	0	2	0	0	2	22	28	1	1	0	0	0	0	30
H/TOT	78	16	2	2	1	1	2	102	90	11	4	1	0	5	0	111
P/TOT	319	70	11	5	3	6	3	417	345	71	12	5	0	8	3	444

MANUAL CLASSIFIED COUNTS

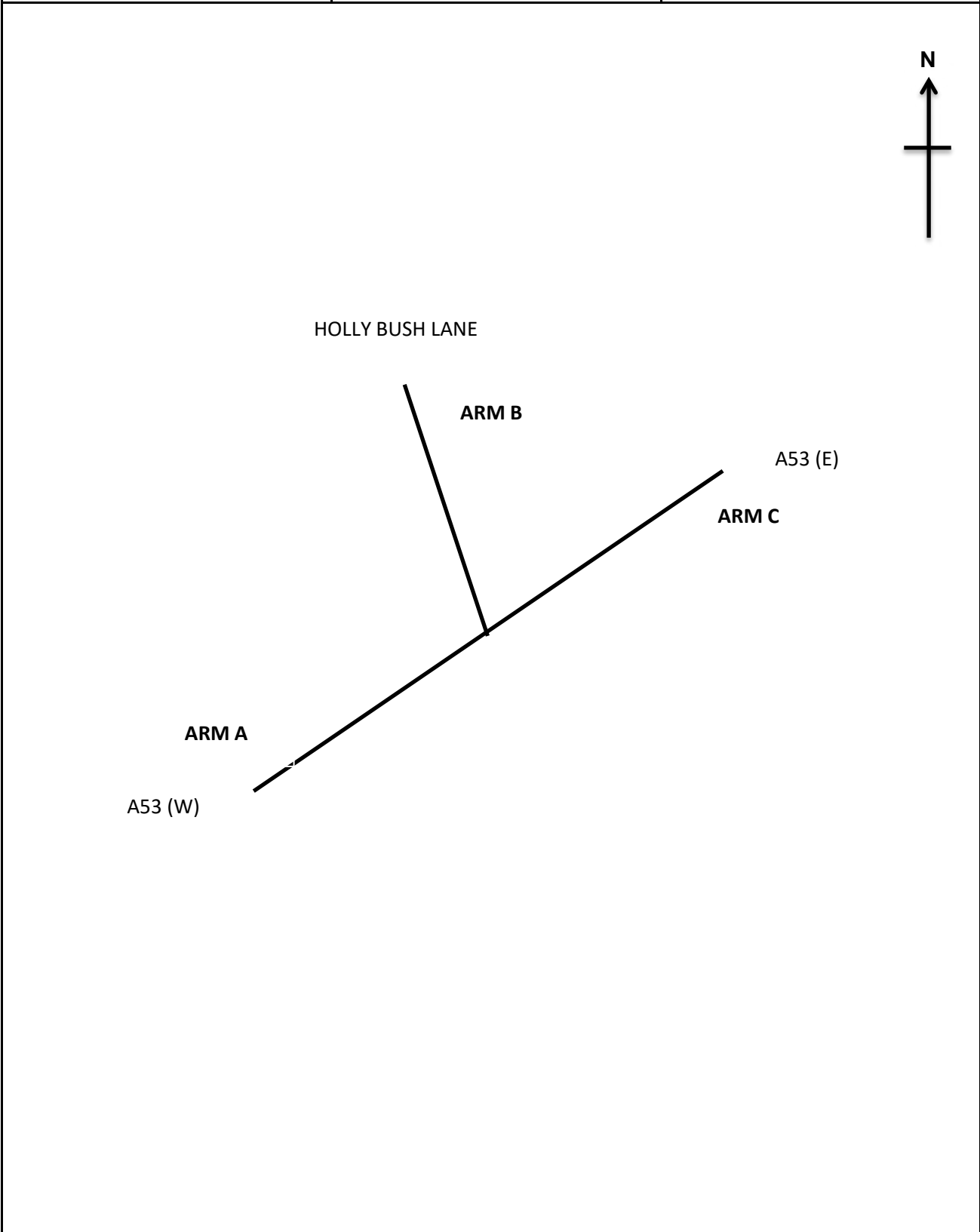
JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 3
LOCATION: A51 (W) / SANDY LANE / A51(E)



DATE: 23/06/2021

DAY: WEDNESDAY

SITE: 4		DATE: 23rd JUNE 2021
LOCATION: A53 / HOLLY BUSH LANE		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

SITE: 4

DATE: 23/06/20

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)

DAY: WEDNES

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

TIME	ARM A	ARM B	ARM C
	A53 (W)	HOLLY BUSH LANE	A53(E)
	LANE 1	LANE 1	LANE 1
07:00	0	1	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	1	0
07:30	0	1	0
07:35	0	1	0
07:40	0	1	0
07:45	0	0	0
07:50	0	1	0
07:55	0	1	0
08:00	0	1	0
08:05	0	0	0
08:10	0	0	0
08:15	0	0	0
08:20	0	0	0
08:25	0	1	0
08:30	0	1	0
08:35	0	2	0
08:40	0	0	0
08:45	0	0	0
08:50	0	0	0
08:55	0	1	0
09:00	0	0	0
09:05	0	2	0
09:10	0	1	0
09:15	0	1	0
09:20	0	1	0
09:25	0	1	0
09:30	0	0	0
09:35	0	1	0
09:40	0	1	0
09:45	0	1	0
09:50	0	0	0
09:55	0	1	0

TIME	ARM A	ARM B	ARM C
	A53 (W)	HOLLY BUSH LANE	A53(E)
	LANE 1	LANE 1	LANE 1
16:00	0	0	0
16:05	0	1	0
16:10	0	0	0
16:15	0	0	0
16:20	0	0	0
16:25	0	0	0
16:30	0	1	0
16:35	0	0	0
16:40	0	1	0
16:45	0	1	0
16:50	0	1	0
16:55	0	0	0
17:00	0	1	0
17:05	0	0	0
17:10	0	1	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0
17:35	0	1	0
17:40	0	1	0
17:45	0	1	0
17:50	0	0	0
17:55	0	1	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	0
18:25	0	3	0
18:30	0	1	0
18:35	0	0	0
18:40	0	0	0
18:45	0	1	0
18:50	0	1	0
18:55	0	1	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A53 (W) TO HOLLY BUSH LANE								A TO C FROM A53 (W) TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	47	21	6	7	0	0	0	81
07:15	1	0	0	0	0	0	0	1	63	20	3	9	0	0	0	95
07:30	2	0	0	0	0	0	0	2	95	27	3	4	0	1	0	130
07:45	1	1	0	0	0	0	0	2	107	19	5	3	0	0	0	134
H/TOT	5	1	0	0	0	0	0	6	312	87	17	23	0	1	0	440
08:00	3	0	0	0	0	0	0	3	104	29	7	5	0	0	0	145
08:15	2	0	0	0	0	0	0	2	96	19	5	4	0	0	0	124
08:30	4	0	0	0	0	0	0	4	88	14	4	8	0	1	0	115
08:45	1	0	2	0	0	0	0	3	68	15	4	7	0	0	0	94
H/TOT	10	0	2	0	0	0	0	12	356	77	20	24	0	1	0	478
09:00	2	0	0	0	0	0	0	2	68	24	3	3	0	0	0	98
09:15	1	0	0	0	0	0	0	1	59	9	4	9	0	1	0	82
09:30	0	0	0	0	0	0	0	0	52	16	3	6	0	0	0	77
09:45	0	0	0	0	0	0	0	0	75	13	3	5	0	1	0	97
H/TOT	3	0	0	0	0	0	0	3	254	62	13	23	0	2	0	354
P/TOT	18	1	2	0	0	0	0	21	922	226	50	70	0	4	0	1272

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

DATE: 23/06/2021

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)

DAY: WEDNESDAY

TIME	A TO B FROM A53 (W) TO HOLLY BUSH LANE								A TO C FROM A53 (W) TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	47	23	5	11	0	3	0	89
16:15	2	1	0	0	0	0	0	3	60	26	1	0	0	0	0	87
16:30	0	1	0	0	0	0	0	1	75	32	4	4	0	0	0	115
16:45	2	0	0	0	0	0	0	2	69	22	3	4	0	0	0	98
H/TOT	4	2	0	0	0	0	0	6	251	103	13	19	0	3	0	389
17:00	4	0	0	0	0	0	0	4	68	23	7	3	0	0	0	101
17:15	1	1	0	0	0	1	0	3	79	22	2	1	0	0	0	104
17:30	0	0	0	0	0	0	0	0	78	28	3	5	0	1	0	115
17:45	3	0	0	0	0	0	0	3	71	14	4	1	0	0	0	90
H/TOT	8	1	0	0	0	1	0	10	296	87	16	10	0	1	0	410
18:00	1	0	0	0	0	0	0	1	57	13	3	1	0	0	0	74
18:15	3	0	0	0	0	0	0	3	46	10	3	2	0	0	0	61
18:30	1	1	0	0	0	0	0	2	53	8	2	3	0	2	0	68
18:45	3	2	0	0	0	0	0	5	43	15	0	3	0	0	0	61
H/TOT	8	3	0	0	0	0	0	11	199	46	8	9	0	2	0	264
P/TOT	20	6	0	0	0	1	0	27	746	236	37	38	0	6	0	1063

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

DATE: 23/06/2021

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)

DAY: WEDNESDAY

TIME	B TO A FROM HOLLY BUSH LANE TO A53 (W)								B TO C FROM HOLLY BUSH LANE TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:30	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
07:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	1	2	0	0	0	0	9	1	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1
09:00	5	0	0	1	0	0	0	6	1	0	0	0	0	0	0	1
09:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
H/TOT	12	1	0	1	0	0	0	14	1	1	1	0	0	0	0	3
P/TOT	28	3	2	1	0	0	0	34	3	1	1	0	0	0	0	5

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

DATE: 23/06/2021

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)

DAY: WEDNESDAY

TIME	C TO A FROM A53(E) TO A53 (W)								C TO B FROM A53(E) TO HOLLY BUSH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	63	14	3	2	0	0	0	82	0	0	0	0	0	0	0	0
16:15	87	12	4	2	0	1	0	106	2	0	0	0	0	0	0	2
16:30	81	15	1	8	0	0	0	105	0	0	0	0	0	0	0	0
16:45	76	11	0	2	0	0	0	89	0	1	0	0	0	0	0	1
H/TOT	307	52	8	14	0	1	0	382	2	1	0	0	0	0	0	3
17:00	82	14	2	1	2	0	0	101	0	0	0	0	0	0	0	0
17:15	78	10	1	2	0	0	0	91	0	0	0	0	0	0	0	0
17:30	95	9	1	4	0	6	0	115	0	0	0	0	0	0	0	0
17:45	83	14	0	2	0	6	0	105	1	0	0	0	0	0	0	1
H/TOT	338	47	4	9	2	12	0	412	1	0	0	0	0	0	0	1
18:00	66	10	0	1	0	3	0	80	0	0	0	0	0	0	0	0
18:15	84	7	3	3	1	2	0	100	0	0	0	0	0	0	0	0
18:30	65	7	2	2	0	3	0	79	0	0	0	0	0	0	0	0
18:45	62	8	1	0	0	2	0	73	0	0	0	0	0	0	0	0
H/TOT	277	32	6	6	1	10	0	332	0	0	0	0	0	0	0	0
P/TOT	922	131	18	29	3	23	0	1126	3	1	0	0	0	0	0	4

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 4
LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

DATE: 23/06/2021

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)

DAY: WEDNESDAY

TIME	TO ARM A A53 (W)								FROM ARM A A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	36	20	7	4	0	0	0	67	48	21	6	7	0	0	0	82
07:15	51	13	7	10	0	0	0	81	64	20	3	9	0	0	0	96
07:30	51	30	8	7	0	1	0	97	97	27	3	4	0	1	0	132
07:45	50	31	7	6	1	0	0	95	108	20	5	3	0	0	0	136
H/TOT	188	94	29	27	1	1	0	340	317	88	17	23	0	1	0	446
08:00	42	32	10	5	0	1	0	90	107	29	7	5	0	0	0	148
08:15	49	21	6	7	0	0	0	83	98	19	5	4	0	0	0	126
08:30	41	22	4	5	0	0	0	72	92	14	4	8	0	1	0	119
08:45	57	35	10	11	0	0	0	113	69	15	6	7	0	0	0	97
H/TOT	189	110	30	28	0	1	0	358	366	77	22	24	0	1	0	490
09:00	67	19	5	8	0	0	0	99	70	24	3	3	0	0	0	100
09:15	58	15	9	5	0	0	0	87	60	9	4	9	0	1	0	83
09:30	52	33	7	7	0	0	0	99	52	16	3	6	0	0	0	77
09:45	32	20	7	6	0	3	0	68	75	13	3	5	0	1	0	97
H/TOT	209	87	28	26	0	3	0	353	257	62	13	23	0	2	0	357
P/TOT	586	291	87	81	1	5	0	1051	940	227	52	70	0	4	0	1293

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A53 (W)								FROM ARM A A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	65	14	3	2	0	0	0	84	47	23	5	11	0	3	0	89
16:15	87	12	4	2	0	1	0	106	62	27	1	0	0	0	0	90
16:30	85	16	1	8	0	0	0	110	75	33	4	4	0	0	0	116
16:45	79	12	0	2	0	0	0	93	71	22	3	4	0	0	0	100
H/TOT	316	54	8	14	0	1	0	393	255	105	13	19	0	3	0	395
17:00	84	14	2	1	2	0	0	103	72	23	7	3	0	0	0	105
17:15	78	10	1	2	0	0	0	91	80	23	2	1	0	1	0	107
17:30	95	10	1	4	0	7	0	117	78	28	3	5	0	1	0	115
17:45	87	15	0	2	0	6	0	110	74	14	4	1	0	0	0	93
H/TOT	344	49	4	9	2	13	0	421	304	88	16	10	0	2	0	420
18:00	67	10	0	1	0	3	1	82	58	13	3	1	0	0	0	75
18:15	85	9	3	3	1	3	0	104	49	10	3	2	0	0	0	64
18:30	67	7	2	2	0	3	0	81	54	9	2	3	0	2	0	70
18:45	66	8	1	0	0	2	0	77	46	17	0	3	0	0	0	66
H/TOT	285	34	6	6	1	11	1	344	207	49	8	9	0	2	0	275
P/TOT	945	137	18	29	3	25	1	1158	766	242	37	38	0	7	0	1090

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM B HOLLY BUSH LANE								FROM ARM B HOLLY BUSH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:30	2	0	0	0	0	0	0	2	4	0	1	0	0	0	0	5
07:45	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
H/TOT	5	1	0	0	0	0	0	6	7	1	2	0	0	0	0	10
08:00	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1
08:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
08:30	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
08:45	1	0	2	0	0	0	0	3	4	0	0	0	0	0	0	4
H/TOT	10	0	2	0	0	0	0	12	11	1	0	0	0	0	0	12
09:00	2	0	0	0	0	0	0	2	6	0	0	1	0	0	0	7
09:15	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	3	0	0	0	0	0	0	3	13	2	1	1	0	0	0	17
P/TOT	18	1	2	0	0	0	0	21	31	4	3	1	0	0	0	39

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

DATE: 23/06/2021

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)

DAY: WEDNESDAY

TIME	TO ARM B HOLLY BUSH LANE								FROM ARM B HOLLY BUSH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
16:30	0	1	0	0	0	0	0	1	4	1	0	0	0	0	0	5
16:45	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	4
H/TOT	6	3	0	0	0	0	0	9	10	2	0	0	0	0	0	12
17:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:15	1	1	0	0	0	1	0	3	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
17:45	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
H/TOT	9	1	0	0	0	1	0	11	6	2	0	0	0	1	0	9
18:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	1	3
18:15	3	0	0	0	0	0	0	3	1	2	0	0	0	1	0	4
18:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:45	3	2	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	8	3	0	0	0	0	0	11	9	2	0	0	0	1	1	13
P/TOT	23	7	0	0	0	1	0	31	25	6	0	0	0	2	1	34

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

DATE: 23/06/2021

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)

DAY: WEDNESDAY

TIME	TO ARM C A53(E)								FROM ARM C A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	47	21	6	7	0	0	0	81	36	20	6	4	0	0	0	66
07:15	64	20	3	9	0	0	0	96	50	13	7	10	0	0	0	80
07:30	95	27	3	4	0	1	0	130	47	30	7	7	0	1	0	92
07:45	107	19	5	3	0	0	0	134	49	30	7	6	1	0	0	93
H/TOT	313	87	17	23	0	1	0	441	182	93	27	27	1	1	0	331
08:00	104	29	7	5	0	0	0	145	42	31	10	5	0	1	0	89
08:15	97	19	5	4	0	0	0	125	48	21	6	7	0	0	0	82
08:30	88	14	4	8	0	1	0	115	36	22	4	5	0	0	0	67
08:45	68	15	4	7	0	0	0	94	53	35	10	11	0	0	0	109
H/TOT	357	77	20	24	0	1	0	479	179	109	30	28	0	1	0	347
09:00	69	24	3	3	0	0	0	99	62	19	5	7	0	0	0	93
09:15	59	9	4	9	0	1	0	82	54	14	9	5	0	0	0	82
09:30	52	16	4	6	0	0	0	78	51	33	7	7	0	0	0	98
09:45	75	14	3	5	0	1	0	98	30	20	7	6	0	3	0	66
H/TOT	255	63	14	23	0	2	0	357	197	86	28	25	0	3	0	339
P/TOT	925	227	51	70	0	4	0	1277	558	288	85	80	1	5	0	1017

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 4

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53(E)								FROM ARM C A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	47	23	5	11	0	3	0	89	63	14	3	2	0	0	0	82
16:15	61	26	1	0	0	0	0	88	89	12	4	2	0	1	0	108
16:30	75	32	4	4	0	0	0	115	81	15	1	8	0	0	0	105
16:45	69	22	3	4	0	0	0	98	76	12	0	2	0	0	0	90
H/TOT	252	103	13	19	0	3	0	390	309	53	8	14	0	1	0	385
17:00	68	23	7	3	0	0	0	101	82	14	2	1	2	0	0	101
17:15	79	22	2	1	0	0	0	104	78	10	1	2	0	0	0	91
17:30	78	28	3	5	0	1	0	115	95	9	1	4	0	6	0	115
17:45	71	14	4	1	0	0	0	90	84	14	0	2	0	6	0	106
H/TOT	296	87	16	10	0	1	0	410	339	47	4	9	2	12	0	413
18:00	58	13	3	1	0	0	0	75	66	10	0	1	0	3	0	80
18:15	46	10	3	2	0	0	0	61	84	7	3	3	1	2	0	100
18:30	53	8	2	3	0	2	0	68	65	7	2	2	0	3	0	79
18:45	43	15	0	3	0	0	0	61	62	8	1	0	0	2	0	73
H/TOT	200	46	8	9	0	2	0	265	277	32	6	6	1	10	0	332
P/TOT	748	236	37	38	0	6	0	1065	925	132	18	29	3	23	0	1130

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

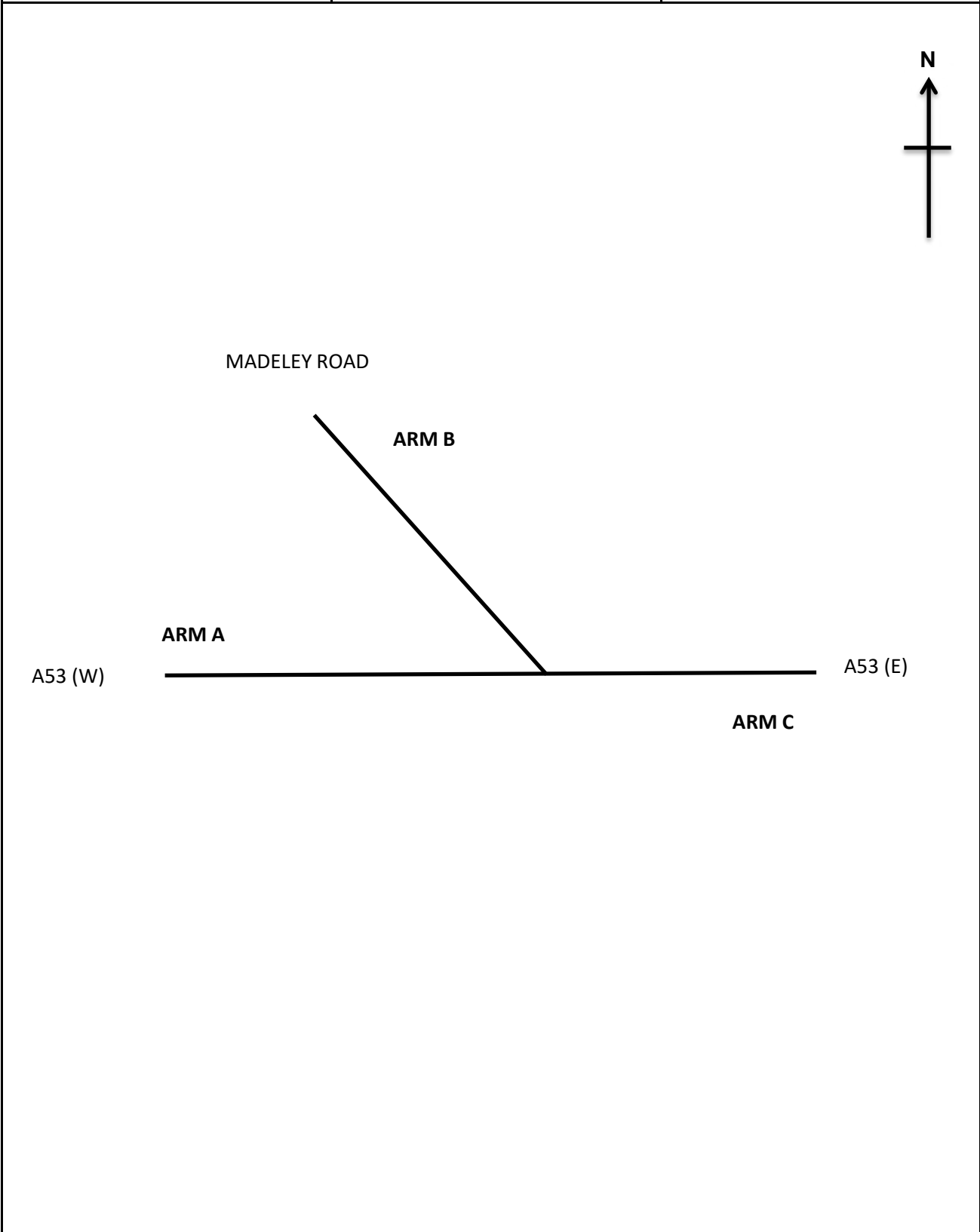
SITE: 4

LOCATION: A53 (W) / HOLLY BUSH LANE / A53(E)

DATE: 23/06/2021

DAY: WEDNESDAY

SITE: 5		DATE: 23rd JUNE 2021
LOCATION: A53 / MADELEY ROAD		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

DATE: 23/06/2021

DAY: WEDNESDAY

LOCATION: A53 (W) / MADELEY RD / A53(E)

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

TIME	ARM A	ARM B		ARM C
	A53 (W)	MADELEY RD		A53(E)
	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	1	0	0
07:05	0	1	0	0
07:10	0	0	0	0
07:15	0	2	0	3
07:20	0	1	0	1
07:25	0	1	0	0
07:30	0	4	0	2
07:35	0	4	0	0
07:40	0	2	0	0
07:45	0	1	0	2
07:50	0	1	0	0
07:55	0	2	0	1
08:00	0	4	0	0
08:05	0	0	0	0
08:10	0	4	0	0
08:15	0	1	0	9
08:20	0	6	0	0
08:25	0	2	0	1
08:30	0	1	0	0
08:35	0	3	0	1
08:40	0	3	0	0
08:45	0	1	0	2
08:50	0	2	0	2
08:55	0	1	0	1
09:00	0	2	0	3
09:05	0	1	0	0
09:10	0	1	0	2
09:15	0	3	0	0
09:20	0	1	0	1
09:25	0	1	0	0
09:30	0	1	0	0
09:35	0	1	0	0
09:40	0	0	0	2
09:45	0	1	0	0
09:50	0	1	0	0
09:55	0	1	0	0

TIME	ARM A	ARM B		ARM C
	A53 (W)	MADELEY RD		A53(E)
	LANE 1	LANE 1	LANE 2	LANE 1
16:00	0	1	0	2
16:05	0	1	0	2
16:10	0	3	0	2
16:15	2	0	0	2
16:20	0	1	0	4
16:25	0	3	0	3
16:30	0	4	0	1
16:35	0	1	0	3
16:40	0	0	0	0
16:45	0	2	0	1
16:50	0	1	0	1
16:55	0	1	0	1
17:00	0	1	0	4
17:05	0	1	0	0
17:10	0	1	0	1
17:15	0	2	0	1
17:20	0	2	0	2
17:25	0	2	0	1
17:30	0	0	0	1
17:35	0	2	0	5
17:40	0	0	0	3
17:45	0	2	0	0
17:50	0	1	0	6
17:55	0	1	0	0
18:00	0	1	0	2
18:05	0	1	0	0
18:10	0	2	0	2
18:15	0	2	0	0
18:20	0	2	0	0
18:25	0	1	0	2
18:30	0	1	0	2
18:35	0	1	0	5
18:40	0	2	0	2
18:45	0	1	0	2
18:50	0	2	0	0
18:55	0	1	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A53 (W) TO MADELEY RD								A TO C FROM A53 (W) TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	51	16	0	6	0	0	0	73
07:15	0	0	0	0	0	0	0	0	64	18	2	8	0	0	0	92
07:30	0	0	0	0	0	0	0	0	105	19	2	6	0	1	0	133
07:45	0	0	0	0	0	0	0	0	111	19	5	2	0	0	0	137
H/TOT	0	0	0	0	0	0	0	0	331	72	9	22	0	1	0	435
08:00	0	0	0	0	0	0	0	0	109	23	4	6	0	0	0	142
08:15	0	0	0	0	0	0	0	0	110	13	5	4	0	0	0	132
08:30	0	0	0	0	0	0	0	0	87	12	3	8	1	1	0	112
08:45	0	0	0	0	0	0	0	0	72	9	6	5	0	0	0	92
H/TOT	0	0	0	0	0	0	0	0	378	57	18	23	1	1	0	478
09:00	0	0	0	0	0	0	0	0	73	19	5	1	0	0	0	98
09:15	1	0	0	0	0	0	0	1	65	8	6	7	0	1	0	87
09:30	0	0	0	0	0	0	0	0	49	16	4	5	0	0	0	74
09:45	0	0	0	0	0	0	0	0	79	9	5	3	0	1	0	97
H/TOT	1	0	0	0	0	0	0	1	266	52	20	16	0	2	0	356
P/TOT	1	0	0	0	0	0	0	1	975	181	47	61	1	4	0	1269

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

DATE: 23/06/2021

LOCATION: A53 (W) / MADELEY RD / A53(E)

DAY: WEDNESDAY

TIME	A TO B FROM A53 (W) TO MADELEY RD								A TO C FROM A53 (W) TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	49	21	5	10	0	3	0	88
16:15	0	0	0	0	0	0	0	0	67	23	1	1	0	0	0	92
16:30	0	0	0	0	0	0	0	0	75	30	3	3	0	0	0	111
16:45	0	0	0	0	0	0	0	0	66	26	3	4	0	0	0	99
H/TOT	0	0	0	0	0	0	0	0	257	100	12	18	0	3	0	390
17:00	0	0	0	0	0	0	0	0	70	24	6	3	0	0	0	103
17:15	0	0	0	0	0	0	0	0	78	23	2	1	0	0	0	104
17:30	0	0	0	0	0	0	0	0	79	27	2	5	0	0	0	113
17:45	0	0	0	0	0	0	0	0	71	12	5	1	0	0	0	89
H/TOT	0	0	0	0	0	0	0	0	298	86	15	10	0	0	0	409
18:00	0	0	0	0	0	0	0	0	57	12	2	2	0	0	0	73
18:15	0	0	0	0	0	0	0	0	51	5	2	1	0	0	0	59
18:30	0	0	0	0	0	0	0	0	57	6	2	3	0	2	0	70
18:45	0	0	0	0	0	0	0	0	44	13	1	2	0	0	0	60
H/TOT	0	0	0	0	0	0	0	0	209	36	7	8	0	2	0	262
P/TOT	0	0	0	0	0	0	0	0	764	222	34	36	0	5	0	1061

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

DATE: 23/06/2021

LOCATION: A53 (W) / MADELEY RD / A53(E)

DAY: WEDNESDAY

TIME	B TO A FROM MADELEY RD TO A53 (W)								B TO C FROM MADELEY RD TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10
07:15	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	15
07:30	0	0	0	0	0	0	0	0	15	3	0	1	0	0	0	19
07:45	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	49	8	1	1	0	0	0	59
08:00	0	0	0	0	0	0	0	0	22	4	1	0	0	0	0	27
08:15	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	16
08:30	0	0	0	0	0	0	0	0	24	1	1	0	0	0	0	26
08:45	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	67	10	3	0	0	0	0	80
09:00	0	0	0	0	0	0	0	0	10	1	2	1	0	0	0	14
09:15	0	0	0	0	0	0	0	0	9	5	1	0	0	0	0	15
09:30	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
09:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	30	9	3	1	0	0	0	43
P/TOT	0	0	0	0	0	0	0	0	146	27	7	2	0	0	0	182

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	B TO A FROM MADELEY RD TO A53 (W)								B TO C FROM MADELEY RD TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	12	5	2	0	0	0	0	19
16:15	0	0	0	0	0	0	0	0	11	2	1	0	0	0	0	14
16:30	0	0	0	0	0	0	0	0	10	1	0	1	0	0	0	12
16:45	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	47	10	3	1	0	0	0	61
17:00	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
17:15	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	13
17:30	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	11
17:45	0	0	0	0	0	0	0	0	10	3	0	0	0	0	2	15
H/TOT	0	0	0	0	0	0	0	0	42	9	1	0	0	0	2	54
18:00	0	0	0	0	0	0	0	0	11	2	0	0	0	1	0	14
18:15	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22
18:30	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
18:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	48	7	0	0	0	1	0	56
P/TOT	0	0	0	0	0	0	0	0	137	26	4	1	0	1	2	171

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	C TO A FROM A53(E) TO A53 (W)								C TO B FROM A53(E) TO MADELEY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	39	15	9	3	0	0	0	66	1	2	0	0	0	0	0	3
07:15	51	13	3	13	0	0	0	80	8	1	0	0	0	0	0	9
07:30	47	31	7	8	0	1	0	94	10	2	1	0	0	0	0	13
07:45	52	30	6	6	1	0	0	95	9	4	1	0	0	0	0	14
H/TOT	189	89	25	30	1	1	0	335	28	9	2	0	0	0	0	39
08:00	40	34	9	5	0	1	0	89	5	1	2	0	0	0	0	8
08:15	48	23	7	7	0	0	0	85	7	2	0	0	1	0	0	10
08:30	38	21	3	8	0	0	0	70	8	4	0	1	0	0	0	13
08:45	53	30	10	9	0	0	0	102	14	5	0	0	0	0	0	19
H/TOT	179	108	29	29	0	1	0	346	34	12	2	1	1	0	0	50
09:00	61	22	5	8	0	0	0	96	12	2	1	0	0	0	0	15
09:15	57	14	10	5	0	0	0	86	7	2	0	0	0	0	0	9
09:30	49	32	7	7	0	0	0	95	4	2	0	0	0	0	0	6
09:45	31	18	9	5	0	3	0	66	9	1	0	0	0	0	0	10
H/TOT	198	86	31	25	0	3	0	343	32	7	1	0	0	0	0	40
P/TOT	566	283	85	84	1	5	0	1024	94	28	5	1	1	0	0	129

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

DATE: 23/06/2021

LOCATION: A53 (W) / MADELEY RD / A53(E)

DAY: WEDNESDAY

TIME	C TO A FROM A53(E) TO A53 (W)								C TO B FROM A53(E) TO MADELEY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	70	13	3	2	0	0	0	88	13	1	0	0	0	0	0	14
16:15	84	12	5	2	0	1	0	104	14	1	0	0	0	0	0	15
16:30	82	15	0	8	0	0	0	105	11	3	0	0	0	0	0	14
16:45	81	11	0	2	0	0	0	94	19	0	0	1	0	0	0	20
H/TOT	317	51	8	14	0	1	0	391	57	5	0	1	0	0	0	63
17:00	86	12	2	2	1	0	0	103	10	2	0	0	0	0	0	12
17:15	75	12	1	2	0	0	0	90	20	2	0	0	0	0	5	27
17:30	95	7	2	4	0	6	0	114	17	1	0	0	0	0	0	18
17:45	84	14	1	2	0	6	0	107	16	2	0	0	0	0	0	18
H/TOT	340	45	6	10	1	12	0	414	63	7	0	0	0	0	5	75
18:00	68	7	0	1	0	3	0	79	20	2	0	0	0	0	0	22
18:15	89	7	2	4	1	2	0	105	14	1	0	0	0	0	0	15
18:30	60	10	3	2	0	3	0	78	16	2	0	0	0	0	0	18
18:45	59	8	0	1	0	2	0	70	12	5	0	1	0	0	0	18
H/TOT	276	32	5	8	1	10	0	332	62	10	0	1	0	0	0	73
P/TOT	933	128	19	32	2	23	0	1137	182	22	0	2	0	0	5	211

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 5
LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

DATE: 23/06/2021

LOCATION: A53 (W) / MADELEY RD / A53(E)

DAY: WEDNESDAY

TIME	TO ARM A A53 (W)								FROM ARM A A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	39	15	9	3	0	0	0	66	51	16	0	6	0	0	0	73
07:15	51	13	3	13	0	0	0	80	64	18	2	8	0	0	0	92
07:30	47	31	7	8	0	1	0	94	105	19	2	6	0	1	0	133
07:45	52	30	6	6	1	0	0	95	111	19	5	2	0	0	0	137
H/TOT	189	89	25	30	1	1	0	335	331	72	9	22	0	1	0	435
08:00	40	34	9	5	0	1	0	89	109	23	4	6	0	0	0	142
08:15	48	23	7	7	0	0	0	85	110	13	5	4	0	0	0	132
08:30	38	21	3	8	0	0	0	70	87	12	3	8	1	1	0	112
08:45	53	30	10	9	0	0	0	102	72	9	6	5	0	0	0	92
H/TOT	179	108	29	29	0	1	0	346	378	57	18	23	1	1	0	478
09:00	61	22	5	8	0	0	0	96	73	19	5	1	0	0	0	98
09:15	57	14	10	5	0	0	0	86	66	8	6	7	0	1	0	88
09:30	49	32	7	7	0	0	0	95	49	16	4	5	0	0	0	74
09:45	31	18	9	5	0	3	0	66	79	9	5	3	0	1	0	97
H/TOT	198	86	31	25	0	3	0	343	267	52	20	16	0	2	0	357
P/TOT	566	283	85	84	1	5	0	1024	976	181	47	61	1	4	0	1270

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A53 (W)								FROM ARM A A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	70	13	3	2	0	0	0	88	49	21	5	10	0	3	0	88
16:15	84	12	5	2	0	1	0	104	67	23	1	1	0	0	0	92
16:30	82	15	0	8	0	0	0	105	75	30	3	3	0	0	0	111
16:45	81	11	0	2	0	0	0	94	66	26	3	4	0	0	0	99
H/TOT	317	51	8	14	0	1	0	391	257	100	12	18	0	3	0	390
17:00	86	12	2	2	1	0	0	103	70	24	6	3	0	0	0	103
17:15	75	12	1	2	0	0	0	90	78	23	2	1	0	0	0	104
17:30	95	7	2	4	0	6	0	114	79	27	2	5	0	0	0	113
17:45	84	14	1	2	0	6	0	107	71	12	5	1	0	0	0	89
H/TOT	340	45	6	10	1	12	0	414	298	86	15	10	0	0	0	409
18:00	68	7	0	1	0	3	0	79	57	12	2	2	0	0	0	73
18:15	89	7	2	4	1	2	0	105	51	5	2	1	0	0	0	59
18:30	60	10	3	2	0	3	0	78	57	6	2	3	0	2	0	70
18:45	59	8	0	1	0	2	0	70	44	13	1	2	0	0	0	60
H/TOT	276	32	5	8	1	10	0	332	209	36	7	8	0	2	0	262
P/TOT	933	128	19	32	2	23	0	1137	764	222	34	36	0	5	0	1061

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM B MADELEY RD								FROM ARM B MADELEY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	0	0	0	0	0	3	7	3	0	0	0	0	0	10
07:15	8	1	0	0	0	0	0	9	13	1	1	0	0	0	0	15
07:30	10	2	1	0	0	0	0	13	15	3	0	1	0	0	0	19
07:45	9	4	1	0	0	0	0	14	14	1	0	0	0	0	0	15
H/TOT	28	9	2	0	0	0	0	39	49	8	1	1	0	0	0	59
08:00	5	1	2	0	0	0	0	8	22	4	1	0	0	0	0	27
08:15	7	2	0	0	1	0	0	10	12	4	0	0	0	0	0	16
08:30	8	4	0	1	0	0	0	13	24	1	1	0	0	0	0	26
08:45	14	5	0	0	0	0	0	19	9	1	1	0	0	0	0	11
H/TOT	34	12	2	1	1	0	0	50	67	10	3	0	0	0	0	80
09:00	12	2	1	0	0	0	0	15	10	1	2	1	0	0	0	14
09:15	8	2	0	0	0	0	0	10	9	5	1	0	0	0	0	15
09:30	4	2	0	0	0	0	0	6	6	2	0	0	0	0	0	8
09:45	9	1	0	0	0	0	0	10	5	1	0	0	0	0	0	6
H/TOT	33	7	1	0	0	0	0	41	30	9	3	1	0	0	0	43
P/TOT	95	28	5	1	1	0	0	130	146	27	7	2	0	0	0	182

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

DATE: 23/06/2021

LOCATION: A53 (W) / MADELEY RD / A53(E)

DAY: WEDNESDAY

TIME	TO ARM B MADELEY RD								FROM ARM B MADELEY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	1	0	0	0	0	0	14	12	5	2	0	0	0	0	19
16:15	14	1	0	0	0	0	0	15	11	2	1	0	0	0	0	14
16:30	11	3	0	0	0	0	0	14	10	1	0	1	0	0	0	12
16:45	19	0	0	1	0	0	0	20	14	2	0	0	0	0	0	16
H/TOT	57	5	0	1	0	0	0	63	47	10	3	1	0	0	0	61
17:00	10	2	0	0	0	0	0	12	13	2	0	0	0	0	0	15
17:15	20	2	0	0	0	0	5	27	9	4	0	0	0	0	0	13
17:30	17	1	0	0	0	0	0	18	10	0	1	0	0	0	0	11
17:45	16	2	0	0	0	0	0	18	10	3	0	0	0	0	2	15
H/TOT	63	7	0	0	0	0	5	75	42	9	1	0	0	0	2	54
18:00	20	2	0	0	0	0	0	22	11	2	0	0	0	1	0	14
18:15	14	1	0	0	0	0	0	15	18	4	0	0	0	0	0	22
18:30	16	2	0	0	0	0	0	18	11	1	0	0	0	0	0	12
18:45	12	5	0	1	0	0	0	18	8	0	0	0	0	0	0	8
H/TOT	62	10	0	1	0	0	0	73	48	7	0	0	0	1	0	56
P/TOT	182	22	0	2	0	0	5	211	137	26	4	1	0	1	2	171

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

DATE: 23/06/2021

LOCATION: A53 (W) / MADELEY RD / A53(E)

DAY: WEDNESDAY

TIME	TO ARM C A53(E)								FROM ARM C A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	58	19	0	6	0	0	0	83	40	17	9	3	0	0	0	69
07:15	77	19	3	8	0	0	0	107	59	14	3	13	0	0	0	89
07:30	120	22	2	7	0	1	0	152	57	33	8	8	0	1	0	107
07:45	125	20	5	2	0	0	0	152	61	34	7	6	1	0	0	109
H/TOT	380	80	10	23	0	1	0	494	217	98	27	30	1	1	0	374
08:00	131	27	5	6	0	0	0	169	45	35	11	5	0	1	0	97
08:15	122	17	5	4	0	0	0	148	55	25	7	7	1	0	0	95
08:30	111	13	4	8	1	1	0	138	46	25	3	9	0	0	0	83
08:45	81	10	7	5	0	0	0	103	67	35	10	9	0	0	0	121
H/TOT	445	67	21	23	1	1	0	558	213	120	31	30	1	1	0	396
09:00	83	20	7	2	0	0	0	112	73	24	6	8	0	0	0	111
09:15	74	13	7	7	0	1	0	102	64	16	10	5	0	0	0	95
09:30	55	18	4	5	0	0	0	82	53	34	7	7	0	0	0	101
09:45	84	10	5	3	0	1	0	103	40	19	9	5	0	3	0	76
H/TOT	296	61	23	17	0	2	0	399	230	93	32	25	0	3	0	383
P/TOT	1121	208	54	63	1	4	0	1451	660	311	90	85	2	5	0	1153

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53(E)								FROM ARM C A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	61	26	7	10	0	3	0	107	83	14	3	2	0	0	0	102
16:15	78	25	2	1	0	0	0	106	98	13	5	2	0	1	0	119
16:30	85	31	3	4	0	0	0	123	93	18	0	8	0	0	0	119
16:45	80	28	3	4	0	0	0	115	100	11	0	3	0	0	0	114
H/TOT	304	110	15	19	0	3	0	451	374	56	8	15	0	1	0	454
17:00	83	26	6	3	0	0	0	118	96	14	2	2	1	0	0	115
17:15	87	27	2	1	0	0	0	117	95	14	1	2	0	0	5	117
17:30	89	27	3	5	0	0	0	124	112	8	2	4	0	6	0	132
17:45	81	15	5	1	0	0	2	104	100	16	1	2	0	6	0	125
H/TOT	340	95	16	10	0	0	2	463	403	52	6	10	1	12	5	489
18:00	68	14	2	2	0	1	0	87	88	9	0	1	0	3	0	101
18:15	69	9	2	1	0	0	0	81	103	8	2	4	1	2	0	120
18:30	68	7	2	3	0	2	0	82	76	12	3	2	0	3	0	96
18:45	52	13	1	2	0	0	0	68	71	13	0	2	0	2	0	88
H/TOT	257	43	7	8	0	3	0	318	338	42	5	9	1	10	0	405
P/TOT	901	248	38	37	0	6	2	1232	1115	150	19	34	2	23	5	1348

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 5

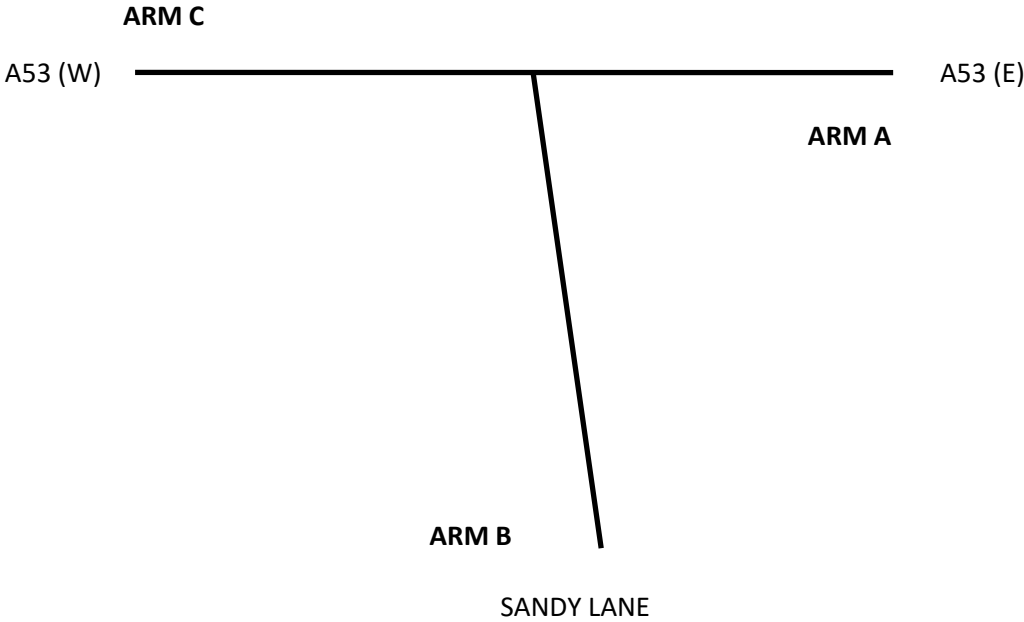
LOCATION: A53 (W) / MADELEY RD / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

SITE: 6		DATE: 23rd JUNE 2021
LOCATION: A53 / SANDY LANE		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

DATE: 23/06/2021

SITE: 6

DAY: WEDNESDAY

LOCATION: A53 (E) / SANDY LANE / A53 (W)

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

TIME	ARM A	ARM B		ARM C
	A53 (E)	SANDY LANE		A53 (W)
	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	0	1	0
07:05	0	0	1	0
07:10	0	0	1	0
07:15	0	0	1	2
07:20	0	1	1	6
07:25	0	0	1	0
07:30	0	1	0	4
07:35	0	0	2	0
07:40	0	1	1	4
07:45	2	1	1	0
07:50	0	0	1	0
07:55	0	2	2	4
08:00	0	1	1	3
08:05	0	0	1	0
08:10	0	0	3	0
08:15	0	0	1	1
08:20	0	0	1	0
08:25	1	1	1	1
08:30	0	1	1	1
08:35	0	1	2	0
08:40	0	0	3	0
08:45	0	0	1	2
08:50	0	4	1	2
08:55	0	0	1	0
09:00	0	0	3	0
09:05	0	0	1	0
09:10	0	1	1	1
09:15	0	1	4	0
09:20	0	0	1	0
09:25	0	0	2	1
09:30	0	0	3	3
09:35	0	0	1	0
09:40	0	0	0	1
09:45	0	0	1	0
09:50	0	0	0	0
09:55	0	0	1	0

TIME	ARM A	ARM B		ARM C
	A53 (E)	SANDY LANE		A53 (W)
	LANE 1	LANE 1	LANE 2	LANE 1
16:00	0	0	1	0
16:05	0	1	1	0
16:10	0	0	1	0
16:15	0	0	2	0
16:20	0	1	4	4
16:25	0	0	1	0
16:30	0	1	1	0
16:35	0	1	1	0
16:40	0	0	2	6
16:45	0	0	2	0
16:50	0	0	2	8
16:55	0	1	2	0
17:00	0	0	2	0
17:05	0	0	1	0
17:10	0	2	0	0
17:15	0	0	2	1
17:20	0	1	1	1
17:25	0	1	1	0
17:30	0	0	2	0
17:35	0	0	3	2
17:40	0	0	1	0
17:45	0	1	1	1
17:50	0	0	1	2
17:55	0	0	1	1
18:00	0	0	1	0
18:05	0	0	2	1
18:10	0	0	1	4
18:15	0	0	1	4
18:20	0	0	3	1
18:25	0	1	1	0
18:30	0	0	0	0
18:35	0	2	1	0
18:40	0	0	0	1
18:45	0	1	1	0
18:50	0	0	2	0
18:55	0	0	1	0

D

L

IV

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

DATE: 23/06/2021

LOCATION: A53 (E) / SANDY LANE / A53 (W)

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO SANDY LANE								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	5	1	0	0	0	0	18	41	15	8	5	0	0	0	69
07:15	11	9	0	0	0	0	0	20	56	13	3	12	0	0	0	84
07:30	13	2	0	0	0	1	0	16	56	32	7	9	0	1	0	105
07:45	16	4	0	0	0	0	0	20	49	36	6	7	1	0	0	99
H/TOT	52	20	1	0	0	1	0	74	202	96	24	33	1	1	0	357
08:00	7	12	0	0	0	0	0	19	43	34	10	6	0	1	0	94
08:15	13	4	0	0	1	0	0	18	52	24	5	9	1	0	0	91
08:30	14	1	0	0	0	0	0	15	43	21	3	9	0	0	0	76
08:45	16	6	0	0	0	0	0	22	70	32	10	9	0	0	0	121
H/TOT	50	23	0	0	1	0	0	74	208	111	28	33	1	1	0	382
09:00	10	3	0	0	0	0	0	13	68	26	4	9	0	0	0	107
09:15	9	2	0	0	0	0	0	11	61	16	10	5	0	0	0	92
09:30	10	6	0	0	0	0	0	16	51	33	8	7	0	0	0	99
09:45	11	8	0	0	1	0	0	20	37	20	8	5	0	3	0	73
H/TOT	40	19	0	0	1	0	0	60	217	95	30	26	0	3	0	371
P/TOT	142	62	1	0	2	1	0	208	627	302	82	92	2	5	0	1110

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO SANDY LANE								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	21	1	0	0	0	0	0	22	79	16	2	3	0	0	0	100
16:15	19	2	1	0	0	2	0	24	92	15	5	2	0	1	0	115
16:30	27	6	0	0	0	0	0	33	85	18	2	7	0	0	0	112
16:45	28	4	0	0	1	0	0	33	93	12	0	4	0	0	0	109
H/TOT	95	13	1	0	1	2	0	112	349	61	9	16	0	1	0	436
17:00	35	5	0	0	0	0	1	41	88	18	1	1	1	0	0	109
17:15	30	3	0	0	0	2	0	35	89	10	1	2	0	0	0	102
17:30	23	4	0	0	0	2	0	29	108	11	1	4	0	5	0	129
17:45	23	4	0	0	1	0	0	28	98	14	1	2	0	6	0	121
H/TOT	111	16	0	0	1	4	1	133	383	53	4	9	1	11	0	461
18:00	18	0	0	0	0	0	0	18	83	9	0	1	0	3	0	96
18:15	15	1	0	0	0	3	1	20	102	4	2	4	1	2	0	115
18:30	8	0	0	0	1	0	0	9	73	9	3	2	0	3	0	90
18:45	12	0	1	0	0	8	1	22	66	12	0	1	0	2	0	81
H/TOT	53	1	1	0	1	11	2	69	324	34	5	8	1	10	0	382
P/TOT	259	30	2	0	3	17	3	314	1056	148	18	33	2	22	0	1279

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	B TO A FROM SANDY LANE TO A53 (E)								B TO C FROM SANDY LANE TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	3	0	0	0	0	0	7	0	2	0	0	0	0	0	2
07:15	3	5	0	0	0	0	0	8	2	1	0	0	0	0	0	3
07:30	3	2	2	0	0	0	0	7	4	1	0	0	0	0	0	5
07:45	8	1	0	0	1	0	0	10	5	0	0	0	0	0	0	5
H/TOT	18	11	2	0	1	0	0	32	11	4	0	0	0	0	0	15
08:00	12	0	0	0	2	1	0	15	2	1	1	0	0	0	0	4
08:15	6	2	0	0	0	0	0	8	4	1	0	0	0	0	0	5
08:30	11	2	0	0	0	0	0	13	4	1	0	0	0	0	0	5
08:45	15	4	0	0	0	0	0	19	1	2	0	0	0	0	0	3
H/TOT	44	8	0	0	2	1	0	55	11	5	1	0	0	0	0	17
09:00	12	0	1	0	0	0	0	13	4	0	1	0	0	0	0	5
09:15	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2
09:30	3	2	0	0	1	0	0	6	1	1	0	0	0	0	0	2
09:45	6	1	1	0	0	0	0	8	2	0	0	0	0	0	0	2
H/TOT	28	4	2	0	1	0	0	35	9	1	1	0	0	0	0	11
P/TOT	90	23	4	0	4	1	0	122	31	10	2	0	0	0	0	43

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

DATE: 23/06/2021

LOCATION: A53 (E) / SANDY LANE / A53 (W)

DAY: WEDNESDAY

TIME	B TO A FROM SANDY LANE TO A53 (E)								B TO C FROM SANDY LANE TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	5	0	0	0	0	0	16	3	0	0	0	0	0	0	3
16:15	9	4	0	0	0	0	0	13	4	0	0	0	0	0	0	4
16:30	12	1	0	0	1	0	0	14	5	0	0	0	0	0	0	5
16:45	12	3	0	0	0	0	0	15	5	0	0	0	0	0	0	5
H/TOT	44	13	0	0	1	0	0	58	17	0	0	0	0	0	0	17
17:00	10	2	0	0	0	0	0	12	3	1	0	0	0	0	0	4
17:15	9	2	0	0	0	0	0	11	6	2	0	0	0	0	4	12
17:30	10	2	1	0	1	1	0	15	2	0	0	0	0	0	0	2
17:45	6	1	0	0	0	0	1	8	3	1	0	0	0	0	0	4
H/TOT	35	7	1	0	1	1	1	46	14	4	0	0	0	0	4	22
18:00	5	1	0	0	0	0	0	6	7	0	0	0	0	0	0	7
18:15	12	0	0	0	0	0	0	12	2	1	0	0	0	0	0	3
18:30	7	0	0	0	0	0	0	7	4	1	0	0	0	0	0	5
18:45	5	1	0	0	0	0	1	7	4	2	2	0	0	0	0	8
H/TOT	29	2	0	0	0	0	1	32	17	4	2	0	0	0	0	23
P/TOT	108	22	1	0	2	1	2	136	48	8	2	0	0	0	4	62

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 6
LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021
DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

DATE: 23/06/2021

LOCATION: A53 (E) / SANDY LANE / A53 (W)

DAY: WEDNESDAY

TIME	C TO A FROM A53 (W) TO A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	59	20	1	6	0	0	0	86
07:15	69	18	3	8	0	0	0	98
07:30	104	22	2	6	0	1	0	135
07:45	122	20	5	2	0	0	0	149
H/TOT	354	80	11	22	0	1	0	468
08:00	121	29	4	7	0	0	0	161
08:15	120	16	5	4	0	0	0	145
08:30	106	13	2	9	0	1	0	131
08:45	76	9	7	5	0	0	0	97
H/TOT	423	67	18	25	0	1	0	534
09:00	85	18	6	2	0	0	0	111
09:15	71	9	6	7	0	1	0	94
09:30	54	16	2	5	0	0	0	77
09:45	80	10	4	4	0	1	0	99
H/TOT	290	53	18	18	0	2	0	381
P/TOT	1067	200	47	65	0	4	0	1383

TIME	C TO B FROM A53 (W) TO SANDY LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	9	0	0	0	0	0	0	9
07:30	8	2	0	1	0	0	0	11
07:45	5	0	0	0	0	0	0	5
H/TOT	23	2	0	1	0	0	0	26
08:00	10	1	0	0	0	0	0	11
08:15	3	2	0	0	0	0	0	5
08:30	6	1	1	0	0	0	0	8
08:45	2	0	0	0	0	0	0	2
H/TOT	21	4	1	0	0	0	0	26
09:00	2	0	1	0	0	0	0	3
09:15	2	4	0	0	0	0	0	6
09:30	3	2	1	1	0	0	0	7
09:45	3	0	1	0	0	0	0	4
H/TOT	10	6	3	1	0	0	0	20
P/TOT	54	12	4	2	0	0	0	72

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	C TO A FROM A53 (W) TO A53 (E)								C TO B FROM A53 (W) TO SANDY LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	58	24	6	9	0	3	0	100	4	2	1	0	0	0	0	7
16:15	72	22	1	1	0	0	0	96	4	2	1	0	0	0	0	7
16:30	84	31	4	3	0	0	0	122	5	0	0	0	0	0	0	5
16:45	77	24	2	4	0	0	0	107	3	2	0	0	0	0	0	5
H/TOT	291	101	13	17	0	3	0	425	16	6	2	0	0	0	0	24
17:00	80	27	6	3	0	0	0	116	4	0	0	0	0	0	0	4
17:15	87	27	1	1	0	0	0	116	1	1	0	0	0	0	0	2
17:30	89	25	2	6	0	1	0	123	3	0	2	0	0	0	0	5
17:45	75	15	5	1	0	0	1	97	6	1	0	0	0	0	1	8
H/TOT	331	94	14	11	0	1	1	452	14	2	2	0	0	0	1	19
18:00	61	14	2	3	0	0	0	80	3	0	0	0	0	1	0	4
18:15	67	9	2	2	0	0	0	80	6	0	0	0	0	0	0	6
18:30	62	8	2	3	0	2	0	77	3	0	0	0	0	0	0	3
18:45	50	13	1	2	0	0	0	66	4	0	0	0	0	0	0	4
H/TOT	240	44	7	10	0	2	0	303	16	0	0	0	0	1	0	17
P/TOT	862	239	34	38	0	6	1	1180	46	8	4	0	0	1	1	60

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	63	23	1	6	0	0	0	93	53	20	9	5	0	0	0	87
07:15	72	23	3	8	0	0	0	106	67	22	3	12	0	0	0	104
07:30	107	24	4	6	0	1	0	142	69	34	7	9	0	2	0	121
07:45	130	21	5	2	1	0	0	159	65	40	6	7	1	0	0	119
H/TOT	372	91	13	22	1	1	0	500	254	116	25	33	1	2	0	431
08:00	133	29	4	7	2	1	0	176	50	46	10	6	0	1	0	113
08:15	126	18	5	4	0	0	0	153	65	28	5	9	2	0	0	109
08:30	117	15	2	9	0	1	0	144	57	22	3	9	0	0	0	91
08:45	91	13	7	5	0	0	0	116	86	38	10	9	0	0	0	143
H/TOT	467	75	18	25	2	2	0	589	258	134	28	33	2	1	0	456
09:00	97	18	7	2	0	0	0	124	78	29	4	9	0	0	0	120
09:15	78	10	6	7	0	1	0	102	70	18	10	5	0	0	0	103
09:30	57	18	2	5	1	0	0	83	61	39	8	7	0	0	0	115
09:45	86	11	5	4	0	1	0	107	48	28	8	5	1	3	0	93
H/TOT	318	57	20	18	1	2	0	416	257	114	30	26	1	3	0	431
P/TOT	1157	223	51	65	4	5	0	1505	769	364	83	92	4	6	0	1318

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

DATE: 23/06/2021

LOCATION: A53 (E) / SANDY LANE / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	69	29	6	9	0	3	0	116	100	17	2	3	0	0	0	122
16:15	81	26	1	1	0	0	0	109	111	17	6	2	0	3	0	139
16:30	96	32	4	3	1	0	0	136	112	24	2	7	0	0	0	145
16:45	89	27	2	4	0	0	0	122	121	16	0	4	1	0	0	142
H/TOT	335	114	13	17	1	3	0	483	444	74	10	16	1	3	0	548
17:00	90	29	6	3	0	0	0	128	123	23	1	1	1	0	1	150
17:15	96	29	1	1	0	0	0	127	119	13	1	2	0	2	0	137
17:30	99	27	3	6	1	2	0	138	131	15	1	4	0	7	0	158
17:45	81	16	5	1	0	0	2	105	121	18	1	2	1	6	0	149
H/TOT	366	101	15	11	1	2	2	498	494	69	4	9	2	15	1	594
18:00	66	15	2	3	0	0	0	86	101	9	0	1	0	3	0	114
18:15	79	9	2	2	0	0	0	92	117	5	2	4	1	5	1	135
18:30	69	8	2	3	0	2	0	84	81	9	3	2	1	3	0	99
18:45	55	14	1	2	0	0	1	73	78	12	1	1	0	10	1	103
H/TOT	269	46	7	10	0	2	1	335	377	35	6	8	2	21	2	451
P/TOT	970	261	35	38	2	7	3	1316	1315	178	20	33	5	39	3	1593

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 6
LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

DATE: 23/06/2021

LOCATION: A53 (E) / SANDY LANE / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM B SANDY LANE								FROM ARM B SANDY LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	5	1	0	0	0	0	19	4	5	0	0	0	0	0	9
07:15	20	9	0	0	0	0	0	29	5	6	0	0	0	0	0	11
07:30	21	4	0	1	0	1	0	27	7	3	2	0	0	0	0	12
07:45	21	4	0	0	0	0	0	25	13	1	0	0	1	0	0	15
H/TOT	75	22	1	1	0	1	0	100	29	15	2	0	1	0	0	47
08:00	17	13	0	0	0	0	0	30	14	1	1	0	2	1	0	19
08:15	16	6	0	0	1	0	0	23	10	3	0	0	0	0	0	13
08:30	20	2	1	0	0	0	0	23	15	3	0	0	0	0	0	18
08:45	18	6	0	0	0	0	0	24	16	6	0	0	0	0	0	22
H/TOT	71	27	1	0	1	0	0	100	55	13	1	0	2	1	0	72
09:00	12	3	1	0	0	0	0	16	16	0	2	0	0	0	0	18
09:15	11	6	0	0	0	0	0	17	9	1	0	0	0	0	0	10
09:30	13	8	1	1	0	0	0	23	4	3	0	0	1	0	0	8
09:45	14	8	1	0	1	0	0	24	8	1	1	0	0	0	0	10
H/TOT	50	25	3	1	1	0	0	80	37	5	3	0	1	0	0	46
P/TOT	196	74	5	2	2	1	0	280	121	33	6	0	4	1	0	165

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM B SANDY LANE								FROM ARM B SANDY LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	3	1	0	0	0	0	29	14	5	0	0	0	0	0	19
16:15	23	4	2	0	0	2	0	31	13	4	0	0	0	0	0	17
16:30	32	6	0	0	0	0	0	38	17	1	0	0	1	0	0	19
16:45	31	6	0	0	1	0	0	38	17	3	0	0	0	0	0	20
H/TOT	111	19	3	0	1	2	0	136	61	13	0	0	1	0	0	75
17:00	39	5	0	0	0	0	1	45	13	3	0	0	0	0	0	16
17:15	31	4	0	0	0	2	0	37	15	4	0	0	0	0	4	23
17:30	26	4	2	0	0	2	0	34	12	2	1	0	1	1	0	17
17:45	29	5	0	0	1	0	1	36	9	2	0	0	0	0	1	12
H/TOT	125	18	2	0	1	4	2	152	49	11	1	0	1	1	5	68
18:00	21	0	0	0	0	1	0	22	12	1	0	0	0	0	0	13
18:15	21	1	0	0	0	3	1	26	14	1	0	0	0	0	0	15
18:30	11	0	0	0	1	0	0	12	11	1	0	0	0	0	0	12
18:45	16	0	1	0	0	8	1	26	9	3	2	0	0	0	1	15
H/TOT	69	1	1	0	1	12	2	86	46	6	2	0	0	0	1	55
P/TOT	305	38	6	0	3	18	4	374	156	30	3	0	2	1	6	198

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	17	8	5	0	0	0	71	60	20	1	6	0	0	0	87
07:15	58	14	3	12	0	0	0	87	78	18	3	8	0	0	0	107
07:30	60	33	7	9	0	1	0	110	112	24	2	7	0	1	0	146
07:45	54	36	6	7	1	0	0	104	127	20	5	2	0	0	0	154
H/TOT	213	100	24	33	1	1	0	372	377	82	11	23	0	1	0	494
08:00	45	35	11	6	0	1	0	98	131	30	4	7	0	0	0	172
08:15	56	25	5	9	1	0	0	96	123	18	5	4	0	0	0	150
08:30	47	22	3	9	0	0	0	81	112	14	3	9	0	1	0	139
08:45	71	34	10	9	0	0	0	124	78	9	7	5	0	0	0	99
H/TOT	219	116	29	33	1	1	0	399	444	71	19	25	0	1	0	560
09:00	72	26	5	9	0	0	0	112	87	18	7	2	0	0	0	114
09:15	63	16	10	5	0	0	0	94	73	13	6	7	0	1	0	100
09:30	52	34	8	7	0	0	0	101	57	18	3	6	0	0	0	84
09:45	39	20	8	5	0	3	0	75	83	10	5	4	0	1	0	103
H/TOT	226	96	31	26	0	3	0	382	300	59	21	19	0	2	0	401
P/TOT	658	312	84	92	2	5	0	1153	1121	212	51	67	0	4	0	1455

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

DATE: 23/06/2021

LOCATION: A53 (E) / SANDY LANE / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	82	16	2	3	0	0	0	103	62	26	7	9	0	3	0	107
16:15	96	15	5	2	0	1	0	119	76	24	2	1	0	0	0	103
16:30	90	18	2	7	0	0	0	117	89	31	4	3	0	0	0	127
16:45	98	12	0	4	0	0	0	114	80	26	2	4	0	0	0	112
H/TOT	366	61	9	16	0	1	0	453	307	107	15	17	0	3	0	449
17:00	91	19	1	1	1	0	0	113	84	27	6	3	0	0	0	120
17:15	95	12	1	2	0	0	4	114	88	28	1	1	0	0	0	118
17:30	110	11	1	4	0	5	0	131	92	25	4	6	0	1	0	128
17:45	101	15	1	2	0	6	0	125	81	16	5	1	0	0	2	105
H/TOT	397	57	4	9	1	11	4	483	345	96	16	11	0	1	2	471
18:00	90	9	0	1	0	3	0	103	64	14	2	3	0	1	0	84
18:15	104	5	2	4	1	2	0	118	73	9	2	2	0	0	0	86
18:30	77	10	3	2	0	3	0	95	65	8	2	3	0	2	0	80
18:45	70	14	2	1	0	2	0	89	54	13	1	2	0	0	0	70
H/TOT	341	38	7	8	1	10	0	405	256	44	7	10	0	3	0	320
P/TOT	1104	156	20	33	2	22	4	1341	908	247	38	38	0	7	2	1240

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 6

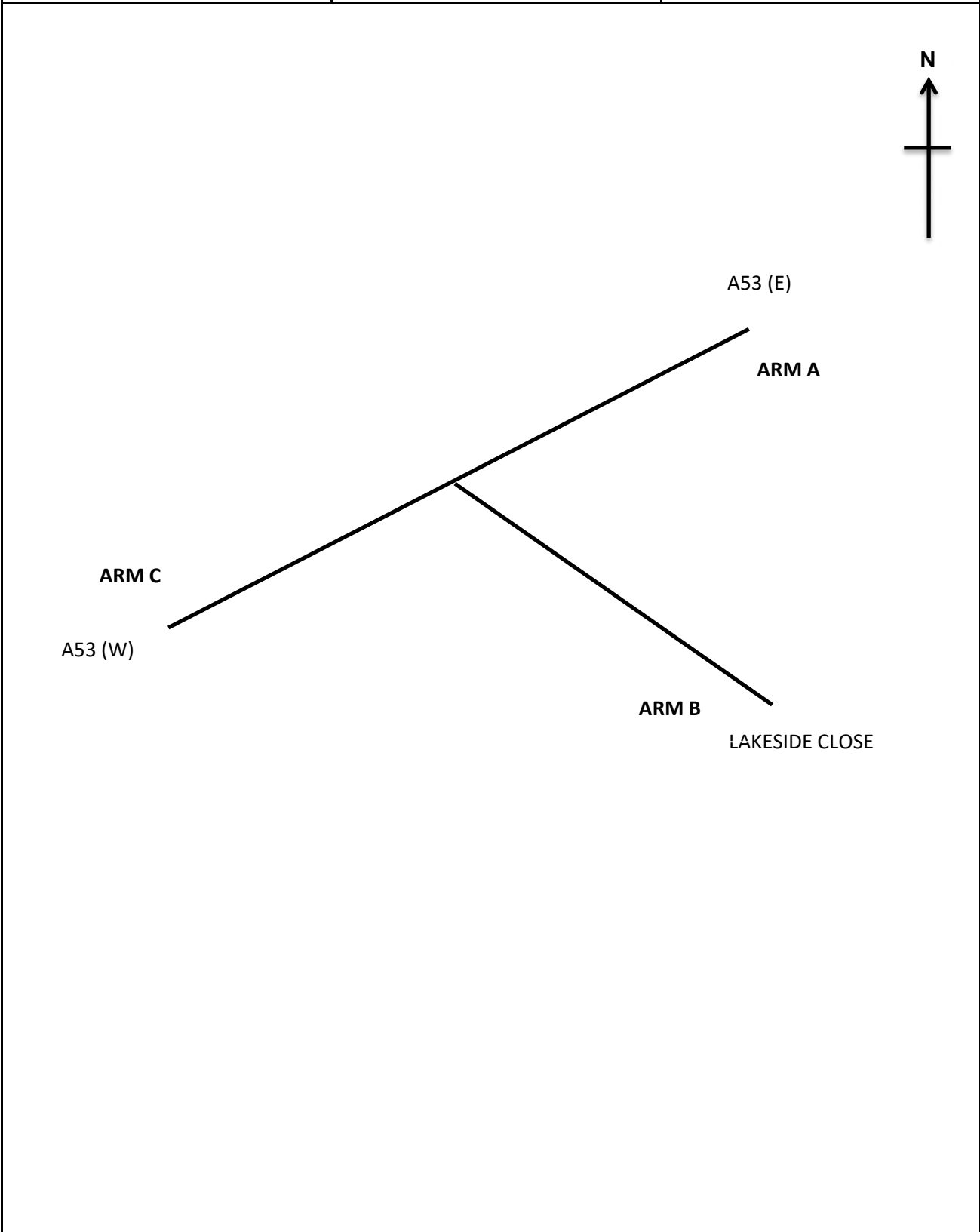
LOCATION: A53 (E) / SANDY LANE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

SITE: 7		DATE: 23rd JUNE 2021
LOCATION: A53 / LAKESIDE CLOSE		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

SITE: 7

DATE: 23/06/2021

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)

DAY: WEDNESDAY

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

TIME	ARM A	ARM B	ARM C	
	A53 (E)	LAKESIDE CLOSE	A53 (W)	
	LANE 1	LANE 1	LANE 1	LANE 2
07:00	0	1	0	0
07:05	0	1	0	0
07:10	0	0	0	0
07:15	0	1	0	0
07:20	0	0	0	0
07:25	0	0	0	0
07:30	0	0	0	0
07:35	0	0	0	0
07:40	0	1	0	1
07:45	0	0	0	0
07:50	0	0	0	0
07:55	0	0	0	0
08:00	0	2	0	0
08:05	0	2	0	0
08:10	0	1	0	1
08:15	2	2	0	0
08:20	0	1	0	0
08:25	0	0	0	0
08:30	0	2	0	0
08:35	0	1	0	0
08:40	0	1	0	0
08:45	0	1	0	0
08:50	0	1	0	0
08:55	0	1	0	0
09:00	0	1	0	0
09:05	0	0	0	0
09:10	0	1	0	0
09:15	0	1	0	0
09:20	0	1	0	0
09:25	3	1	0	0
09:30	0	2	0	0
09:35	0	1	0	0
09:40	0	1	0	0
09:45	0	0	0	0
09:50	0	1	0	0
09:55	0	0	0	0

TIME	ARM A	ARM B	ARM C	
	A53 (E)	LAKESIDE CLOSE	A53 (W)	
	LANE 1	LANE 1	LANE 1	LANE 2
16:00	0	0	0	0
16:05	0	1	0	0
16:10	0	0	0	0
16:15	0	1	0	0
16:20	0	1	0	2
16:25	0	0	0	0
16:30	0	2	0	0
16:35	0	2	0	0
16:40	0	0	0	0
16:45	0	0	0	0
16:50	0	0	0	0
16:55	0	1	0	1
17:00	0	1	0	0
17:05	0	0	0	0
17:10	0	0	0	0
17:15	0	0	0	1
17:20	0	0	0	0
17:25	0	0	0	1
17:30	0	1	0	0
17:35	0	2	0	0
17:40	0	1	0	0
17:45	0	0	0	0
17:50	0	1	0	0
17:55	0	0	0	0
18:00	0	1	0	0
18:05	0	1	0	0
18:10	0	1	0	0
18:15	0	1	0	0
18:20	0	0	0	0
18:25	0	1	0	0
18:30	0	0	0	0
18:35	0	1	0	0
18:40	0	1	0	1
18:45	0	2	0	0
18:50	0	0	0	0
18:55	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

DATE: 23/06/2021

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO LAKESIDE CLOSE								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	53	24	9	6	0	0	0	92
07:15	0	0	0	0	0	0	0	0	65	21	4	10	0	0	0	100
07:30	0	0	0	0	0	0	0	0	71	36	8	8	0	2	0	125
07:45	1	0	0	0	0	0	0	1	62	40	7	6	1	0	0	116
H/TOT	1	0	0	0	0	0	0	1	251	121	28	30	1	2	0	433
08:00	2	0	0	0	0	0	0	2	54	43	11	5	0	1	0	114
08:15	1	0	0	0	0	0	0	1	66	26	7	7	2	0	0	108
08:30	5	0	0	0	0	0	0	5	55	26	4	8	1	0	0	94
08:45	2	0	0	0	0	0	0	2	73	44	10	9	0	0	0	136
H/TOT	10	0	0	0	0	0	0	10	248	139	32	29	3	1	0	452
09:00	4	1	0	0	0	0	0	5	77	32	5	8	0	0	0	122
09:15	1	1	0	0	0	0	0	2	61	23	9	7	0	0	0	100
09:30	0	0	1	0	0	0	0	1	61	41	7	5	0	0	0	114
09:45	2	0	0	0	0	0	0	2	47	27	9	5	1	3	0	92
H/TOT	7	2	1	0	0	0	0	10	246	123	30	25	1	3	0	428
P/TOT	18	2	1	0	0	0	0	21	745	383	90	84	5	6	0	1313

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO LAKESIDE CLOSE								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	0	0	0	0	0	3	100	18	3	2	0	0	0	123
16:15	2	0	1	0	0	0	0	3	108	16	6	2	0	3	0	135
16:30	4	1	0	0	0	0	0	5	110	23	1	8	1	0	0	143
16:45	2	0	0	0	0	0	0	2	118	19	0	4	0	0	0	141
H/TOT	11	1	1	0	0	0	0	13	436	76	10	16	1	3	0	542
17:00	1	0	0	0	0	0	0	1	121	25	1	1	1	0	0	149
17:15	0	0	0	0	0	0	0	0	115	15	1	2	0	2	0	135
17:30	6	0	0	0	0	0	0	6	131	19	1	4	0	7	0	162
17:45	2	0	0	0	0	0	0	2	117	18	0	2	1	6	0	144
H/TOT	9	0	0	0	0	0	0	9	484	77	3	9	2	15	0	590
18:00	5	0	0	0	0	0	0	5	96	11	0	1	0	5	0	113
18:15	2	0	0	0	0	0	0	2	116	10	2	4	1	3	1	137
18:30	5	0	0	0	0	0	0	5	78	10	2	2	1	3	0	96
18:45	3	0	0	0	0	0	0	3	75	14	1	1	0	10	1	102
H/TOT	15	0	0	0	0	0	0	15	365	45	5	8	2	21	2	448
P/TOT	35	1	1	0	0	0	0	37	1285	198	18	33	5	39	2	1580

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	B TO A FROM LAKESIDE CLOSE TO A53 (E)								B TO C FROM LAKESIDE CLOSE TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
07:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
08:00	7	0	0	0	0	0	0	7	0	1	0	0	0	0	0	1
08:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
08:45	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	17	2	0	0	0	0	0	19	5	1	0	0	0	0	0	6
09:00	4	0	0	0	0	0	0	4	1	1	0	0	0	0	0	2
09:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
09:30	5	0	0	0	0	0	0	5	0	0	1	0	0	0	0	1
09:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	16	0	0	0	0	0	0	16	4	1	1	0	0	0	0	6
P/TOT	38	2	0	0	0	0	0	40	14	2	1	0	0	0	0	17

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

DATE: 23/06/2021

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)

DAY: WEDNESDAY

TIME	B TO A FROM LAKESIDE CLOSE TO A53 (E)								B TO C FROM LAKESIDE CLOSE TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	2	0	1	0	0	0	0	3	2	0	0	0	0	0	0	2
16:30	2	0	0	0	0	0	0	2	0	1	1	0	0	0	0	2
16:45	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	6	1	1	0	0	0	0	8	4	1	1	0	0	0	0	6
17:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	5	1	0	0	0	0	0	6	5	0	0	0	0	0	1	6
18:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	10	1	1	0	0	0	0	12	4	0	0	0	0	0	0	4
P/TOT	21	3	2	0	0	0	0	26	13	1	1	0	0	0	1	16

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

DATE: 23/06/2021

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)

DAY: WEDNESDAY

TIME	C TO A FROM A53 (W) TO A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	67	19	1	6	0	0	0	93
07:15	70	21	3	8	0	0	0	102
07:30	108	22	5	5	0	1	0	141
07:45	134	18	3	3	2	2	0	162
H/TOT	379	80	12	22	2	3	0	498
08:00	136	23	7	5	2	1	0	174
08:15	128	20	5	4	0	0	0	157
08:30	115	14	4	7	2	0	0	142
08:45	90	11	5	5	0	0	0	111
H/TOT	469	68	21	21	4	1	0	584
09:00	100	18	9	1	0	0	0	128
09:15	73	10	7	7	0	1	0	98
09:30	62	17	3	4	1	0	0	87
09:45	81	12	4	4	0	1	0	102
H/TOT	316	57	23	16	1	2	0	415
P/TOT	1164	205	56	59	7	6	0	1497

TIME	C TO B FROM A53 (W) TO LAKESIDE CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	2	0	1	0	0	0	0	3
H/TOT	3	0	1	0	0	0	0	4
P/TOT	8	0	1	0	0	0	0	9

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	C TO A FROM A53 (W) TO A53 (E)								C TO B FROM A53 (W) TO LAKESIDE CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	70	28	6	9	0	3	0	116	1	1	0	0	0	0	0	2
16:15	82	27	1	1	0	0	0	111	2	0	0	0	0	0	0	2
16:30	94	33	2	4	1	0	0	134	0	0	1	0	0	0	0	1
16:45	89	27	3	4	0	0	0	123	1	1	0	0	0	0	0	2
H/TOT	335	115	12	18	1	3	0	484	4	2	1	0	0	0	0	7
17:00	90	27	6	3	0	0	0	126	2	1	0	0	0	0	0	3
17:15	92	29	1	1	0	0	0	123	3	0	0	0	0	0	0	3
17:30	96	26	3	5	1	2	0	133	2	0	0	0	0	0	0	2
17:45	77	19	4	0	0	0	2	102	1	0	0	0	0	0	0	1
H/TOT	355	101	14	9	1	2	2	484	8	1	0	0	0	0	0	9
18:00	67	14	4	2	0	0	0	87	0	0	0	0	0	0	0	0
18:15	79	9	2	2	0	0	0	92	1	0	0	0	0	0	0	1
18:30	69	7	3	2	0	2	0	83	1	0	0	0	0	0	0	1
18:45	52	14	2	2	0	0	0	70	0	1	0	0	0	0	1	2
H/TOT	267	44	11	8	0	2	0	332	2	1	0	0	0	0	1	4
P/TOT	957	260	37	35	2	7	2	1300	14	4	1	0	0	0	1	20

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	69	19	1	6	0	0	0	95	53	24	9	6	0	0	0	92
07:15	71	21	3	8	0	0	0	103	65	21	4	10	0	0	0	100
07:30	110	22	5	5	0	1	0	143	71	36	8	8	0	2	0	125
07:45	134	18	3	3	2	2	0	162	63	40	7	6	1	0	0	117
H/TOT	384	80	12	22	2	3	0	503	252	121	28	30	1	2	0	434
08:00	143	23	7	5	2	1	0	181	56	43	11	5	0	1	0	116
08:15	130	21	5	4	0	0	0	160	67	26	7	7	2	0	0	109
08:30	119	14	4	7	2	0	0	146	60	26	4	8	1	0	0	99
08:45	94	12	5	5	0	0	0	116	75	44	10	9	0	0	0	138
H/TOT	486	70	21	21	4	1	0	603	258	139	32	29	3	1	0	462
09:00	104	18	9	1	0	0	0	132	81	33	5	8	0	0	0	127
09:15	77	10	7	7	0	1	0	102	62	24	9	7	0	0	0	102
09:30	67	17	3	4	1	0	0	92	61	41	8	5	0	0	0	115
09:45	84	12	4	4	0	1	0	105	49	27	9	5	1	3	0	94
H/TOT	332	57	23	16	1	2	0	431	253	125	31	25	1	3	0	438
P/TOT	1202	207	56	59	7	6	0	1537	763	385	91	84	5	6	0	1334

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

DATE: 23/06/2021

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	71	28	6	9	0	3	0	117	103	18	3	2	0	0	0	126
16:15	84	27	2	1	0	0	0	114	110	16	7	2	0	3	0	138
16:30	96	33	2	4	1	0	0	136	114	24	1	8	1	0	0	148
16:45	90	28	3	4	0	0	0	125	120	19	0	4	0	0	0	143
H/TOT	341	116	13	18	1	3	0	492	447	77	11	16	1	3	0	555
17:00	90	28	6	3	0	0	0	127	122	25	1	1	1	0	0	150
17:15	92	29	1	1	0	0	0	123	115	15	1	2	0	2	0	135
17:30	101	26	3	5	1	2	0	138	137	19	1	4	0	7	0	168
17:45	77	19	4	0	0	0	2	102	119	18	0	2	1	6	0	146
H/TOT	360	102	14	9	1	2	2	490	493	77	3	9	2	15	0	599
18:00	70	14	4	2	0	0	0	90	101	11	0	1	0	5	0	118
18:15	82	9	2	2	0	0	0	95	118	10	2	4	1	3	1	139
18:30	69	7	3	2	0	2	0	83	83	10	2	2	1	3	0	101
18:45	56	15	3	2	0	0	0	76	78	14	1	1	0	10	1	105
H/TOT	277	45	12	8	0	2	0	344	380	45	5	8	2	21	2	463
P/TOT	978	263	39	35	2	7	2	1326	1320	199	19	33	5	39	2	1617

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

DATE: 23/06/2021

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM B LAKESIDE CLOSE								FROM ARM B LAKESIDE CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3	10	0	0	0	0	0	0	10
08:00	3	0	0	0	0	0	0	3	7	1	0	0	0	0	0	8
08:15	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
08:30	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
08:45	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7
H/TOT	13	0	0	0	0	0	0	13	22	3	0	0	0	0	0	25
09:00	4	1	0	0	0	0	0	5	5	1	0	0	0	0	0	6
09:15	2	1	0	0	0	0	0	3	6	0	0	0	0	0	0	6
09:30	0	0	1	0	0	0	0	1	5	0	1	0	0	0	0	6
09:45	4	0	1	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	10	2	2	0	0	0	0	14	20	1	1	0	0	0	0	22
P/TOT	26	2	2	0	0	0	0	30	52	4	1	0	0	0	0	57

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM B LAKESIDE CLOSE								FROM ARM B LAKESIDE CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
16:15	4	0	1	0	0	0	0	5	4	0	1	0	0	0	0	5
16:30	4	1	1	0	0	0	0	6	2	1	1	0	0	0	0	4
16:45	3	1	0	0	0	0	0	4	3	1	0	0	0	0	0	4
H/TOT	15	3	2	0	0	0	0	20	10	2	2	0	0	0	0	14
17:00	3	1	0	0	0	0	0	4	1	1	0	0	0	0	1	3
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	8	0	0	0	0	0	0	8	7	0	0	0	0	0	0	7
17:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	17	1	0	0	0	0	0	18	10	1	0	0	0	0	1	12
18:00	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
18:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
18:30	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
18:45	3	1	0	0	0	0	1	5	4	1	1	0	0	0	0	6
H/TOT	17	1	0	0	0	0	1	19	14	1	1	0	0	0	0	16
P/TOT	49	5	2	0	0	0	1	57	34	4	3	0	0	0	1	42

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	55	24	9	6	0	0	0	94	67	19	1	6	0	0	0	93
07:15	67	21	4	10	0	0	0	102	70	21	3	8	0	0	0	102
07:30	71	36	8	8	0	2	0	125	110	22	5	5	0	1	0	143
07:45	63	40	7	6	1	0	0	117	134	18	3	3	2	2	0	162
H/TOT	256	121	28	30	1	2	0	438	381	80	12	22	2	3	0	500
08:00	54	44	11	5	0	1	0	115	137	23	7	5	2	1	0	175
08:15	66	26	7	7	2	0	0	108	128	20	5	4	0	0	0	157
08:30	58	26	4	8	1	0	0	97	116	14	4	7	2	0	0	143
08:45	75	44	10	9	0	0	0	138	91	11	5	5	0	0	0	112
H/TOT	253	140	32	29	3	1	0	458	472	68	21	21	4	1	0	587
09:00	78	33	5	8	0	0	0	124	100	18	9	1	0	0	0	128
09:15	63	23	9	7	0	0	0	102	74	10	7	7	0	1	0	99
09:30	61	41	8	5	0	0	0	115	62	17	3	4	1	0	0	87
09:45	48	27	9	5	1	3	0	93	83	12	5	4	0	1	0	105
H/TOT	250	124	31	25	1	3	0	434	319	57	24	16	1	2	0	419
P/TOT	759	385	91	84	5	6	0	1330	1172	205	57	59	7	6	0	1506

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 7

DATE: 23/06/2021

LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	100	18	3	2	0	0	0	123	71	29	6	9	0	3	0	118
16:15	110	16	6	2	0	3	0	137	84	27	1	1	0	0	0	113
16:30	110	24	2	8	1	0	0	145	94	33	3	4	1	0	0	135
16:45	120	19	0	4	0	0	0	143	90	28	3	4	0	0	0	125
H/TOT	440	77	11	16	1	3	0	548	339	117	13	18	1	3	0	491
17:00	122	25	1	1	1	0	1	151	92	28	6	3	0	0	0	129
17:15	115	15	1	2	0	2	0	135	95	29	1	1	0	0	0	126
17:30	133	19	1	4	0	7	0	164	98	26	3	5	1	2	0	135
17:45	119	18	0	2	1	6	0	146	78	19	4	0	0	0	2	103
H/TOT	489	77	3	9	2	15	1	596	363	102	14	9	1	2	2	493
18:00	98	11	0	1	0	5	0	115	67	14	4	2	0	0	0	87
18:15	117	10	2	4	1	3	1	138	80	9	2	2	0	0	0	93
18:30	79	10	2	2	1	3	0	97	70	7	3	2	0	2	0	84
18:45	75	14	1	1	0	10	1	102	52	15	2	2	0	0	1	72
H/TOT	369	45	5	8	2	21	2	452	269	45	11	8	0	2	1	336
P/TOT	1298	199	19	33	5	39	3	1596	971	264	38	35	2	7	3	1320

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 7
LOCATION: A53 (E) / LAKESIDE CLOSE / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

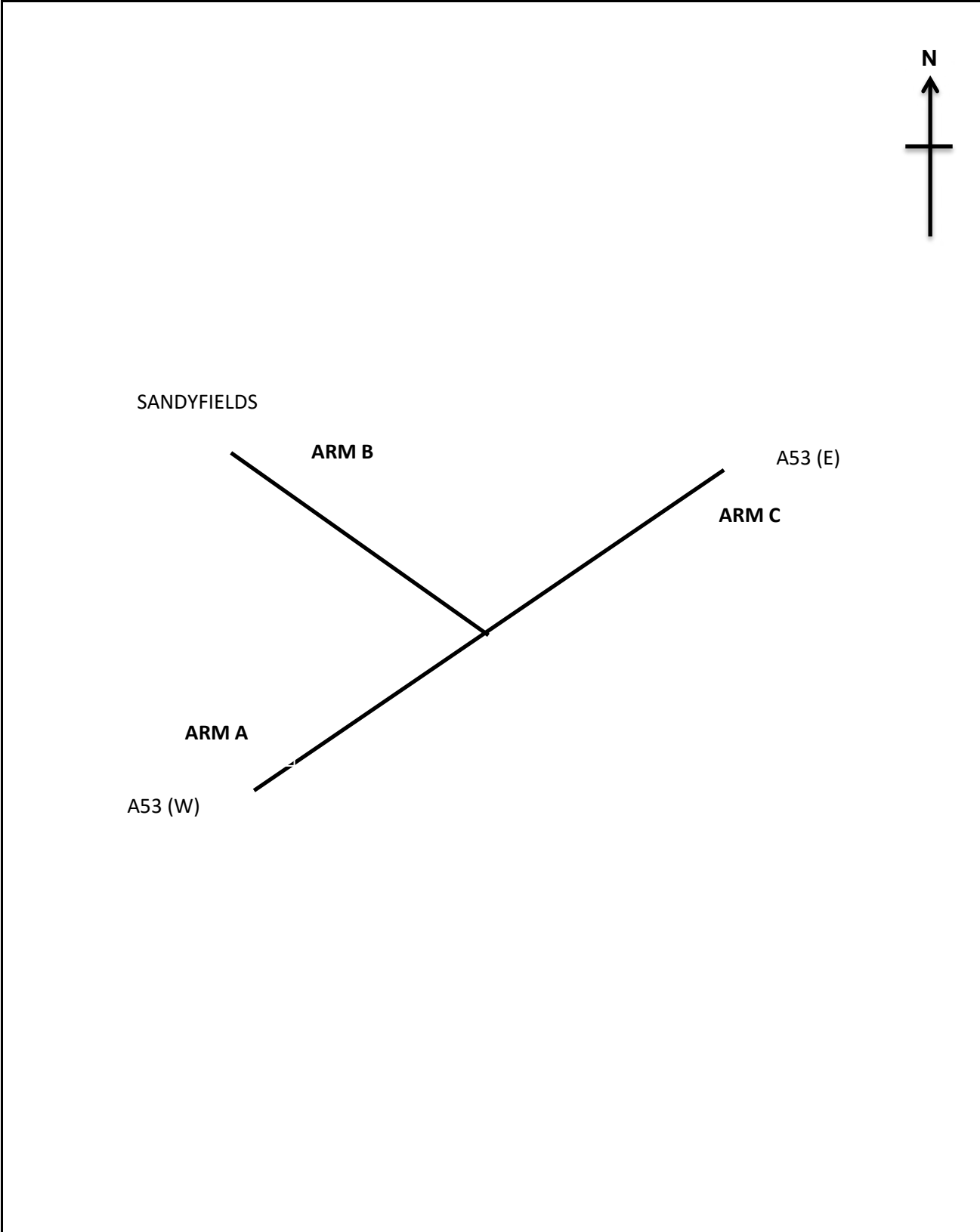
SITE: 8



DATE: 23rd JUNE 2021

LOCATION: A53 / SANDYFIELDS

DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

SITE: 8

DATE: 23/06/2021

LOCATION: A53 (W) / SANDYFIELDS / A53(E)

DAY: WEDNESDAY

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

TIME	ARM A	ARM B		ARM C
	A53 (W)	SANDYFIELDS		A53(E)
	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	0	0	0
07:05	0	0	0	0
07:10	0	0	0	0
07:15	0	1	0	0
07:20	0	1	0	0
07:25	0	0	0	0
07:30	0	0	0	0
07:35	0	1	0	0
07:40	0	0	1	0
07:45	0	0	1	0
07:50	0	0	0	0
07:55	0	0	0	0
08:00	0	0	0	0
08:05	0	0	6	0
08:10	0	0	0	0
08:15	0	0	0	0
08:20	0	0	0	0
08:25	0	0	0	0
08:30	0	1	0	0
08:35	2	1	0	0
08:40	0	0	0	2
08:45	0	1	1	0
08:50	0	0	0	0
08:55	0	0	1	0
09:00	0	1	0	1
09:05	0	1	0	0
09:10	0	1	0	0
09:15	0	1	0	0
09:20	0	0	1	0
09:25	0	1	0	2
09:30	0	0	1	4
09:35	0	1	0	0
09:40	0	1	0	0
09:45	0	0	0	0
09:50	0	0	0	0
09:55	0	0	0	0

TIME	ARM A	ARM B		ARM C
	A53 (W)	SANDYFIELDS		A53(E)
	LANE 1	LANE 1	LANE 2	LANE 1
16:00	0	0	0	0
16:05	0	0	1	0
16:10	0	1	0	0
16:15	0	0	0	0
16:20	0	0	0	0
16:25	0	1	0	0
16:30	0	0	0	0
16:35	0	0	0	0
16:40	0	0	0	2
16:45	0	1	0	0
16:50	0	0	0	0
16:55	0	0	0	0
17:00	0	0	0	0
17:05	0	1	0	0
17:10	0	0	0	0
17:15	0	0	0	2
17:20	0	0	0	1
17:25	0	0	0	0
17:30	0	0	1	0
17:35	0	0	0	0
17:40	0	0	0	0
17:45	0	0	0	0
17:50	0	0	0	0
17:55	0	0	0	0
18:00	0	0	0	0
18:05	0	0	0	0
18:10	0	0	0	0
18:15	0	0	0	0
18:20	0	0	0	3
18:25	0	0	0	0
18:30	0	0	0	0
18:35	0	0	0	0
18:40	0	0	0	0
18:45	0	0	0	0
18:50	0	0	0	0
18:55	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

DATE: 23/06/2021

LOCATION: A53 (W) / SANDYFIELDS / A53(E)

DAY: WEDNESDAY

TIME	A TO B FROM A53 (W) TO SANDYFIELDS								A TO C FROM A53 (W) TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	68	20	1	6	0	0	0	95
07:15	0	0	1	0	0	0	0	1	70	20	2	8	0	0	0	100
07:30	1	0	0	0	0	0	0	1	110	23	4	6	0	1	0	144
07:45	0	0	0	0	0	0	0	0	133	19	3	2	1	0	0	158
H/TOT	1	0	1	0	0	0	0	2	381	82	10	22	1	1	0	497
08:00	0	0	0	0	0	0	0	0	138	24	7	5	2	1	0	177
08:15	0	1	0	0	0	0	0	1	130	22	5	4	0	0	0	161
08:30	0	1	0	0	0	0	0	1	119	15	4	7	0	1	0	146
08:45	1	0	1	0	0	0	0	2	92	14	4	4	0	0	0	114
H/TOT	1	2	1	0	0	0	0	4	479	75	20	20	2	2	0	598
09:00	1	0	1	0	0	0	0	2	104	19	7	3	0	0	0	133
09:15	0	0	0	0	0	0	0	0	75	10	7	7	0	1	0	100
09:30	0	0	0	0	0	0	0	0	69	17	2	5	1	0	0	94
09:45	0	0	0	0	0	0	0	0	86	11	3	4	0	1	0	105
H/TOT	1	0	1	0	0	0	0	2	334	57	19	19	1	2	0	432
P/TOT	3	2	3	0	0	0	0	8	1194	214	49	61	4	5	0	1527

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A53 (W) TO SANDYFIELDS								A TO C FROM A53 (W) TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	67	29	6	9	0	3	0	114
16:15	0	0	0	0	0	0	0	0	82	30	2	1	0	0	0	115
16:30	1	1	0	0	0	0	0	2	96	33	2	4	0	1	0	136
16:45	0	0	0	0	0	0	0	0	94	28	2	5	0	0	0	129
H/TOT	2	1	0	0	0	0	0	3	339	120	12	19	0	4	0	494
17:00	0	0	0	0	0	0	0	0	89	30	6	3	0	0	0	128
17:15	1	0	0	0	0	0	0	1	90	28	1	1	0	0	0	120
17:30	0	0	0	0	0	0	0	0	103	27	3	5	1	2	0	141
17:45	0	0	0	0	0	0	0	0	80	18	4	0	0	0	2	104
H/TOT	1	0	0	0	0	0	0	1	362	103	14	9	1	2	2	493
18:00	0	0	0	0	0	0	0	0	69	15	3	3	0	0	0	90
18:15	3	0	0	0	0	0	0	3	78	8	2	2	0	0	0	90
18:30	0	0	0	0	0	0	0	0	70	6	2	3	0	2	0	83
18:45	0	0	0	0	0	0	0	0	55	14	3	2	0	0	0	74
H/TOT	3	0	0	0	0	0	0	3	272	43	10	10	0	2	0	337
P/TOT	6	1	0	0	0	0	0	7	973	266	36	38	1	8	2	1324

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	B TO A FROM SANDYFIELDS TO A53 (W)								B TO C FROM SANDYFIELDS TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	0	0	4	3	0	1	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
H/TOT	2	0	0	0	0	0	0	2	9	1	0	0	0	0	0	10
09:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
09:15	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2
09:30	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	0	2	5	3	1	0	0	0	0	9
P/TOT	6	2	0	0	0	0	0	8	17	4	2	0	0	0	0	23

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

DATE: 23/06/2021

LOCATION: A53 (W) / SANDYFIELDS / A53(E)

DAY: WEDNESDAY

TIME	B TO A FROM SANDYFIELDS TO A53 (W)								B TO C FROM SANDYFIELDS TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1	3	2	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
P/TOT	1	1	0	0	0	0	0	2	9	3	0	0	0	0	0	12

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

DATE: 23/06/2021

LOCATION: A53 (W) / SANDYFIELDS / A53(E)

DAY: WEDNESDAY

TIME	C TO A FROM A53(E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	58	23	8	6	0	0	0	95
07:15	66	16	4	10	0	0	0	96
07:30	67	38	9	7	0	2	0	123
07:45	62	40	7	6	1	0	0	116
H/TOT	253	117	28	29	1	2	0	430
08:00	58	44	11	5	0	1	0	119
08:15	68	27	8	6	2	0	0	111
08:30	64	24	4	8	0	0	0	100
08:45	83	38	10	10	0	0	0	141
H/TOT	273	133	33	29	2	1	0	471
09:00	84	31	4	8	0	0	0	127
09:15	67	21	10	7	0	0	0	105
09:30	60	39	8	5	0	0	0	112
09:45	46	28	9	5	1	3	0	92
H/TOT	257	119	31	25	1	3	0	436
P/TOT	783	369	92	83	4	6	0	1337

TIME	C TO B FROM A53(E) TO SANDYFIELDS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:45	3	0	0	0	0	0	0	3
H/TOT	4	1	0	0	0	0	0	5
09:00	0	1	0	0	0	0	0	1
09:15	1	1	0	0	0	0	0	2
09:30	2	1	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0
H/TOT	3	3	0	0	0	0	0	6
P/TOT	8	4	0	0	0	0	0	12

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A53 (W)								FROM ARM A A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	58	23	8	6	0	0	0	95	68	20	1	6	0	0	0	95
07:15	66	16	4	10	0	0	0	96	70	20	3	8	0	0	0	101
07:30	69	38	9	7	0	2	0	125	111	23	4	6	0	1	0	145
07:45	64	40	7	6	1	0	0	118	133	19	3	2	1	0	0	158
H/TOT	257	117	28	29	1	2	0	434	382	82	11	22	1	1	0	499
08:00	58	44	11	5	0	1	0	119	138	24	7	5	2	1	0	177
08:15	68	27	8	6	2	0	0	111	130	23	5	4	0	0	0	162
08:30	64	24	4	8	0	0	0	100	119	16	4	7	0	1	0	147
08:45	85	38	10	10	0	0	0	143	93	14	5	4	0	0	0	116
H/TOT	275	133	33	29	2	1	0	473	480	77	21	20	2	2	0	602
09:00	84	31	4	8	0	0	0	127	105	19	8	3	0	0	0	135
09:15	67	22	10	7	0	0	0	106	75	10	7	7	0	1	0	100
09:30	60	40	8	5	0	0	0	113	69	17	2	5	1	0	0	94
09:45	46	28	9	5	1	3	0	92	86	11	3	4	0	1	0	105
H/TOT	257	121	31	25	1	3	0	438	335	57	20	19	1	2	0	434
P/TOT	789	371	92	83	4	6	0	1345	1197	216	52	61	4	5	0	1535

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

DATE: 23/06/2021

LOCATION: A53 (W) / SANDYFIELDS / A53(E)

DAY: WEDNESDAY

TIME	TO ARM A A53 (W)								FROM ARM A A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	107	16	3	2	0	0	0	128	68	29	6	9	0	3	0	115
16:15	109	16	6	3	0	3	0	137	82	30	2	1	0	0	0	115
16:30	122	21	1	8	1	0	0	153	97	34	2	4	0	1	0	138
16:45	122	15	1	3	0	0	0	141	94	28	2	5	0	0	0	129
H/TOT	460	68	11	16	1	3	0	559	341	121	12	19	0	4	0	497
17:00	122	23	2	0	1	0	0	148	89	30	6	3	0	0	0	128
17:15	118	13	1	2	0	2	0	136	91	28	1	1	0	0	0	121
17:30	141	16	1	4	0	7	0	169	103	27	3	5	1	2	0	141
17:45	123	17	0	1	1	6	0	148	80	18	4	0	0	0	2	104
H/TOT	504	69	4	7	2	15	0	601	363	103	14	9	1	2	2	494
18:00	98	11	0	1	0	5	0	115	69	15	3	3	0	0	0	90
18:15	121	10	3	3	1	3	1	142	81	8	2	2	0	0	0	93
18:30	84	8	3	2	1	3	0	101	70	6	2	3	0	2	0	83
18:45	83	12	1	1	0	11	1	109	55	14	3	2	0	0	0	74
H/TOT	386	41	7	7	2	22	2	467	275	43	10	10	0	2	0	340
P/TOT	1350	178	22	30	5	40	2	1627	979	267	36	38	1	8	2	1331

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 8
LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

DATE: 23/06/2021

LOCATION: A53 (W) / SANDYFIELDS / A53(E)

DAY: WEDNESDAY

TIME	TO ARM B SANDYFIELDS								FROM ARM B SANDYFIELDS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1	1	0	1	0	0	0	0	2
07:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	2	0	1	0	0	0	0	3	7	0	1	0	0	0	0	8
08:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2
08:30	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
08:45	4	0	1	0	0	0	0	5	6	0	0	0	0	0	0	6
H/TOT	5	3	1	0	0	0	0	9	11	1	0	0	0	0	0	12
09:00	1	1	1	0	0	0	0	3	2	2	1	0	0	0	0	5
09:15	1	1	0	0	0	0	0	2	1	2	0	0	0	0	0	3
09:30	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	3	1	0	0	0	0	8	5	5	1	0	0	0	0	11
P/TOT	11	6	3	0	0	0	0	20	23	6	2	0	0	0	0	31

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53(E)								FROM ARM C A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	68	20	1	6	0	0	0	95	58	23	8	6	0	0	0	95
07:15	71	20	3	8	0	0	0	102	66	16	4	10	0	0	0	96
07:30	111	23	4	6	0	1	0	145	68	38	9	7	0	2	0	124
07:45	134	19	3	2	1	0	0	159	62	40	7	6	1	0	0	116
H/TOT	384	82	11	22	1	1	0	501	254	117	28	29	1	2	0	431
08:00	139	24	7	5	2	1	0	178	58	45	11	5	0	1	0	120
08:15	131	23	5	4	0	0	0	163	68	27	8	6	2	0	0	111
08:30	122	15	4	7	0	1	0	149	65	24	4	8	0	0	0	101
08:45	96	14	4	4	0	0	0	118	86	38	10	10	0	0	0	144
H/TOT	488	76	20	20	2	2	0	608	277	134	33	29	2	1	0	476
09:00	106	21	8	3	0	0	0	138	84	32	4	8	0	0	0	128
09:15	76	11	7	7	0	1	0	102	68	22	10	7	0	0	0	107
09:30	71	17	2	5	1	0	0	96	62	40	8	5	0	0	0	115
09:45	86	11	3	4	0	1	0	105	46	28	9	5	1	3	0	92
H/TOT	339	60	20	19	1	2	0	441	260	122	31	25	1	3	0	442
P/TOT	1211	218	51	61	4	5	0	1550	791	373	92	83	4	6	0	1349

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

DATE: 23/06/2021

LOCATION: A53 (W) / SANDYFIELDS / A53(E)

DAY: WEDNESDAY

TIME	TO ARM C A53(E)								FROM ARM C A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	67	30	6	9	0	3	0	115	107	15	3	2	0	0	0	127
16:15	84	30	2	1	0	0	0	117	110	16	6	3	0	3	0	138
16:30	96	34	2	4	0	1	0	137	123	21	1	8	1	0	0	154
16:45	95	28	2	5	0	0	0	130	123	16	1	3	0	0	0	143
H/TOT	342	122	12	19	0	4	0	499	463	68	11	16	1	3	0	562
17:00	91	30	6	3	0	0	0	130	123	23	2	0	1	0	0	149
17:15	90	28	1	1	0	0	0	120	121	13	1	2	0	2	0	139
17:30	104	27	3	5	1	2	0	142	141	16	1	4	0	7	0	169
17:45	81	18	4	0	0	0	2	105	124	17	0	1	1	6	0	149
H/TOT	366	103	14	9	1	2	2	497	509	69	4	7	2	15	0	606
18:00	69	15	3	3	0	0	0	90	99	12	0	1	0	5	0	117
18:15	80	8	2	2	0	0	0	92	122	10	3	3	1	3	1	143
18:30	70	6	2	3	0	2	0	83	84	8	3	2	1	3	0	101
18:45	55	15	3	2	0	0	0	75	85	12	1	1	0	11	1	111
H/TOT	274	44	10	10	0	2	0	340	390	42	7	7	2	22	2	472
P/TOT	982	269	36	38	1	8	2	1336	1362	179	22	30	5	40	2	1640

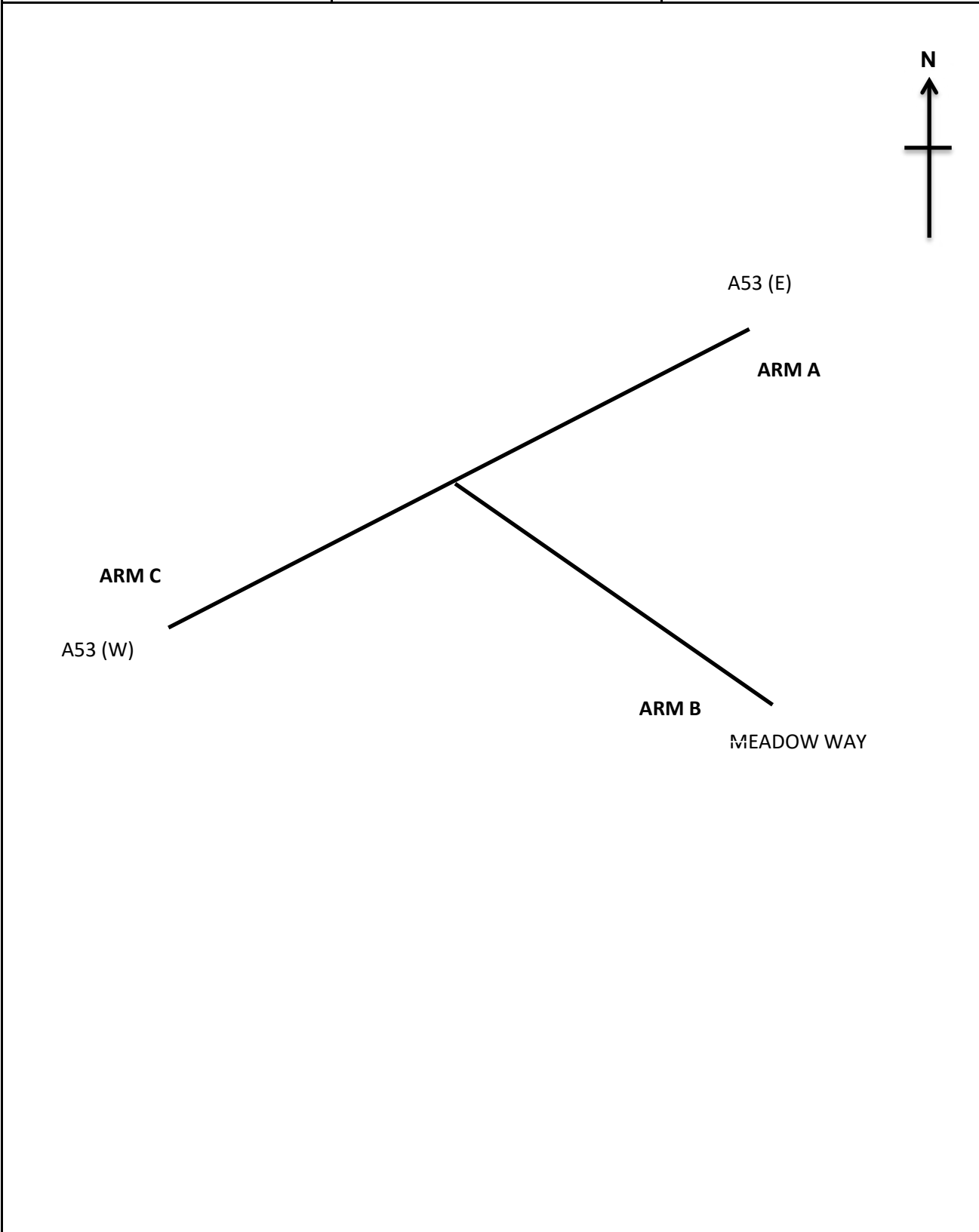
MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 8
LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021
DAY: WEDNESDAY

SITE: 9		DATE: 23rd JUNE 2021
LOCATION: A53 / MEADOW WAY		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

DATE: 23/06/2021

LOCATION: A53 (E) / MEADOW WAY / A53 (W)

DAY: WEDNESDAY

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



TIME	ARM A	ARM B		ARM C
	A53 (E)	MEADOW WAY		A53 (W)
	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	0	0	0
07:05	0	0	0	0
07:10	0	0	0	0
07:15	0	0	0	0
07:20	0	0	0	0
07:25	0	0	0	0
07:30	0	0	1	0
07:35	0	1	1	0
07:40	0	1	0	0
07:45	0	0	0	0
07:50	0	0	0	0
07:55	0	0	1	0
08:00	3	0	2	0
08:05	0	0	1	4
08:10	0	0	0	0
08:15	0	0	1	0
08:20	0	0	1	0
08:25	5	0	0	1
08:30	0	0	0	1
08:35	0	0	0	2
08:40	0	1	0	1
08:45	0	1	1	3
08:50	0	2	2	3
08:55	0	1	2	0
09:00	0	2	0	0
09:05	0	1	2	3
09:10	0	1	0	0
09:15	0	0	1	0
09:20	0	1	0	0
09:25	0	1	0	0
09:30	0	0	0	0
09:35	0	0	0	0
09:40	0	0	1	0
09:45	0	1	1	0
09:50	0	1	0	0
09:55	0	1	1	0

TIME	ARM A	ARM B		ARM C
	A53 (E)	MEADOW WAY		A53 (W)
	LANE 1	LANE 1	LANE 2	LANE 1
16:00	0	0	0	0
16:05	0	0	1	0
16:10	0	0	0	0
16:15	0	0	0	0
16:20	0	0	0	0
16:25	0	0	1	0
16:30	0	1	2	0
16:35	0	0	0	0
16:40	0	0	1	0
16:45	0	0	0	0
16:50	0	0	0	1
16:55	0	1	1	0
17:00	0	0	0	0
17:05	0	0	1	0
17:10	0	0	0	0
17:15	0	0	0	0
17:20	0	0	0	4
17:25	0	0	0	0
17:30	0	0	0	1
17:35	0	0	0	0
17:40	0	0	1	3
17:45	0	0	0	1
17:50	0	0	1	0
17:55	0	0	0	0
18:00	0	0	0	0
18:05	0	0	0	0
18:10	0	0	1	0
18:15	0	0	0	0
18:20	0	0	0	2
18:25	0	1	1	0
18:30	0	0	0	0
18:35	0	0	0	0
18:40	0	1	0	0
18:45	0	0	0	0
18:50	0	0	0	0
18:55	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

DATE: 23/06/2021

LOCATION: A53 (E) / MEADOW WAY / A53 (W)

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO MEADOW WAY								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	59	22	8	7	0	0	0	96
07:15	2	0	0	0	0	0	0	2	64	20	3	12	0	0	0	99
07:30	0	0	0	0	0	0	0	0	67	36	8	7	0	2	0	120
07:45	1	0	0	0	0	0	0	1	62	40	7	6	1	0	0	116
H/TOT	3	0	0	0	0	0	0	3	252	118	26	32	1	2	0	431
08:00	1	0	0	0	0	0	0	1	59	43	11	5	0	1	0	119
08:15	0	0	0	0	0	0	0	0	70	27	7	7	2	0	0	113
08:30	3	2	0	0	0	0	0	5	54	30	4	9	0	0	0	97
08:45	1	2	0	0	0	0	0	3	73	38	10	10	0	0	0	131
H/TOT	5	4	0	0	0	0	0	9	256	138	32	31	2	1	0	460
09:00	0	0	0	0	0	0	0	0	74	32	4	8	0	0	0	118
09:15	0	0	1	0	0	0	0	1	70	20	10	7	0	0	0	107
09:30	0	0	0	0	0	0	0	0	60	37	8	5	0	0	0	110
09:45	2	0	0	0	0	0	0	2	42	29	9	5	1	3	0	89
H/TOT	2	0	1	0	0	0	0	3	246	118	31	25	1	3	0	424
P/TOT	10	4	1	0	0	0	0	15	754	374	89	88	4	6	0	1315

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

LOCATION: A53 (E) / MEADOW WAY / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO MEADOW WAY								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	2	0	0	0	0	0	2	102	16	2	3	0	0	0	123
16:15	1	0	0	0	0	0	0	1	107	18	6	2	0	3	0	136
16:30	1	1	0	0	0	0	0	2	120	21	1	8	1	0	0	151
16:45	1	0	0	0	0	0	0	1	119	16	1	3	0	0	0	139
H/TOT	3	3	0	0	0	0	0	6	448	71	10	16	1	3	0	549
17:00	3	0	0	0	0	0	0	3	126	20	1	1	1	0	0	149
17:15	1	0	0	0	0	0	0	1	121	10	1	2	0	2	0	136
17:30	1	0	0	0	0	0	0	1	139	17	1	4	0	7	0	168
17:45	3	0	0	0	0	0	0	3	120	17	0	2	1	6	0	146
H/TOT	8	0	0	0	0	0	0	8	506	64	3	9	2	15	0	599
18:00	1	0	0	0	0	0	0	1	104	7	0	3	0	5	0	119
18:15	1	0	0	0	0	0	0	1	119	8	3	3	1	3	1	138
18:30	1	0	0	0	0	0	0	1	82	10	3	2	1	3	0	101
18:45	0	0	0	0	0	0	0	0	84	9	1	1	0	11	1	107
H/TOT	3	0	0	0	0	0	0	3	389	34	7	9	2	22	2	465
P/TOT	14	3	0	0	0	0	0	17	1343	169	20	34	5	40	2	1613

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

LOCATION: A53 (E) / MEADOW WAY / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

DATE: 23/06/2021

LOCATION: A53 (E) / MEADOW WAY / A53 (W)

DAY: WEDNESDAY

TIME	B TO A FROM MEADOW WAY TO A53 (E)								B TO C FROM MEADOW WAY TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
16:30	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	4
16:45	4	1	0	0	0	0	0	5	4	1	0	0	0	0	0	5
H/TOT	9	2	0	0	0	0	0	11	11	2	0	0	0	0	0	13
17:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	4	3	0	0	0	0	0	7
P/TOT	15	2	0	0	0	0	0	17	21	5	0	0	0	0	0	26

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

LOCATION: A53 (E) / MEADOW WAY / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

DATE: 23/06/2021

LOCATION: A53 (E) / MEADOW WAY / A53 (W)

DAY: WEDNESDAY

TIME	C TO A FROM A53 (W) TO A53 (E)								C TO B FROM A53 (W) TO MEADOW WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	69	20	1	6	0	0	0	96	0	0	0	0	0	0	0	0
07:15	70	21	3	7	0	0	0	101	0	0	0	0	0	0	0	0
07:30	109	24	4	7	0	1	0	145	0	0	0	0	0	0	0	0
07:45	129	22	2	3	1	0	0	157	3	0	0	0	0	0	0	3
H/TOT	377	87	10	23	1	1	0	499	3	0	0	0	0	0	0	3
08:00	141	25	6	7	2	1	0	182	2	1	0	0	0	0	0	3
08:15	131	22	5	4	0	0	0	162	1	0	0	0	0	0	0	1
08:30	109	15	3	8	0	1	0	136	11	0	0	0	0	0	0	11
08:45	90	9	4	4	0	0	0	107	12	4	0	0	0	0	0	16
H/TOT	471	71	18	23	2	2	0	587	26	5	0	0	0	0	0	31
09:00	103	20	7	4	0	0	0	134	4	0	0	0	0	0	0	4
09:15	70	12	7	6	0	1	0	96	2	0	1	0	0	0	0	3
09:30	67	16	2	6	1	0	0	92	3	1	0	0	0	0	0	4
09:45	85	12	3	4	0	1	0	105	2	0	0	0	0	0	0	2
H/TOT	325	60	19	20	1	2	0	427	11	1	1	0	0	0	0	13
P/TOT	1173	218	47	66	4	5	0	1513	40	6	1	0	0	0	0	47

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

LOCATION: A53 (E) / MEADOW WAY / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

LOCATION: A53 (E) / MEADOW WAY / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	69	20	1	6	0	0	0	96	59	22	8	7	0	0	0	96
07:15	70	21	3	7	0	0	0	101	66	20	3	12	0	0	0	101
07:30	111	24	5	7	0	1	0	148	67	36	8	7	0	2	0	120
07:45	130	22	2	3	1	0	0	158	63	40	7	6	1	0	0	117
H/TOT	380	87	11	23	1	1	0	503	255	118	26	32	1	2	0	434
08:00	145	25	6	7	2	1	0	186	60	43	11	5	0	1	0	120
08:15	132	23	5	4	0	0	0	164	70	27	7	7	2	0	0	113
08:30	109	15	3	8	0	1	0	136	57	32	4	9	0	0	0	102
08:45	97	10	4	4	0	0	0	115	74	40	10	10	0	0	0	134
H/TOT	483	73	18	23	2	2	0	601	261	142	32	31	2	1	0	469
09:00	106	20	7	4	0	0	0	137	74	32	4	8	0	0	0	118
09:15	71	12	8	6	0	1	0	98	70	20	11	7	0	0	0	108
09:30	68	16	2	6	1	0	0	93	60	37	8	5	0	0	0	110
09:45	87	12	3	4	0	1	0	107	44	29	9	5	1	3	0	91
H/TOT	332	60	20	20	1	2	0	435	248	118	32	25	1	3	0	427
P/TOT	1195	220	49	66	4	5	0	1539	764	378	90	88	4	6	0	1330

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

DATE: 23/06/2021

LOCATION: A53 (E) / MEADOW WAY / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	69	32	6	9	0	3	0	119	102	18	2	3	0	0	0	125
16:15	83	29	2	1	0	0	0	115	108	18	6	2	0	3	0	137
16:30	96	36	2	4	1	0	0	139	121	22	1	8	1	0	0	153
16:45	94	29	2	5	0	0	0	130	120	16	1	3	0	0	0	140
H/TOT	342	126	12	19	1	3	0	503	451	74	10	16	1	3	0	555
17:00	95	29	6	3	0	0	0	133	129	20	1	1	1	0	0	152
17:15	85	29	0	2	0	0	0	116	122	10	1	2	0	2	0	137
17:30	103	24	3	5	1	2	0	138	140	17	1	4	0	7	0	169
17:45	87	15	4	0	0	0	2	108	123	17	0	2	1	6	0	149
H/TOT	370	97	13	10	1	2	2	495	514	64	3	9	2	15	0	607
18:00	70	13	3	2	0	0	0	88	105	7	0	3	0	5	0	120
18:15	84	7	2	3	0	0	0	96	120	8	3	3	1	3	1	139
18:30	68	6	2	3	0	2	0	81	83	10	3	2	1	3	0	102
18:45	55	15	3	2	0	0	0	75	84	9	1	1	0	11	1	107
H/TOT	277	41	10	10	0	2	0	340	392	34	7	9	2	22	2	468
P/TOT	989	264	35	39	2	7	2	1338	1357	172	20	34	5	40	2	1630

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

LOCATION: A53 (E) / MEADOW WAY / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

DATE: 23/06/2021

LOCATION: A53 (E) / MEADOW WAY / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM B MEADOW WAY								FROM ARM B MEADOW WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
07:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	6	0	0	0	0	0	0	6	6	0	1	0	0	0	0	7
08:00	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	5
08:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
08:30	14	2	0	0	0	0	0	16	4	0	0	0	0	0	0	4
08:45	13	6	0	0	0	0	0	19	20	2	0	0	0	0	0	22
H/TOT	31	9	0	0	0	0	0	40	29	4	0	0	0	0	0	33
09:00	4	0	0	0	0	0	0	4	12	1	0	0	0	0	0	13
09:15	2	0	2	0	0	0	0	4	5	1	1	0	0	0	0	7
09:30	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
09:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
H/TOT	13	1	2	0	0	0	0	16	24	2	1	0	0	0	0	27
P/TOT	50	10	2	0	0	0	0	62	59	6	2	0	0	0	0	67

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

LOCATION: A53 (E) / MEADOW WAY / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

LOCATION: A53 (E) / MEADOW WAY / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	59	22	8	7	0	0	0	96	69	20	1	6	0	0	0	96
07:15	64	20	3	12	0	0	0	99	70	21	3	7	0	0	0	101
07:30	70	36	8	7	0	2	0	123	109	24	4	7	0	1	0	145
07:45	62	40	7	6	1	0	0	116	132	22	2	3	1	0	0	160
H/TOT	255	118	26	32	1	2	0	434	380	87	10	23	1	1	0	502
08:00	59	44	11	5	0	1	0	120	143	26	6	7	2	1	0	185
08:15	70	27	7	7	2	0	0	113	132	22	5	4	0	0	0	163
08:30	58	30	4	9	0	0	0	101	120	15	3	8	0	1	0	147
08:45	86	39	10	10	0	0	0	145	102	13	4	4	0	0	0	123
H/TOT	273	140	32	31	2	1	0	479	497	76	18	23	2	2	0	618
09:00	83	33	4	8	0	0	0	128	107	20	7	4	0	0	0	138
09:15	74	21	10	7	0	0	0	112	72	12	8	6	0	1	0	99
09:30	60	37	8	5	0	0	0	110	70	17	2	6	1	0	0	96
09:45	46	29	9	5	1	3	0	93	87	12	3	4	0	1	0	107
H/TOT	263	120	31	25	1	3	0	443	336	61	20	20	1	2	0	440
P/TOT	791	378	89	88	4	6	0	1356	1213	224	48	66	4	5	0	1560

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 9

DATE: 23/06/2021

LOCATION: A53 (E) / MEADOW WAY / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	103	16	2	3	0	0	0	124	68	32	6	9	0	3	0	118
16:15	110	18	6	2	0	3	0	139	85	29	2	1	0	0	0	117
16:30	123	22	1	8	1	0	0	155	95	35	2	4	1	0	0	137
16:45	123	17	1	3	0	0	0	144	95	28	2	5	0	0	0	130
H/TOT	459	73	10	16	1	3	0	562	343	124	12	19	1	3	0	502
17:00	129	20	1	1	1	0	0	152	94	29	6	3	0	0	0	132
17:15	121	10	1	2	0	2	0	136	87	29	0	2	0	0	0	118
17:30	140	17	1	4	0	7	0	169	106	25	3	5	1	2	0	142
17:45	122	17	0	2	1	6	0	148	86	15	4	0	0	0	2	107
H/TOT	512	64	3	9	2	15	0	605	373	98	13	10	1	2	2	499
18:00	104	7	0	3	0	5	0	119	69	14	3	2	0	0	0	88
18:15	121	10	3	3	1	3	1	142	83	8	2	3	0	0	0	96
18:30	83	11	3	2	1	3	0	103	68	6	2	3	0	2	0	81
18:45	85	9	1	1	0	11	1	108	55	15	3	2	0	0	0	75
H/TOT	393	37	7	9	2	22	2	472	275	43	10	10	0	2	0	340
P/TOT	1364	174	20	34	5	40	2	1639	991	265	35	39	2	7	2	1341

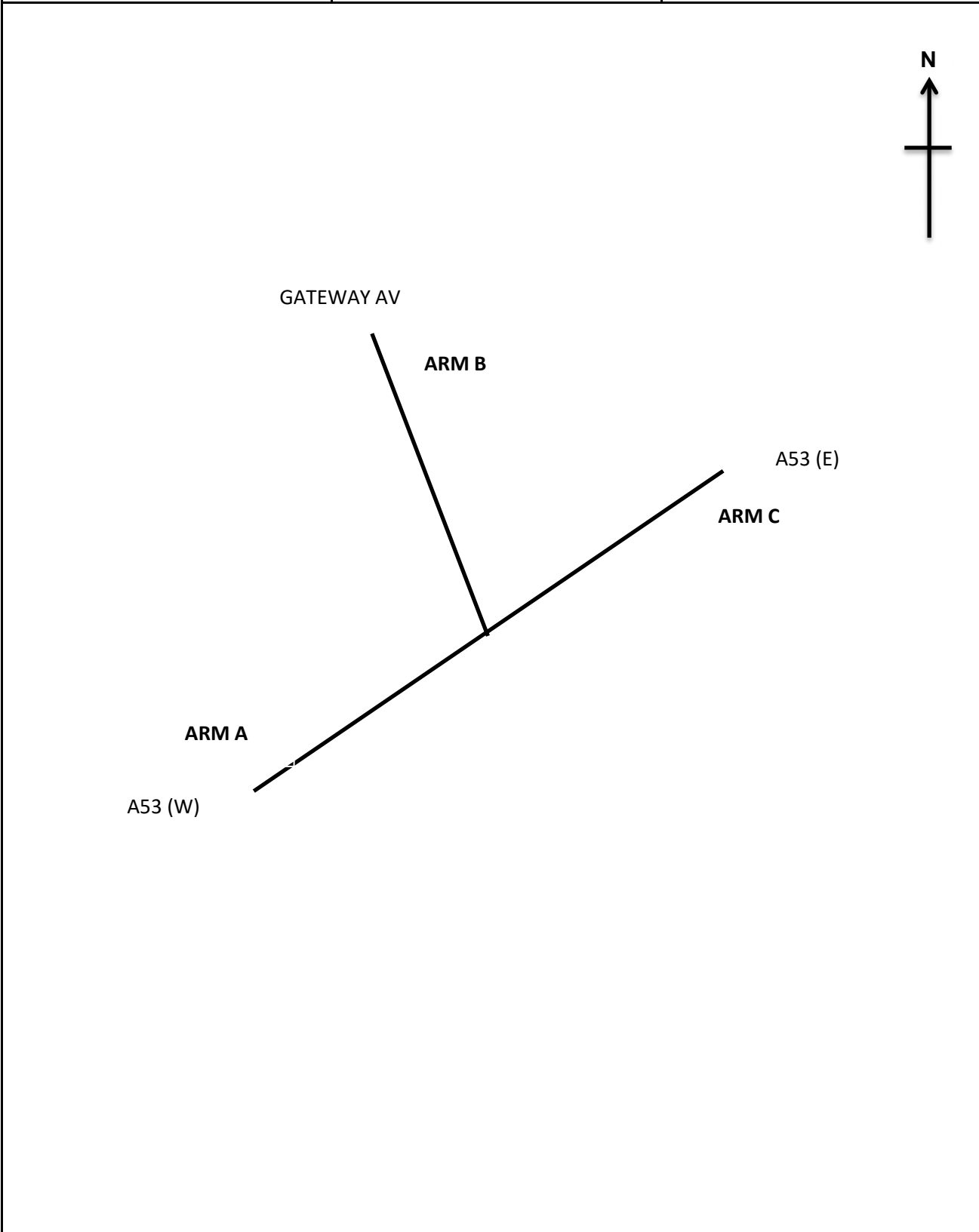
MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 9
LOCATION: A53 (E) / MEADOW WAY / A53 (W)



DATE: 23/06/2021
DAY: WEDNESDAY

SITE: 10		DATE: 23rd JUNE 2021
LOCATION: A53 / SANDYFIELDS		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

SITE: 10

DATE: 23/06/2021

LOCATION: A53 (W) / GATEWAY AV / A53(E)

DAY: WEDNESDAY

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

TIME	ARM A	ARM B		ARM C
	A53 (W)	GATEWAY AV		A53(E)
	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	1	0	0
07:05	0	0	1	0
07:10	0	0	1	0
07:15	0	0	1	0
07:20	0	0	0	0
07:25	0	1	1	0
07:30	0	1	1	3
07:35	0	2	1	6
07:40	0	1	0	0
07:45	0	1	0	9
07:50	0	1	0	0
07:55	0	2	1	0
08:00	3	1	0	0
08:05	1	2	0	0
08:10	0	0	0	0
08:15	0	1	0	0
08:20	0	1	0	4
08:25	0	0	1	2
08:30	0	0	1	0
08:35	0	1	1	0
08:40	0	3	0	0
08:45	0	0	0	3
08:50	0	0	0	4
08:55	0	1	0	2
09:00	3	1	0	1
09:05	0	1	0	0
09:10	0	1	0	0
09:15	0	0	1	1
09:20	0	1	0	0
09:25	0	0	1	10
09:30	0	1	0	0
09:35	0	0	0	0
09:40	0	1	0	0
09:45	0	1	1	0
09:50	0	1	1	0
09:55	0	1	0	0

TIME	ARM A	ARM B		ARM C
	A53 (W)	GATEWAY AV		A53(E)
	LANE 1	LANE 1	LANE 2	LANE 1
16:00	0	1	2	0
16:05	0	1	1	2
16:10	2	0	0	3
16:15	0	0	1	0
16:20	0	1	1	4
16:25	0	1	1	1
16:30	0	0	0	0
16:35	0	0	0	0
16:40	0	1	0	2
16:45	0	1	0	5
16:50	0	0	0	0
16:55	0	0	0	1
17:00	0	1	0	0
17:05	0	1	0	4
17:10	0	1	0	0
17:15	0	1	1	0
17:20	4	1	1	2
17:25	2	0	0	7
17:30	0	1	0	0
17:35	0	1	1	9
17:40	0	1	1	0
17:45	0	0	1	0
17:50	0	0	0	0
17:55	0	0	1	0
18:00	0	1	0	0
18:05	0	1	1	0
18:10	0	0	0	2
18:15	0	0	0	0
18:20	0	0	0	0
18:25	0	1	1	0
18:30	0	0	1	1
18:35	0	0	0	0
18:40	0	0	1	0
18:45	0	0	0	0
18:50	0	1	0	0
18:55	0	1	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

DATE: 23/06/2021

LOCATION: A53 (W) / GATEWAY AV / A53(E)

DAY: WEDNESDAY

TIME	A TO B FROM A53 (W) TO GATEWAY AV								A TO C FROM A53 (W) TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	67	19	1	6	0	0	0	93
07:15	1	0	0	0	0	0	0	1	71	21	3	7	0	0	0	102
07:30	1	1	1	0	0	0	0	3	109	23	5	6	0	1	0	144
07:45	1	0	0	0	0	0	0	1	130	20	3	2	1	0	0	156
H/TOT	3	1	1	0	0	0	0	5	377	83	12	21	1	1	0	495
08:00	1	0	0	0	0	0	0	1	142	25	8	5	2	1	0	183
08:15	1	1	0	0	0	0	0	2	133	22	5	4	0	0	0	164
08:30	0	0	0	0	0	0	0	0	108	14	4	7	0	1	0	134
08:45	1	0	1	0	0	0	0	2	97	11	3	4	0	0	0	115
H/TOT	3	1	1	0	0	0	0	5	480	72	20	20	2	2	0	596
09:00	3	1	1	0	0	0	0	5	99	21	7	3	0	0	0	130
09:15	1	0	0	0	0	0	0	1	76	10	7	6	0	1	0	100
09:30	2	0	0	0	0	0	0	2	66	14	3	5	1	0	0	89
09:45	0	0	0	0	0	0	0	0	86	13	4	3	0	1	0	107
H/TOT	6	1	1	0	0	0	0	8	327	58	21	17	1	2	0	426
P/TOT	12	3	3	0	0	0	0	18	1184	213	53	58	4	5	0	1517

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A53 (W) TO GATEWAY AV								A TO C FROM A53 (W) TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	67	28	6	9	0	3	0	113
16:15	5	1	0	0	0	0	0	6	79	29	2	1	0	0	0	111
16:30	2	0	0	0	0	0	0	2	92	35	3	3	1	0	0	134
16:45	3	1	0	0	0	0	0	4	90	28	3	4	0	0	0	125
H/TOT	10	2	0	0	0	0	0	12	328	120	14	17	1	3	0	483
17:00	6	0	0	0	0	0	0	6	88	29	6	3	0	0	0	126
17:15	6	0	0	0	0	0	0	6	80	28	1	1	0	0	0	110
17:30	3	0	0	0	0	0	0	3	99	25	3	5	1	2	0	135
17:45	4	0	0	0	0	0	0	4	80	18	4	0	0	0	2	104
H/TOT	19	0	0	0	0	0	0	19	347	100	14	9	1	2	2	475
18:00	1	0	0	0	0	0	0	1	69	12	3	2	0	0	0	86
18:15	3	0	0	0	0	0	0	3	80	7	3	2	0	0	0	92
18:30	0	0	0	0	0	0	0	0	68	7	2	3	0	2	0	82
18:45	1	0	0	0	0	0	0	1	52	15	3	2	0	0	0	72
H/TOT	5	0	0	0	0	0	0	5	269	41	11	9	0	2	0	332
P/TOT	34	2	0	0	0	0	0	36	944	261	39	35	2	7	2	1290

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	B TO A FROM GATEWAY AV TO A53 (W)								B TO C FROM GATEWAY AV TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
07:15	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
07:30	2	1	0	0	0	0	0	3	6	0	0	0	0	0	0	6
07:45	1	0	0	0	0	0	0	1	5	2	1	0	0	0	0	8
H/TOT	11	1	0	0	0	0	0	12	19	2	1	0	0	0	0	22
08:00	3	0	0	0	0	0	0	3	12	1	0	0	0	0	0	13
08:15	2	0	0	0	0	0	0	2	10	1	0	0	0	0	0	11
08:30	3	0	0	0	0	0	0	3	15	1	0	0	0	0	0	16
08:45	1	0	1	0	0	0	0	2	5	1	0	0	0	0	0	6
H/TOT	9	0	1	0	0	0	0	10	42	4	0	0	0	0	0	46
09:00	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
09:15	1	3	0	0	0	0	0	4	2	3	0	0	0	0	0	5
09:30	1	0	0	0	0	0	0	1	7	2	0	0	0	0	0	9
09:45	3	2	0	0	0	0	0	5	2	0	1	0	0	0	0	3
H/TOT	5	5	0	0	0	0	0	10	16	5	2	0	0	0	0	23
P/TOT	25	6	1	0	0	0	0	32	77	11	3	0	0	0	0	91

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

DATE: 23/06/2021

LOCATION: A53 (W) / GATEWAY AV / A53(E)

DAY: WEDNESDAY

TIME	B TO A FROM GATEWAY AV TO A53 (W)								B TO C FROM GATEWAY AV TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
16:15	2	2	0	0	0	0	0	4	5	1	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
H/TOT	5	2	0	0	0	0	0	7	16	2	0	0	0	0	0	18
17:00	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
17:15	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7
17:30	3	0	0	0	0	0	0	3	1	2	0	0	0	0	0	3
17:45	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1
H/TOT	12	0	0	0	0	0	0	12	11	4	0	0	0	0	0	15
18:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
18:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:30	4	0	1	0	0	0	0	5	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	6	0	1	0	0	0	0	7	16	0	0	0	0	0	0	16
P/TOT	23	2	1	0	0	0	0	26	43	6	0	0	0	0	0	49

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 10
LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

DATE: 23/06/2021

LOCATION: A53 (W) / GATEWAY AV / A53(E)

DAY: WEDNESDAY

TIME	C TO A FROM A53(E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	56	22	8	6	0	0	0	92
07:15	62	20	4	12	0	0	0	98
07:30	64	34	8	6	0	2	0	114
07:45	61	39	7	7	1	0	0	115
H/TOT	243	115	27	31	1	2	0	419
08:00	53	48	10	4	0	1	0	116
08:15	67	30	7	8	2	0	0	114
08:30	54	31	6	7	0	0	0	98
08:45	75	38	8	9	0	0	0	130
H/TOT	249	147	31	28	2	1	0	458
09:00	71	34	4	8	0	0	0	117
09:15	67	17	10	7	0	0	0	101
09:30	58	39	8	5	0	0	0	110
09:45	44	26	9	5	1	3	0	88
H/TOT	240	116	31	25	1	3	0	416
P/TOT	732	378	89	84	4	6	0	1293

TIME	C TO B FROM A53(E) TO GATEWAY AV							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2
07:30	2	2	0	0	0	0	0	4
07:45	2	0	0	0	0	0	0	2
H/TOT	6	2	0	0	0	0	0	8
08:00	0	0	0	0	0	0	0	0
08:15	1	2	0	0	0	0	0	3
08:30	2	0	0	0	0	0	0	2
08:45	8	1	1	0	0	0	0	10
H/TOT	11	3	1	0	0	0	0	15
09:00	3	3	0	0	0	0	0	6
09:15	2	3	0	0	0	0	0	5
09:30	3	0	0	0	0	0	0	3
09:45	1	1	0	0	0	0	0	2
H/TOT	9	7	0	0	0	0	0	16
P/TOT	26	12	1	0	0	0	0	39

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	C TO A FROM A53(E) TO A53 (W)								C TO B FROM A53(E) TO GATEWAY AV							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	106	16	3	2	0	0	0	127	4	2	0	0	0	0	0	6
16:15	112	17	7	1	0	3	0	140	4	1	0	0	0	0	0	5
16:30	120	24	1	9	0	0	0	154	4	0	0	0	0	0	0	4
16:45	120	19	1	3	0	0	0	143	9	0	0	0	0	0	0	9
H/TOT	458	76	12	15	0	3	0	564	21	3	0	0	0	0	0	24
17:00	117	26	1	1	1	0	0	146	6	0	0	0	0	0	0	6
17:15	116	13	1	2	0	2	0	134	7	0	0	0	0	0	0	7
17:30	138	18	1	3	0	8	0	168	7	0	0	0	0	0	0	7
17:45	118	19	0	2	1	6	0	146	3	0	0	0	0	0	0	3
H/TOT	489	76	3	8	2	16	0	594	23	0	0	0	0	0	0	23
18:00	100	13	0	1	0	5	0	119	6	1	0	0	0	0	0	7
18:15	123	9	2	4	1	3	1	143	6	0	1	0	0	0	0	7
18:30	77	11	2	2	1	3	0	96	5	0	0	0	0	0	0	5
18:45	81	11	0	1	0	11	1	105	2	1	0	0	0	0	0	3
H/TOT	381	44	4	8	2	22	2	463	19	2	1	0	0	0	0	22
P/TOT	1328	196	19	31	4	41	2	1621	63	5	1	0	0	0	0	69

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A53 (W)								FROM ARM A A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	59	22	8	6	0	0	0	95	67	19	1	6	0	0	0	93
07:15	67	20	4	12	0	0	0	103	72	21	3	7	0	0	0	103
07:30	66	35	8	6	0	2	0	117	110	24	6	6	0	1	0	147
07:45	62	39	7	7	1	0	0	116	131	20	3	2	1	0	0	157
H/TOT	254	116	27	31	1	2	0	431	380	84	13	21	1	1	0	500
08:00	56	48	10	4	0	1	0	119	143	25	8	5	2	1	0	184
08:15	69	30	7	8	2	0	0	116	134	23	5	4	0	0	0	166
08:30	57	31	6	7	0	0	0	101	108	14	4	7	0	1	0	134
08:45	76	38	9	9	0	0	0	132	98	11	4	4	0	0	0	117
H/TOT	258	147	32	28	2	1	0	468	483	73	21	20	2	2	0	601
09:00	71	34	4	8	0	0	0	117	102	22	8	3	0	0	0	135
09:15	68	20	10	7	0	0	0	105	77	10	7	6	0	1	0	101
09:30	59	39	8	5	0	0	0	111	68	14	3	5	1	0	0	91
09:45	47	28	9	5	1	3	0	93	86	13	4	3	0	1	0	107
H/TOT	245	121	31	25	1	3	0	426	333	59	22	17	1	2	0	434
P/TOT	757	384	90	84	4	6	0	1325	1196	216	56	58	4	5	0	1535

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)

DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A53 (W)								FROM ARM A A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	109	16	3	2	0	0	0	130	67	28	6	9	0	3	0	113
16:15	114	19	7	1	0	3	0	144	84	30	2	1	0	0	0	117
16:30	120	24	1	9	0	0	0	154	94	35	3	3	1	0	0	136
16:45	120	19	1	3	0	0	0	143	93	29	3	4	0	0	0	129
H/TOT	463	78	12	15	0	3	0	571	338	122	14	17	1	3	0	495
17:00	120	26	1	1	1	0	0	149	94	29	6	3	0	0	0	132
17:15	119	13	1	2	0	2	0	137	86	28	1	1	0	0	0	116
17:30	141	18	1	3	0	8	0	171	102	25	3	5	1	2	0	138
17:45	121	19	0	2	1	6	0	149	84	18	4	0	0	0	2	108
H/TOT	501	76	3	8	2	16	0	606	366	100	14	9	1	2	2	494
18:00	101	13	0	1	0	5	0	120	70	12	3	2	0	0	0	87
18:15	124	9	2	4	1	3	1	144	83	7	3	2	0	0	0	95
18:30	81	11	3	2	1	3	0	101	68	7	2	3	0	2	0	82
18:45	81	11	0	1	0	11	1	105	53	15	3	2	0	0	0	73
H/TOT	387	44	5	8	2	22	2	470	274	41	11	9	0	2	0	337
P/TOT	1351	198	20	31	4	41	2	1647	978	263	39	35	2	7	2	1326

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 10
LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

DATE: 23/06/2021

LOCATION: A53 (W) / GATEWAY AV / A53(E)

DAY: WEDNESDAY

TIME	TO ARM B GATEWAY AV								FROM ARM B GATEWAY AV							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
07:15	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11
07:30	3	3	1	0	0	0	0	7	8	1	0	0	0	0	0	9
07:45	3	0	0	0	0	0	0	3	6	2	1	0	0	0	0	9
H/TOT	9	3	1	0	0	0	0	13	30	3	1	0	0	0	0	34
08:00	1	0	0	0	0	0	0	1	15	1	0	0	0	0	0	16
08:15	2	3	0	0	0	0	0	5	12	1	0	0	0	0	0	13
08:30	2	0	0	0	0	0	0	2	18	1	0	0	0	0	0	19
08:45	9	1	2	0	0	0	0	12	6	1	1	0	0	0	0	8
H/TOT	14	4	2	0	0	0	0	20	51	4	1	0	0	0	0	56
09:00	6	4	1	0	0	0	0	11	5	0	1	0	0	0	0	6
09:15	3	3	0	0	0	0	0	6	3	6	0	0	0	0	0	9
09:30	5	0	0	0	0	0	0	5	8	2	0	0	0	0	0	10
09:45	1	1	0	0	0	0	0	2	5	2	1	0	0	0	0	8
H/TOT	15	8	1	0	0	0	0	24	21	10	2	0	0	0	0	33
P/TOT	38	15	4	0	0	0	0	57	102	17	4	0	0	0	0	123

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM B GATEWAY AV								FROM ARM B GATEWAY AV							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	2	0	0	0	0	0	6	6	0	0	0	0	0	0	6
16:15	9	2	0	0	0	0	0	11	7	3	0	0	0	0	0	10
16:30	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
16:45	12	1	0	0	0	0	0	13	3	1	0	0	0	0	0	4
H/TOT	31	5	0	0	0	0	0	36	21	4	0	0	0	0	0	25
17:00	12	0	0	0	0	0	0	12	7	0	0	0	0	0	0	7
17:15	13	0	0	0	0	0	0	13	9	1	0	0	0	0	0	10
17:30	10	0	0	0	0	0	0	10	4	2	0	0	0	0	0	6
17:45	7	0	0	0	0	0	0	7	3	1	0	0	0	0	0	4
H/TOT	42	0	0	0	0	0	0	42	23	4	0	0	0	0	0	27
18:00	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	8
18:15	9	0	1	0	0	0	0	10	4	0	0	0	0	0	0	4
18:30	5	0	0	0	0	0	0	5	5	0	1	0	0	0	0	6
18:45	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5
H/TOT	24	2	1	0	0	0	0	27	22	0	1	0	0	0	0	23
P/TOT	97	7	1	0	0	0	0	105	66	8	1	0	0	0	0	75

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53(E)								FROM ARM C A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	69	19	1	6	0	0	0	95	56	22	8	6	0	0	0	92
07:15	77	21	3	7	0	0	0	108	64	20	4	12	0	0	0	100
07:30	115	23	5	6	0	1	0	150	66	36	8	6	0	2	0	118
07:45	135	22	4	2	1	0	0	164	63	39	7	7	1	0	0	117
H/TOT	396	85	13	21	1	1	0	517	249	117	27	31	1	2	0	427
08:00	154	26	8	5	2	1	0	196	53	48	10	4	0	1	0	116
08:15	143	23	5	4	0	0	0	175	68	32	7	8	2	0	0	117
08:30	123	15	4	7	0	1	0	150	56	31	6	7	0	0	0	100
08:45	102	12	3	4	0	0	0	121	83	39	9	9	0	0	0	140
H/TOT	522	76	20	20	2	2	0	642	260	150	32	28	2	1	0	473
09:00	104	21	8	3	0	0	0	136	74	37	4	8	0	0	0	123
09:15	78	13	7	6	0	1	0	105	69	20	10	7	0	0	0	106
09:30	73	16	3	5	1	0	0	98	61	39	8	5	0	0	0	113
09:45	88	13	5	3	0	1	0	110	45	27	9	5	1	3	0	90
H/TOT	343	63	23	17	1	2	0	449	249	123	31	25	1	3	0	432
P/TOT	1261	224	56	58	4	5	0	1608	758	390	90	84	4	6	0	1332

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 10

LOCATION: A53 (W) / GATEWAY AV / A53(E)

DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53(E)								FROM ARM C A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	70	28	6	9	0	3	0	116	110	18	3	2	0	0	0	133
16:15	84	30	2	1	0	0	0	117	116	18	7	1	0	3	0	145
16:30	97	35	3	3	1	0	0	139	124	24	1	9	0	0	0	158
16:45	93	29	3	4	0	0	0	129	129	19	1	3	0	0	0	152
H/TOT	344	122	14	17	1	3	0	501	479	79	12	15	0	3	0	588
17:00	92	29	6	3	0	0	0	130	123	26	1	1	1	0	0	152
17:15	86	29	1	1	0	0	0	117	123	13	1	2	0	2	0	141
17:30	100	27	3	5	1	2	0	138	145	18	1	3	0	8	0	175
17:45	80	19	4	0	0	0	2	105	121	19	0	2	1	6	0	149
H/TOT	358	104	14	9	1	2	2	490	512	76	3	8	2	16	0	617
18:00	76	12	3	2	0	0	0	93	106	14	0	1	0	5	0	126
18:15	83	7	3	2	0	0	0	95	129	9	3	4	1	3	1	150
18:30	69	7	2	3	0	2	0	83	82	11	2	2	1	3	0	101
18:45	57	15	3	2	0	0	0	77	83	12	0	1	0	11	1	108
H/TOT	285	41	11	9	0	2	0	348	400	46	5	8	2	22	2	485
P/TOT	987	267	39	35	2	7	2	1339	1391	201	20	31	4	41	2	1690

MANUAL CLASSIFIED COUNTS

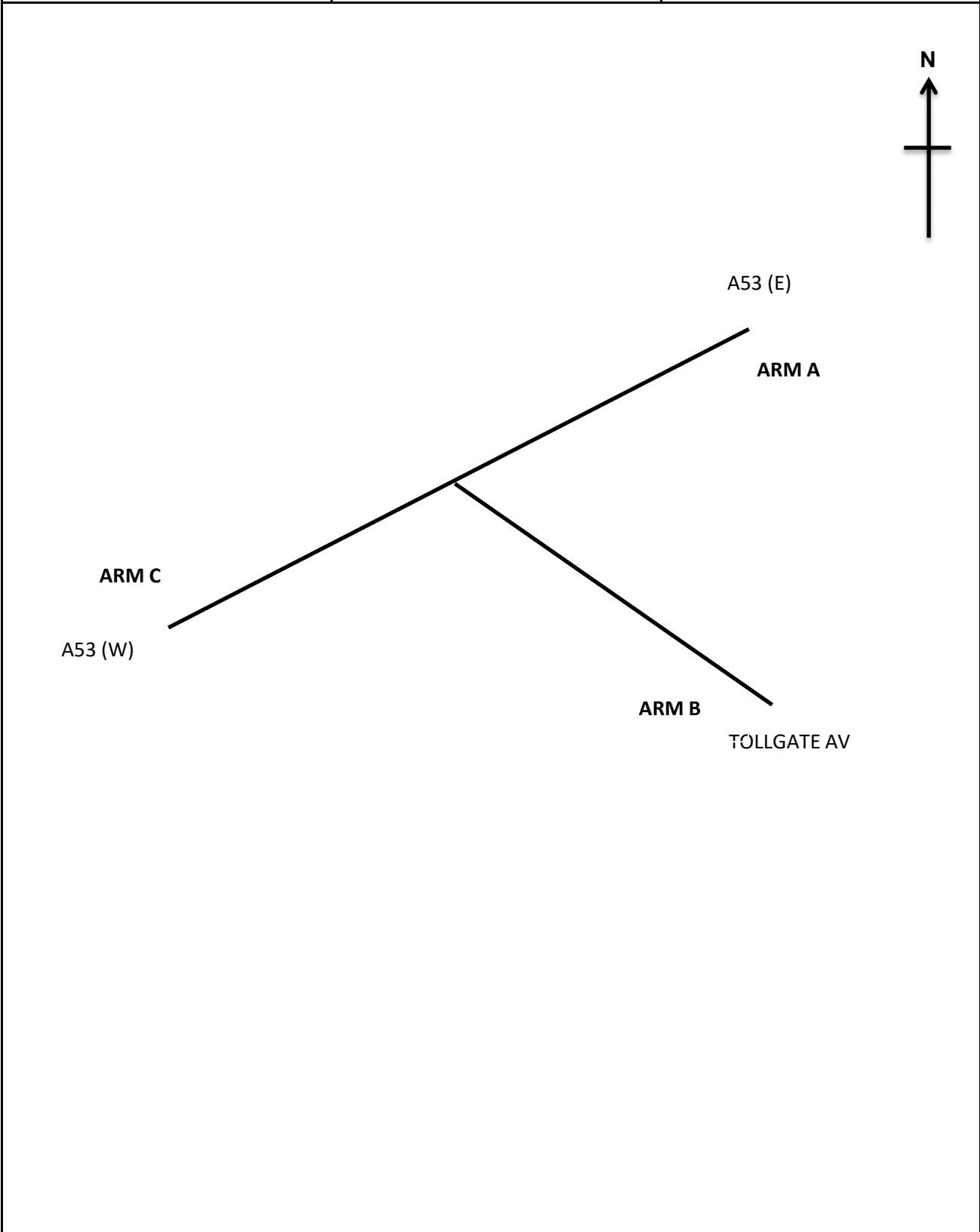
JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 10
LOCATION: A53 (W) / GATEWAY AV / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

SITE: 11		DATE: 23rd JUNE 2021
LOCATION: A53 / TOLLGATE AV		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

SITE: 11

DATE: 23/06/2021

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)

DAY: WEDNESDAY

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

TIME	ARM A	ARM B		ARM C
	A53 (E)	TOLLGATE AV		A53 (W)
	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	0	0	0
07:05	0	0	0	0
07:10	0	0	0	0
07:15	0	0	0	0
07:20	0	0	0	0
07:25	0	0	0	0
07:30	0	0	0	0
07:35	0	0	1	0
07:40	0	0	0	0
07:45	0	0	0	1
07:50	0	0	1	0
07:55	0	0	0	0
08:00	0	0	2	8
08:05	0	0	3	0
08:10	0	0	0	7
08:15	0	0	0	0
08:20	0	0	0	0
08:25	0	0	0	0
08:30	0	0	1	0
08:35	3	1	0	1
08:40	0	0	1	0
08:45	0	2	2	10
08:50	0	2	2	2
08:55	0	2	1	0
09:00	0	1	1	8
09:05	0	0	0	0
09:10	0	0	1	0
09:15	0	1	2	0
09:20	0	1	0	0
09:25	3	0	2	2
09:30	0	0	0	0
09:35	0	0	0	0
09:40	0	0	1	0
09:45	0	0	0	0
09:50	0	1	0	2
09:55	0	0	0	7

TIME	ARM A	ARM B		ARM C
	A53 (E)	TOLLGATE AV		A53 (W)
	LANE 1	LANE 1	LANE 2	LANE 1
16:00	0	0	1	0
16:05	0	0	1	0
16:10	0	0	0	0
16:15	0	0	1	0
16:20	0	0	1	0
16:25	0	0	1	1
16:30	0	2	0	0
16:35	0	0	0	0
16:40	0	0	1	0
16:45	0	1	2	0
16:50	0	1	0	0
16:55	5	1	1	0
17:00	0	0	1	0
17:05	0	0	2	0
17:10	0	0	0	0
17:15	0	0	1	0
17:20	0	0	0	10
17:25	0	0	1	0
17:30	0	1	1	0
17:35	0	0	1	0
17:40	0	0	1	0
17:45	0	0	0	0
17:50	0	0	0	0
17:55	0	0	0	0
18:00	0	0	0	0
18:05	0	0	0	0
18:10	0	0	0	0
18:15	0	0	0	0
18:20	0	0	1	0
18:25	0	0	0	0
18:30	0	0	0	0
18:35	0	0	1	0
18:40	0	0	0	0
18:45	0	0	0	0
18:50	0	0	0	0
18:55	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

DATE: 23/06/2021

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO TOLLGATE AV								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	57	20	9	7	0	0	0	93
07:15	1	0	0	0	0	0	0	1	65	21	4	12	0	0	0	102
07:30	2	0	0	0	0	0	0	2	61	36	8	6	0	2	0	113
07:45	1	0	0	0	0	0	0	1	64	41	5	8	1	0	0	119
H/TOT	5	0	0	0	0	0	0	5	247	118	26	33	1	2	0	427
08:00	4	1	0	0	0	0	0	5	54	46	11	4	1	1	0	117
08:15	1	0	0	0	0	0	0	1	71	29	7	9	2	0	0	118
08:30	6	1	0	0	0	0	0	7	53	32	4	6	0	0	0	95
08:45	11	2	0	0	0	0	0	13	73	39	8	9	0	0	0	129
H/TOT	22	4	0	0	0	0	0	26	251	146	30	28	3	1	0	459
09:00	4	0	0	0	0	0	0	4	77	32	4	8	0	0	0	121
09:15	6	0	0	0	0	0	0	6	70	16	11	7	0	0	0	104
09:30	1	0	0	0	0	0	0	1	62	37	8	5	0	0	0	112
09:45	2	1	0	0	0	0	0	3	50	23	8	5	1	3	0	90
H/TOT	13	1	0	0	0	0	0	14	259	108	31	25	1	3	0	427
P/TOT	40	5	0	0	0	0	0	45	757	372	87	86	5	6	0	1313

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO TOLLGATE AV								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	106	20	3	2	0	0	0	131
16:15	2	0	0	0	0	0	0	2	118	17	5	2	0	3	0	145
16:30	1	0	0	0	0	0	0	1	124	22	1	8	0	1	0	156
16:45	5	0	0	0	0	0	0	5	128	17	1	3	0	0	0	149
H/TOT	9	0	0	0	0	0	0	9	476	76	10	15	0	4	0	581
17:00	1	2	0	0	0	0	0	3	130	17	2	0	1	0	0	150
17:15	1	0	0	0	0	0	0	1	131	11	1	2	0	2	0	147
17:30	0	0	0	0	0	0	0	0	136	20	1	4	0	1	0	162
17:45	1	1	0	0	0	0	0	2	122	18	0	2	1	6	0	149
H/TOT	3	3	0	0	0	0	0	6	519	66	4	8	2	9	0	608
18:00	1	0	0	0	0	0	0	1	113	8	0	1	0	5	0	127
18:15	2	0	0	0	0	0	0	2	128	7	3	4	1	3	1	147
18:30	1	1	0	0	0	0	0	2	86	10	1	2	1	3	0	103
18:45	1	0	0	0	0	0	0	1	84	11	0	1	0	11	0	107
H/TOT	5	1	0	0	0	0	0	6	411	36	4	8	2	22	1	484
P/TOT	17	4	0	0	0	0	0	21	1406	178	18	31	4	35	1	1673

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	B TO A FROM TOLLGATE AV TO A53 (E)								B TO C FROM TOLLGATE AV TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	6	0	0	0	0	0	0	6	4	1	0	0	1	0	0	6
08:45	12	1	0	0	0	0	0	13	10	1	0	0	0	0	0	11
H/TOT	24	1	0	0	0	0	0	25	14	2	0	0	1	0	0	17
09:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
09:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
09:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:45	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	11	0	1	0	0	0	0	12	6	0	0	0	0	0	0	6
P/TOT	37	3	1	0	0	0	0	41	20	2	0	0	1	0	0	23

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

DATE: 23/06/2021

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)

DAY: WEDNESDAY

TIME	B TO A FROM TOLLGATE AV TO A53 (E)								B TO C FROM TOLLGATE AV TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
16:30	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:45	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
H/TOT	8	2	0	0	0	0	0	10	7	0	0	0	0	0	0	7
17:00	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
17:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	10	1	0	0	0	0	0	11	5	0	0	0	0	0	0	5
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
P/TOT	22	3	0	0	0	0	0	25	12	0	0	0	0	0	0	12

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 11
LOCATION: A53 (E) / TOLLGATE AV / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

DATE: 23/06/2021

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)

DAY: WEDNESDAY

TIME	C TO A FROM A53 (W) TO A53 (E)								C TO B FROM A53 (W) TO TOLLGATE AV							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	68	18	1	6	0	0	0	93	0	0	0	0	0	0	0	0
07:15	76	23	2	7	0	0	0	108	0	0	1	0	0	0	0	1
07:30	111	28	3	6	0	1	0	149	3	0	0	0	0	0	0	3
07:45	129	27	3	3	2	0	0	164	2	0	0	0	0	0	0	2
H/TOT	384	96	9	22	2	1	0	514	5	0	1	0	0	0	0	6
08:00	152	26	9	4	2	1	0	194	5	0	0	0	0	0	0	5
08:15	144	20	5	4	0	0	0	173	1	0	0	0	0	0	0	1
08:30	114	13	1	8	1	1	0	138	8	0	0	0	1	0	0	9
08:45	95	10	3	4	0	0	0	112	11	0	0	0	0	0	0	11
H/TOT	505	69	18	20	3	2	0	617	25	0	0	0	1	0	0	26
09:00	107	20	5	4	0	0	0	136	4	0	0	0	0	0	0	4
09:15	79	11	8	6	0	1	0	105	1	0	0	0	0	0	0	1
09:30	75	15	3	5	1	0	0	99	0	0	0	0	0	0	0	0
09:45	88	11	5	2	0	1	0	107	1	0	0	0	0	0	0	1
H/TOT	349	57	21	17	1	2	0	447	6	0	0	0	0	0	0	6
P/TOT	1238	222	48	59	6	5	0	1578	36	0	1	0	1	0	0	38

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	68	18	1	6	0	0	0	93	58	20	9	7	0	0	0	94
07:15	76	23	2	7	0	0	0	108	66	21	4	12	0	0	0	103
07:30	112	28	3	6	0	1	0	150	63	36	8	6	0	2	0	115
07:45	130	29	3	3	2	0	0	167	65	41	5	8	1	0	0	120
H/TOT	386	98	9	22	2	1	0	518	252	118	26	33	1	2	0	432
08:00	158	26	9	4	2	1	0	200	58	47	11	4	1	1	0	122
08:15	144	20	5	4	0	0	0	173	72	29	7	9	2	0	0	119
08:30	120	13	1	8	1	1	0	144	59	33	4	6	0	0	0	102
08:45	107	11	3	4	0	0	0	125	84	41	8	9	0	0	0	142
H/TOT	529	70	18	20	3	2	0	642	273	150	30	28	3	1	0	485
09:00	111	20	5	4	0	0	0	140	81	32	4	8	0	0	0	125
09:15	83	11	8	6	0	1	0	109	76	16	11	7	0	0	0	110
09:30	77	15	3	5	1	0	0	101	63	37	8	5	0	0	0	113
09:45	89	11	6	2	0	1	0	109	52	24	8	5	1	3	0	93
H/TOT	360	57	22	17	1	2	0	459	272	109	31	25	1	3	0	441
P/TOT	1275	225	49	59	6	5	0	1619	797	377	87	86	5	6	0	1358

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

DATE: 23/06/2021

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	73	27	5	9	0	3	0	117	107	20	3	2	0	0	0	132
16:15	86	31	2	1	0	0	0	120	120	17	5	2	0	3	0	147
16:30	97	37	2	4	1	0	0	141	125	22	1	8	0	1	0	157
16:45	94	31	2	4	0	0	0	131	133	17	1	3	0	0	0	154
H/TOT	350	126	11	18	1	3	0	509	485	76	10	15	0	4	0	590
17:00	98	29	6	3	0	0	0	136	131	19	2	0	1	0	0	153
17:15	86	31	1	1	0	0	0	119	132	11	1	2	0	2	0	148
17:30	103	26	4	4	1	1	0	139	136	20	1	4	0	1	0	162
17:45	81	18	5	0	0	0	1	105	123	19	0	2	1	6	0	151
H/TOT	368	104	16	8	1	1	1	499	522	69	4	8	2	9	0	614
18:00	81	10	3	2	0	0	0	96	114	8	0	1	0	5	0	128
18:15	84	6	3	2	0	0	0	95	130	7	3	4	1	3	1	149
18:30	71	8	2	3	0	2	0	86	87	11	1	2	1	3	0	105
18:45	54	16	3	2	0	0	0	75	85	11	0	1	0	11	0	108
H/TOT	290	40	11	9	0	2	0	352	416	37	4	8	2	22	1	490
P/TOT	1008	270	38	35	2	6	1	1360	1423	182	18	31	4	35	1	1694

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 11
LOCATION: A53 (E) / TOLLGATE AV / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

DATE: 23/06/2021

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM B TOLLGATE AV								FROM ARM B TOLLGATE AV							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
07:45	3	0	0	0	0	0	0	3	1	2	0	0	0	0	0	3
H/TOT	10	0	1	0	0	0	0	11	2	2	0	0	0	0	0	4
08:00	9	1	0	0	0	0	0	10	6	0	0	0	0	0	0	6
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	14	1	0	0	1	0	0	16	10	1	0	0	1	0	0	12
08:45	22	2	0	0	0	0	0	24	22	2	0	0	0	0	0	24
H/TOT	47	4	0	0	1	0	0	52	38	3	0	0	1	0	0	42
09:00	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6
09:15	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6
09:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
09:45	3	1	0	0	0	0	0	4	2	0	1	0	0	0	0	3
H/TOT	19	1	0	0	0	0	0	20	17	0	1	0	0	0	0	18
P/TOT	76	5	1	0	1	0	0	83	57	5	1	0	1	0	0	64

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	57	20	9	7	0	0	0	93	68	18	1	6	0	0	0	93
07:15	65	21	4	12	0	0	0	102	76	23	3	7	0	0	0	109
07:30	61	36	8	6	0	2	0	113	114	28	3	6	0	1	0	152
07:45	64	41	5	8	1	0	0	119	131	27	3	3	2	0	0	166
H/TOT	247	118	26	33	1	2	0	427	389	96	10	22	2	1	0	520
08:00	54	46	11	4	1	1	0	117	157	26	9	4	2	1	0	199
08:15	71	29	7	9	2	0	0	118	145	20	5	4	0	0	0	174
08:30	57	33	4	6	1	0	0	101	122	13	1	8	2	1	0	147
08:45	83	40	8	9	0	0	0	140	106	10	3	4	0	0	0	123
H/TOT	265	148	30	28	4	1	0	476	530	69	18	20	4	2	0	643
09:00	79	32	4	8	0	0	0	123	111	20	5	4	0	0	0	140
09:15	72	16	11	7	0	0	0	106	80	11	8	6	0	1	0	106
09:30	63	37	8	5	0	0	0	113	75	15	3	5	1	0	0	99
09:45	51	23	8	5	1	3	0	91	89	11	5	2	0	1	0	108
H/TOT	265	108	31	25	1	3	0	433	355	57	21	17	1	2	0	453
P/TOT	777	374	87	86	6	6	0	1336	1274	222	49	59	7	5	0	1616

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 11

DATE: 23/06/2021

LOCATION: A53 (E) / TOLLGATE AV / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	107	20	3	2	0	0	0	132	72	27	5	9	0	3	0	116
16:15	119	17	5	2	0	3	0	146	83	31	2	1	0	0	0	117
16:30	126	22	1	8	0	1	0	158	97	36	2	4	1	0	0	140
16:45	131	17	1	3	0	0	0	152	92	30	2	4	0	0	0	128
H/TOT	483	76	10	15	0	4	0	588	344	124	11	18	1	3	0	501
17:00	131	17	2	0	1	0	0	151	92	29	6	3	0	0	0	130
17:15	131	11	1	2	0	2	0	147	84	30	1	1	0	0	0	116
17:30	139	20	1	4	0	1	0	165	102	26	4	4	1	1	0	138
17:45	123	18	0	2	1	6	0	150	81	18	5	0	0	0	1	105
H/TOT	524	66	4	8	2	9	0	613	359	103	16	8	1	1	1	489
18:00	113	8	0	1	0	5	0	127	81	10	3	2	0	0	0	96
18:15	128	7	3	4	1	3	1	147	83	6	3	2	0	0	0	94
18:30	86	10	1	2	1	3	0	103	69	8	2	3	0	2	0	84
18:45	84	11	0	1	0	11	0	107	54	16	3	2	0	0	0	75
H/TOT	411	36	4	8	2	22	1	484	287	40	11	9	0	2	0	349
P/TOT	1418	178	18	31	4	35	1	1685	990	267	38	35	2	6	1	1339

MANUAL CLASSIFIED COUNTS

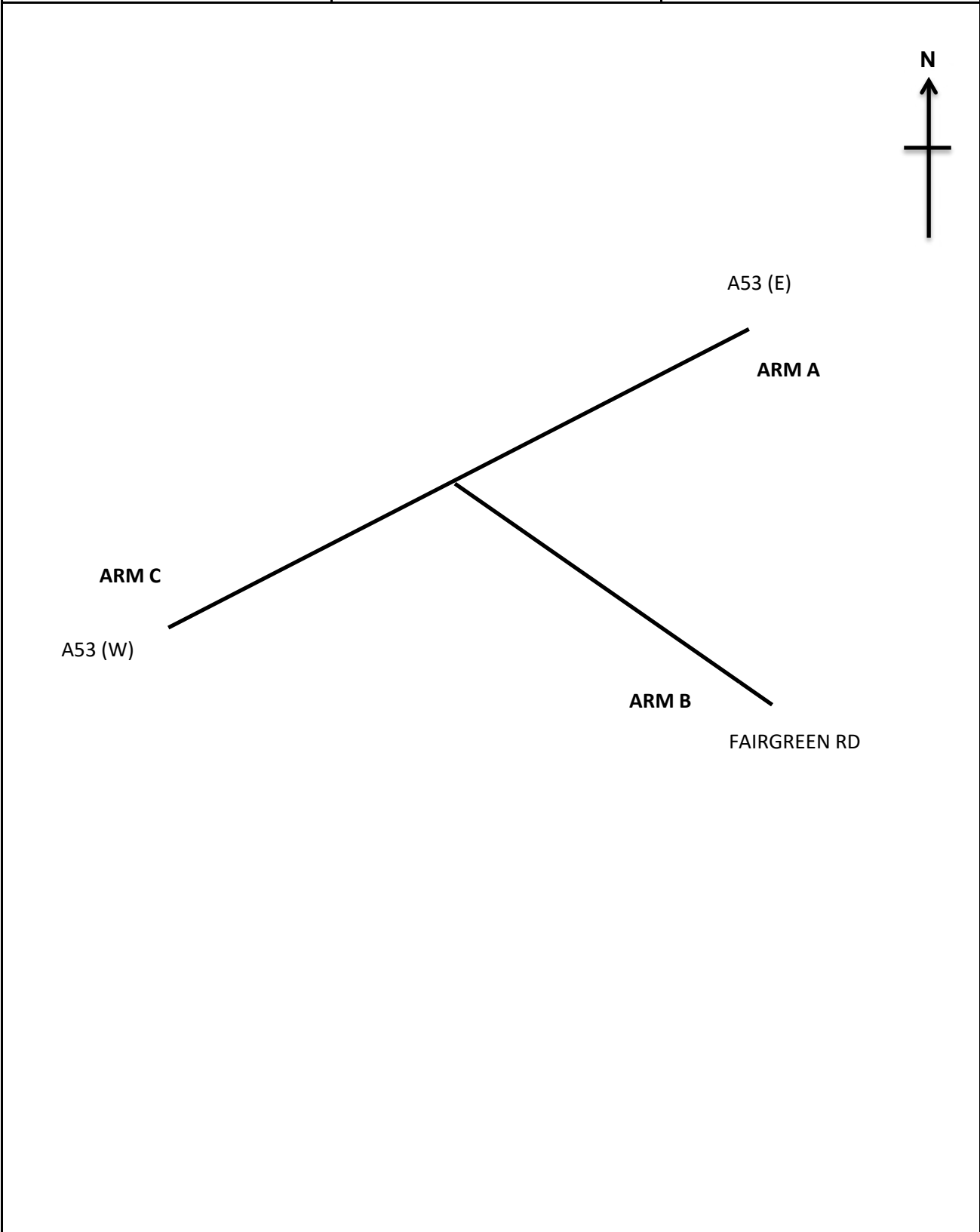
JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 11
LOCATION: A53 (E) / TOLLGATE AV / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

SITE: 12		DATE: 23rd JUNE 2021
LOCATION: A53 / FAIRGREEN RD		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

SITE: 12

DATE: 23/06/2021

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)

DAY: WEDNESDAY

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

TIME	ARM A	ARM B	ARM C
	A53 (E)	FAIRGREEN RD	A53 (W)
	LANE 1	LANE 1	LANE 1
07:00	0	0	0
07:05	0	0	0
07:10	0	1	0
07:15	0	0	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	0
07:35	0	2	0
07:40	0	0	0
07:45	0	0	0
07:50	0	1	0
07:55	0	1	0
08:00	0	0	0
08:05	0	1	0
08:10	0	1	4
08:15	0	1	0
08:20	0	2	0
08:25	0	0	0
08:30	0	0	0
08:35	7	1	0
08:40	0	0	0
08:45	0	1	0
08:50	0	1	0
08:55	0	0	0
09:00	0	0	0
09:05	0	1	0
09:10	0	0	0
09:15	0	0	2
09:20	0	1	0
09:25	0	0	7
09:30	0	0	0
09:35	0	1	0
09:40	0	0	0
09:45	0	1	0
09:50	0	0	0
09:55	0	1	6

TIME	ARM A	ARM B	ARM C
	A53 (E)	FAIRGREEN RD	A53 (W)
	LANE 1	LANE 1	LANE 1
16:00	0	0	0
16:05	0	0	0
16:10	0	1	0
16:15	0	1	0
16:20	0	0	0
16:25	0	0	0
16:30	0	0	0
16:35	0	1	0
16:40	0	2	4
16:45	0	0	0
16:50	0	0	1
16:55	0	1	2
17:00	0	0	3
17:05	0	1	0
17:10	0	0	0
17:15	2	0	0
17:20	0	0	18+
17:25	0	0	0
17:30	0	1	1
17:35	0	0	0
17:40	0	1	0
17:45	0	0	0
17:50	0	0	1
17:55	0	1	0
18:00	0	0	2
18:05	0	0	0
18:10	0	1	0
18:15	0	0	0
18:20	0	0	0
18:25	0	1	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

DATE: 23/06/2021

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO FAIRGREEN RD								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	56	22	8	6	0	0	0	92
07:15	0	0	0	0	0	0	0	0	62	26	4	12	0	0	0	104
07:30	0	0	0	0	0	0	0	0	64	33	8	6	0	2	0	113
07:45	1	0	0	0	0	0	0	1	66	40	8	7	1	0	0	122
H/TOT	2	0	0	0	0	0	0	2	248	121	28	31	1	2	0	431
08:00	0	1	1	0	0	0	0	2	55	43	10	4	0	1	0	113
08:15	0	0	0	0	0	0	0	0	68	35	7	9	2	0	0	121
08:30	3	0	0	0	0	0	0	3	59	30	6	6	0	0	0	101
08:45	2	0	0	0	0	0	0	2	83	36	9	0	0	0	0	128
H/TOT	5	1	1	0	0	0	0	7	265	144	32	19	2	1	0	463
09:00	1	0	1	0	0	0	0	2	78	36	4	8	0	0	0	126
09:15	0	0	0	0	0	0	0	0	66	20	8	7	0	0	0	101
09:30	0	0	0	0	0	0	0	0	61	39	8	5	0	0	0	113
09:45	1	0	0	0	0	0	0	1	47	27	9	5	1	3	0	92
H/TOT	2	0	1	0	0	0	0	3	252	122	29	25	1	3	0	432
P/TOT	9	1	2	0	0	0	0	12	765	387	89	75	4	6	0	1326

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO FAIRGREEN RD								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	0	0	0	0	0	2	109	15	3	1	0	0	0	128
16:15	1	1	0	0	0	0	0	2	120	15	5	1	0	3	0	144
16:30	0	0	0	0	0	0	0	0	123	24	0	8	1	0	0	156
16:45	2	0	0	0	0	0	0	2	140	13	1	3	0	0	0	157
H/TOT	4	2	0	0	0	0	0	6	492	67	9	13	1	3	0	585
17:00	3	0	0	0	0	0	0	3	115	27	2	0	1	0	0	145
17:15	2	0	0	0	0	0	0	2	132	13	1	2	0	2	0	150
17:30	3	0	0	0	0	0	0	3	138	16	1	4	0	7	0	166
17:45	1	0	0	0	0	0	0	1	127	18	0	2	1	6	0	154
H/TOT	9	0	0	0	0	0	0	9	512	74	4	8	2	15	0	615
18:00	0	1	0	0	0	0	0	1	106	11	0	1	0	5	0	123
18:15	2	0	0	0	0	0	0	2	132	9	4	3	0	3	1	152
18:30	0	0	0	0	0	0	0	0	85	9	2	2	1	2	0	101
18:45	3	0	0	0	0	0	0	3	87	9	0	1	0	10	0	107
H/TOT	5	1	0	0	0	0	0	6	410	38	6	7	1	20	1	483
P/TOT	18	3	0	0	0	0	0	21	1414	179	19	28	4	38	1	1683

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	B TO A FROM FAIRGREEN RD TO A53 (E)								B TO C FROM FAIRGREEN RD TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	1	
07:45	3	0	1	0	0	0	0	4	1	0	0	0	0	0	1	
H/TOT	6	0	1	0	0	0	0	7	4	1	0	0	0	0	5	
08:00	2	0	1	0	0	0	0	3	1	1	0	0	0	0	2	
08:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	2	
08:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
08:45	2	0	0	0	0	0	0	2	1	1	0	0	0	0	2	
H/TOT	10	0	1	0	0	0	0	11	4	2	0	0	0	0	6	
09:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	2	
09:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	
09:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
H/TOT	3	1	0	0	0	0	0	4	6	0	1	0	0	0	7	
P/TOT	19	1	2	0	0	0	0	22	14	3	1	0	0	0	18	

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

DATE: 23/06/2021

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)

DAY: WEDNESDAY

TIME	B TO A FROM FAIRGREEN RD TO A53 (E)								B TO C FROM FAIRGREEN RD TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2	0	1	1	0	0	0	0	2
16:30	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	4	1	0	0	0	0	0	5	7	2	1	0	0	0	0	10
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	1	0	0	0	0	3	2	0	0	0	0	0	0	2
P/TOT	11	1	1	0	0	0	0	13	11	2	1	0	0	0	0	14

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 12
LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

DATE: 23/06/2021

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)

DAY: WEDNESDAY

TIME	C TO A FROM A53 (W) TO A53 (E)								C TO B FROM A53 (W) TO FAIRGREEN RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	67	18	1	6	0	0	0	92	0	0	0	0	0	0	0	0
07:15	76	23	2	7	0	0	0	108	0	0	0	0	0	0	0	0
07:30	112	27	5	6	0	1	0	151	0	0	0	0	0	0	0	0
07:45	132	27	3	2	1	0	0	165	0	0	1	0	0	0	0	1
H/TOT	387	95	11	21	1	1	0	516	0	0	1	0	0	0	0	1
08:00	157	25	8	5	2	1	0	198	0	0	0	0	0	0	0	0
08:15	143	22	5	4	0	0	0	174	0	1	0	0	0	0	0	1
08:30	119	15	2	7	0	1	0	144	0	0	0	0	0	0	0	0
08:45	107	10	3	4	0	0	0	124	1	0	0	0	0	0	0	1
H/TOT	526	72	18	20	2	2	0	640	1	1	0	0	0	0	0	2
09:00	105	25	8	3	0	0	0	141	0	0	0	0	0	0	0	0
09:15	80	12	8	6	0	1	0	107	2	0	0	0	0	0	0	2
09:30	76	17	3	5	1	0	0	102	0	0	0	0	0	0	0	0
09:45	88	13	6	2	0	1	0	110	0	0	0	0	0	0	0	0
H/TOT	349	67	25	16	1	2	0	460	2	0	0	0	0	0	0	2
P/TOT	1262	234	54	57	4	5	0	1616	3	1	1	0	0	0	0	5

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	C TO A FROM A53 (W) TO A53 (E)								C TO B FROM A53 (W) TO FAIRGREEN RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	71	27	5	9	0	3	0	115	3	0	1	0	0	0	0	4
16:15	84	31	2	1	0	0	0	118	0	0	0	0	0	0	0	0
16:30	95	35	2	3	1	0	0	136	2	1	0	0	0	0	0	3
16:45	91	31	2	4	0	0	0	128	3	0	0	0	0	0	0	3
H/TOT	341	124	11	17	1	3	0	497	8	1	1	0	0	0	0	10
17:00	97	29	7	3	0	0	0	136	1	0	0	0	0	0	0	1
17:15	86	31	1	1	0	0	0	119	1	0	0	0	0	0	0	1
17:30	100	27	3	5	1	2	0	138	2	0	0	0	0	0	0	2
17:45	77	19	3	0	0	0	2	101	2	0	0	0	0	0	0	2
H/TOT	360	106	14	9	1	2	2	494	6	0	0	0	0	0	0	6
18:00	79	12	1	2	0	0	0	94	1	0	0	0	0	0	0	1
18:15	81	8	3	2	0	0	0	94	0	0	0	0	0	0	0	0
18:30	73	7	2	3	0	2	0	87	0	0	0	0	0	0	0	0
18:45	55	15	3	2	0	0	0	75	0	0	0	0	0	0	0	0
H/TOT	288	42	9	9	0	2	0	350	1	0	0	0	0	0	0	1
P/TOT	989	272	34	35	2	7	2	1341	15	1	1	0	0	0	0	17

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	68	18	1	6	0	0	0	93	57	22	8	6	0	0	0	93
07:15	76	23	2	7	0	0	0	108	62	26	4	12	0	0	0	104
07:30	114	27	5	6	0	1	0	153	64	33	8	6	0	2	0	113
07:45	135	27	4	2	1	0	0	169	67	40	8	7	1	0	0	123
H/TOT	393	95	12	21	1	1	0	523	250	121	28	31	1	2	0	433
08:00	159	25	9	5	2	1	0	201	55	44	11	4	0	1	0	115
08:15	147	22	5	4	0	0	0	178	68	35	7	9	2	0	0	121
08:30	121	15	2	7	0	1	0	146	62	30	6	6	0	0	0	104
08:45	109	10	3	4	0	0	0	126	85	36	9	0	0	0	0	130
H/TOT	536	72	19	20	2	2	0	651	270	145	33	19	2	1	0	470
09:00	106	25	8	3	0	0	0	142	79	36	5	8	0	0	0	128
09:15	80	12	8	6	0	1	0	107	66	20	8	7	0	0	0	101
09:30	76	18	3	5	1	0	0	103	61	39	8	5	0	0	0	113
09:45	90	13	6	2	0	1	0	112	48	27	9	5	1	3	0	93
H/TOT	352	68	25	16	1	2	0	464	254	122	30	25	1	3	0	435
P/TOT	1281	235	56	57	4	5	0	1638	774	388	91	75	4	6	0	1338

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

DATE: 23/06/2021

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	71	27	5	9	0	3	0	115	110	16	3	1	0	0	0	130
16:15	86	31	2	1	0	0	0	120	121	16	5	1	0	3	0	146
16:30	96	36	2	3	1	0	0	138	123	24	0	8	1	0	0	156
16:45	92	31	2	4	0	0	0	129	142	13	1	3	0	0	0	159
H/TOT	345	125	11	17	1	3	0	502	496	69	9	13	1	3	0	591
17:00	98	29	7	3	0	0	0	137	118	27	2	0	1	0	0	148
17:15	86	31	1	1	0	0	0	119	134	13	1	2	0	2	0	152
17:30	103	27	3	5	1	2	0	141	141	16	1	4	0	7	0	169
17:45	78	19	3	0	0	0	2	102	128	18	0	2	1	6	0	155
H/TOT	365	106	14	9	1	2	2	499	521	74	4	8	2	15	0	624
18:00	80	12	1	2	0	0	0	95	106	12	0	1	0	5	0	124
18:15	82	8	4	2	0	0	0	96	134	9	4	3	0	3	1	154
18:30	73	7	2	3	0	2	0	87	85	9	2	2	1	2	0	101
18:45	55	15	3	2	0	0	0	75	90	9	0	1	0	10	0	110
H/TOT	290	42	10	9	0	2	0	353	415	39	6	7	1	20	1	489
P/TOT	1000	273	35	35	2	7	2	1354	1432	182	19	28	4	38	1	1704

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 12
LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

DATE: 23/06/2021

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM B FAIRGREEN RD								FROM ARM B FAIRGREEN RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:45	1	0	1	0	0	0	0	2	4	0	1	0	0	0	0	5
H/TOT	2	0	1	0	0	0	0	3	10	1	1	0	0	0	0	12
08:00	0	1	1	0	0	0	0	2	3	1	1	0	0	0	0	5
08:15	0	1	0	0	0	0	0	1	6	0	0	0	0	0	0	6
08:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
08:45	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
H/TOT	6	2	1	0	0	0	0	9	14	2	1	0	0	0	0	17
09:00	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	3
09:15	2	0	0	0	0	0	0	2	3	0	1	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	4	0	1	0	0	0	0	5	9	1	1	0	0	0	0	11
P/TOT	12	2	3	0	0	0	0	17	33	4	3	0	0	0	0	40

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM B FAIRGREEN RD								FROM ARM B FAIRGREEN RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	1	1	0	0	0	0	6	1	1	0	0	0	0	0	2
16:15	1	1	0	0	0	0	0	2	2	1	1	0	0	0	0	4
16:30	2	1	0	0	0	0	0	3	4	1	0	0	0	0	0	5
16:45	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	12	3	1	0	0	0	0	16	11	3	1	0	0	0	0	15
17:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
17:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	15	0	0	0	0	0	0	15	7	0	0	0	0	0	0	7
18:00	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:15	2	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	0	0	7	4	0	1	0	0	0	0	5
P/TOT	33	4	1	0	0	0	0	38	22	3	2	0	0	0	0	27

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	57	23	8	6	0	0	0	94	67	18	1	6	0	0	0	92
07:15	63	26	4	12	0	0	0	105	76	23	2	7	0	0	0	108
07:30	65	33	8	6	0	2	0	114	112	27	5	6	0	1	0	151
07:45	67	40	8	7	1	0	0	123	132	27	4	2	1	0	0	166
H/TOT	252	122	28	31	1	2	0	436	387	95	12	21	1	1	0	517
08:00	56	44	10	4	0	1	0	115	157	25	8	5	2	1	0	198
08:15	70	35	7	9	2	0	0	123	143	23	5	4	0	0	0	175
08:30	59	30	6	6	0	0	0	101	119	15	2	7	0	1	0	144
08:45	84	37	9	0	0	0	0	130	108	10	3	4	0	0	0	125
H/TOT	269	146	32	19	2	1	0	469	527	73	18	20	2	2	0	642
09:00	80	36	4	8	0	0	0	128	105	25	8	3	0	0	0	141
09:15	69	20	9	7	0	0	0	105	82	12	8	6	0	1	0	109
09:30	62	39	8	5	0	0	0	114	76	17	3	5	1	0	0	102
09:45	47	27	9	5	1	3	0	92	88	13	6	2	0	1	0	110
H/TOT	258	122	30	25	1	3	0	439	351	67	25	16	1	2	0	462
P/TOT	779	390	90	75	4	6	0	1344	1265	235	55	57	4	5	0	1621

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 12

DATE: 23/06/2021

LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	110	16	3	1	0	0	0	130	74	27	6	9	0	3	0	119
16:15	120	16	6	1	0	3	0	146	84	31	2	1	0	0	0	118
16:30	126	24	0	8	1	0	0	159	97	36	2	3	1	0	0	139
16:45	143	13	1	3	0	0	0	160	94	31	2	4	0	0	0	131
H/TOT	499	69	10	13	1	3	0	595	349	125	12	17	1	3	0	507
17:00	115	27	2	0	1	0	0	145	98	29	7	3	0	0	0	137
17:15	132	13	1	2	0	2	0	150	87	31	1	1	0	0	0	120
17:30	139	16	1	4	0	7	0	167	102	27	3	5	1	2	0	140
17:45	128	18	0	2	1	6	0	155	79	19	3	0	0	0	2	103
H/TOT	514	74	4	8	2	15	0	617	366	106	14	9	1	2	2	500
18:00	107	11	0	1	0	5	0	124	80	12	1	2	0	0	0	95
18:15	132	9	4	3	0	3	1	152	81	8	3	2	0	0	0	94
18:30	86	9	2	2	1	2	0	102	73	7	2	3	0	2	0	87
18:45	87	9	0	1	0	10	0	107	55	15	3	2	0	0	0	75
H/TOT	412	38	6	7	1	20	1	485	289	42	9	9	0	2	0	351
P/TOT	1425	181	20	28	4	38	1	1697	1004	273	35	35	2	7	2	1358

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 12
LOCATION: A53 (E) / FAIRGREEN RD / A53 (W)



DATE: 23/06/2021

DAY: WEDNESDAY

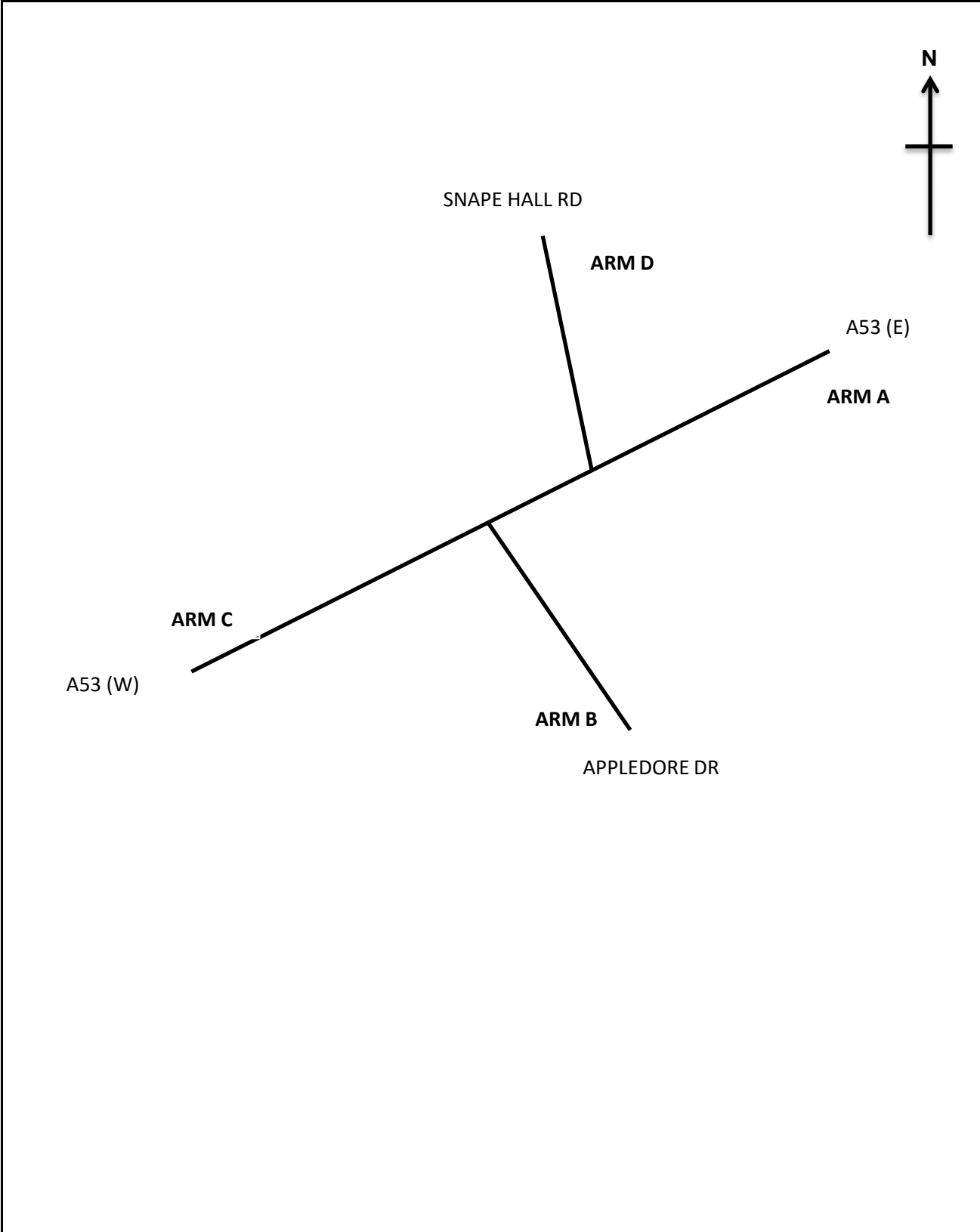
SITE: 13



DATE: 23rd JUNE 2021

LOCATION: A53 / APPLEDORE DR / SNAPE HALL RD

DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499



JOB NAME: BALDWINS GATE

SITE: 13

DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

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

TIME	ARM A	ARM B	ARM C	ARM D	
	A53 (E)	APPLETON DR	A53 (W)	SNAPE HALL RD	
	LANE 1	LANE 1	LANE 1	LANE 1	LANE 2
07:00	0	0	0	0	0
07:05	0	1	0	0	0
07:10	0	1	0	0	0
07:15	0	1	0	0	0
07:20	0	1	0	0	0
07:25	0	1	0	0	0
07:30	0	1	0	0	0
07:35	0	0	0	0	0
07:40	0	1	0	0	0
07:45	0	1	0	0	0
07:50	0	1	0	0	0
07:55	0	1	0	0	1
08:00	6	1	4	1	0
08:05	0	1	0	0	1
08:10	1	2	0	1	0
08:15	20+	2	0	1	3
08:20	0	2	0	0	0
08:25	0	1	0	1	0
08:30	0	0	3	0	0
08:35	0	1	0	0	0
08:40	0	2	0	0	0
08:45	1	1	5	1	0
08:50	0	0	0	0	0
08:55	0	0	3	0	0
09:00	0	0	0	0	0
09:05	0	1	0	0	0
09:10	0	1	0	0	1
09:15	0	0	0	0	0
09:20	0	0	0	0	0
09:25	0	1	0	0	0
09:30	0	0	0	0	0
09:35	0	1	0	0	0
09:40	0	0	0	1	0
09:45	0	0	0	0	0
09:50	0	1	0	0	0
09:55	0	0	0	0	0

TIME	ARM A	ARM B	ARM C	ARM D	
	A53 (E)	APPLETON DR	A53 (W)	SNAPE HALL RD	
	LANE 1	LANE 1	LANE 1	LANE 1	LANE 2
16:00	0	1	0	0	1
16:05	0	0	0	0	0
16:10	0	1	0	0	0
16:15	0	1	0	0	0
16:20	0	0	0	0	0
16:25	0	0	3	0	0
16:30	6	1	0	1	0
16:35	0	1	0	1	0
16:40	0	0	0	1	0
16:45	3	0	0	0	0
16:50	0	1	0	0	0
16:55	0	0	1	0	0
17:00	0	2	4	0	0
17:05	0	0	6	1	0
17:10	0	0	0	1	0
17:15	0	1	0	0	0
17:20	10	0	0	0	0
17:25	0	0	0	0	0
17:30	0	0	0	0	0
17:35	0	0	0	0	0
17:40	0	0	2	0	0
17:45	0	0	0	0	0
17:50	4	1	0	1	0
17:55	0	1	0	0	0
18:00	1	0	0	0	0
18:05	0	1	2	1	0
18:10	0	0	0	0	0
18:15	0	1	0	0	0
18:20	0	0	0	0	0
18:25	1	0	2	1	1
18:30	0	1	0	0	0
18:35	0	1	0	0	0
18:40	0	1	0	0	0
18:45	0	0	0	0	1
18:50	0	0	0	0	0
18:55	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO APPLETON DR								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	56	23	9	5	0	0	0	93
07:15	0	0	0	0	0	0	0	0	62	27	5	11	0	0	0	105
07:30	0	0	0	0	0	0	0	0	61	33	9	6	0	2	0	111
07:45	0	0	0	0	0	0	0	0	67	40	8	7	1	0	0	123
H/TOT	0	0	0	0	0	0	0	0	246	123	31	29	1	2	0	432
08:00	1	0	0	0	0	0	0	1	50	44	9	5	1	1	0	110
08:15	0	0	0	0	0	0	0	0	62	34	8	9	1	0	0	114
08:30	0	0	0	0	0	0	0	0	63	30	6	6	0	0	0	105
08:45	0	1	1	0	0	0	0	2	83	35	10	9	0	0	0	137
H/TOT	1	1	1	0	0	0	0	3	258	143	33	29	2	1	0	466
09:00	0	0	0	0	0	0	0	0	82	38	4	8	0	0	0	132
09:15	0	0	0	0	0	0	0	0	63	16	9	8	0	0	0	96
09:30	0	0	0	0	0	0	0	0	58	41	8	4	0	0	0	111
09:45	1	0	0	0	0	0	0	1	44	32	9	5	1	3	0	94
H/TOT	1	0	0	0	0	0	0	1	247	127	30	25	1	3	0	433
P/TOT	2	1	1	0	0	0	0	4	751	393	94	83	4	6	0	1331

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

TIME	A TO B FROM A53 (E) TO APPLETON DR								A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	67	12	2	0	0	0	0	81
16:15	2	0	0	0	0	0	0	2	113	18	5	2	0	3	0	141
16:30	1	1	0	0	0	0	0	2	123	24	0	8	1	0	0	156
16:45	1	0	0	0	0	0	0	1	141	20	0	4	0	0	0	165
H/TOT	6	1	0	0	0	0	0	7	444	74	7	14	1	3	0	543
17:00	1	0	0	0	0	0	0	1	127	25	1	0	1	0	0	154
17:15	3	0	0	0	0	0	0	3	138	12	1	2	0	2	0	155
17:30	2	0	0	0	0	0	0	2	137	18	2	3	0	7	0	167
17:45	1	0	0	0	0	0	0	1	131	19	0	2	1	6	0	159
H/TOT	7	0	0	0	0	0	0	7	533	74	4	7	2	15	0	635
18:00	3	0	0	0	0	0	0	3	110	12	0	1	0	5	0	128
18:15	1	0	0	0	0	0	0	1	134	9	4	4	1	3	1	156
18:30	0	0	0	0	0	0	0	0	88	12	2	2	1	3	0	108
18:45	0	0	0	0	0	0	0	0	98	13	0	1	0	11	0	123
H/TOT	4	0	0	0	0	0	0	4	430	46	6	8	2	22	1	515
P/TOT	17	1	0	0	0	0	0	18	1407	194	17	29	5	40	1	1693

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

TIME	A TO D FROM A53 (E) TO SNAPE HALL RD								B TO A FROM APPLETON DR TO A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
08:00	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:45	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	4	1	0	0	0	0	0	5	12	1	0	0	0	0	0	13
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	5	2	0	0	0	0	0	7
P/TOT	6	1	0	0	0	0	0	7	24	4	1	0	0	0	0	29

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DATE: 23/06/2021

DAY: WEDNESDAY

TIME	B TO C FROM APPLETON DR TO A53 (W)								B TO D FROM APPLETON DR TO SNAPE HALL RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	8	1	1	0	0	0	0	10	0	0	1	0	0	0	0	1
09:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	11	1	2	0	0	0	0	14	0	0	1	0	0	0	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

TIME	C TO A FROM A53 (W) TO A53 (E)								C TO B FROM A53 (W) TO APPLETON DR							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	72	22	1	6	0	0	0	101	1	0	0	0	0	0	0	1
07:15	75	22	2	6	0	0	0	105	0	0	0	0	0	0	0	0
07:30	116	26	5	7	0	1	0	155	0	0	0	0	0	0	0	0
07:45	131	24	3	2	1	0	0	161	2	0	0	0	0	0	0	2
H/TOT	394	94	11	21	1	1	0	522	3	0	0	0	0	0	0	3
08:00	155	28	8	5	1	1	0	198	2	0	0	0	0	0	0	2
08:15	155	20	6	4	1	0	0	186	0	1	0	0	0	0	0	1
08:30	124	16	3	7	0	1	0	151	1	0	0	0	0	0	0	1
08:45	102	11	3	4	0	0	0	120	3	0	0	0	0	0	0	3
H/TOT	536	75	20	20	2	2	0	655	6	1	0	0	0	0	0	7
09:00	106	23	8	3	0	0	0	140	0	0	0	0	0	0	0	0
09:15	79	14	8	6	0	1	0	108	0	0	0	0	0	0	0	0
09:30	73	16	3	5	1	0	0	98	0	0	0	0	0	0	0	0
09:45	90	15	6	2	0	1	0	114	1	0	0	0	0	0	0	1
H/TOT	348	68	25	16	1	2	0	460	1	0	0	0	0	0	0	1
P/TOT	1278	237	56	57	4	5	0	1637	10	1	0	0	0	0	0	11

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

TIME	C TO D FROM A53 (W) TO SNAPE HALL RD								D TO A FROM SNAPE HALL RD TO A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	2	2	0	0	0	0	0	4	2	0	0	0	0	0	0	2
08:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	2	0	0	0	0	3	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	3	2	0	0	0	0	0	5	2	0	0	0	0	0	0	2
P/TOT	6	4	2	0	0	0	0	12	6	0	0	0	0	0	0	6

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DATE: 23/06/2021

DAY: WEDNESDAY

TIME	D TO B FROM SNAPE HALL RD TO APPLETON DR								D TO C FROM SNAPE HALL RD TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	8	2	1	0	0	0	0	11
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
P/TOT	0	0	0	0	0	0	0	0	14	2	1	0	0	0	0	17

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

TIME	D TO B FROM SNAPE HALL RD TO APPLETON DR								D TO C FROM SNAPE HALL RD TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	1	0	1	0	0	1	6
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
P/TOT	0	0	0	0	0	0	0	0	8	2	0	1	0	0	1	12

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	74	22	1	6	0	0	0	103	56	23	9	5	0	0	0	93
07:15	78	22	2	6	0	0	0	108	62	27	5	11	0	0	0	105
07:30	116	27	5	7	0	1	0	156	61	33	9	6	0	2	0	111
07:45	135	24	4	2	1	0	0	166	67	40	8	7	1	0	0	123
H/TOT	403	95	12	21	1	1	0	533	246	123	31	29	1	2	0	432
08:00	159	29	8	5	1	1	0	203	53	44	9	5	1	1	0	113
08:15	159	20	6	4	1	0	0	190	62	34	8	9	1	0	0	114
08:30	128	16	3	7	0	1	0	155	63	30	6	6	0	0	0	105
08:45	104	11	3	4	0	0	0	122	85	37	11	9	0	0	0	142
H/TOT	550	76	20	20	2	2	0	670	263	145	34	29	2	1	0	474
09:00	109	23	8	3	0	0	0	143	82	38	4	8	0	0	0	132
09:15	80	15	8	6	0	1	0	110	63	16	9	8	0	0	0	96
09:30	75	16	3	5	1	0	0	100	58	41	8	4	0	0	0	111
09:45	91	16	6	2	0	1	0	116	47	32	9	5	1	3	0	97
H/TOT	355	70	25	16	1	2	0	469	250	127	30	25	1	3	0	436
P/TOT	1308	241	57	57	4	5	0	1672	759	395	95	83	4	6	0	1342

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

TIME	TO ARM A A53 (E)								FROM ARM A A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	84	32	4	8	0	4	0	132	69	12	2	0	0	0	0	83
16:15	84	32	2	1	0	0	0	119	116	18	5	2	0	3	0	144
16:30	97	35	1	4	1	0	0	138	126	25	0	8	1	0	0	160
16:45	91	29	2	4	0	0	0	126	143	20	0	4	0	0	0	167
H/TOT	356	128	9	17	1	4	0	515	454	75	7	14	1	3	0	554
17:00	97	30	7	3	0	0	0	137	129	25	1	0	1	0	0	156
17:15	91	31	1	1	0	0	0	124	143	12	1	2	0	2	0	160
17:30	99	30	3	5	1	2	0	140	139	18	2	3	0	7	0	169
17:45	78	21	3	0	0	0	0	102	133	20	0	2	1	6	0	162
H/TOT	365	112	14	9	1	2	0	503	544	75	4	7	2	15	0	647
18:00	82	12	1	2	0	0	0	97	114	12	0	1	0	5	0	132
18:15	77	9	4	2	0	0	0	92	137	9	4	4	1	3	1	159
18:30	69	7	2	3	0	2	0	83	89	12	2	2	1	3	0	109
18:45	54	15	3	2	0	0	0	74	99	13	0	1	0	11	0	124
H/TOT	282	43	10	9	0	2	0	346	439	46	6	8	2	22	1	524
P/TOT	1003	283	33	35	2	8	0	1364	1437	196	17	29	5	40	1	1725

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM B APPLETON DR							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	3
08:00	3	0	0	0	0	0	0	3
08:15	0	1	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1
08:45	3	1	1	0	0	0	0	5
H/TOT	7	2	1	0	0	0	0	10
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2
H/TOT	2	0	0	0	0	0	0	2
P/TOT	12	2	1	0	0	0	0	15

TIME	FROM ARM B APPLETON DR							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3
07:15	3	0	0	0	0	0	0	3
07:30	0	1	0	0	0	0	0	1
07:45	4	0	1	0	0	0	0	5
H/TOT	10	1	1	0	0	0	0	12
08:00	4	1	1	0	0	0	0	6
08:15	6	1	0	0	0	0	0	7
08:30	5	0	1	0	0	0	0	6
08:45	5	0	0	0	0	0	0	5
H/TOT	20	2	2	0	0	0	0	24
09:00	3	0	1	0	0	0	0	4
09:15	1	1	0	0	0	0	0	2
09:30	1	0	0	0	0	0	0	1
09:45	0	1	0	0	0	0	0	1
H/TOT	5	2	1	0	0	0	0	8
P/TOT	35	5	4	0	0	0	0	44

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	57	23	9	5	0	0	0	94	73	22	1	6	0	0	0	102
07:15	64	27	5	11	0	0	0	107	75	22	2	6	0	0	0	105
07:30	62	33	9	6	0	2	0	112	117	26	5	7	0	1	0	156
07:45	68	40	8	7	1	0	0	124	134	26	3	2	1	0	0	166
H/TOT	251	123	31	29	1	2	0	437	399	96	11	21	1	1	0	529
08:00	55	45	9	5	1	1	0	116	157	28	9	5	1	1	0	201
08:15	67	36	9	9	1	0	0	122	155	21	6	4	1	0	0	187
08:30	64	30	7	6	0	0	0	107	126	16	4	7	0	1	0	154
08:45	88	35	10	9	0	0	0	142	105	11	3	4	0	0	0	123
H/TOT	274	146	35	29	2	1	0	487	543	76	22	20	2	2	0	665
09:00	85	38	5	8	0	0	0	136	106	23	8	3	0	0	0	140
09:15	63	16	9	8	0	0	0	96	82	14	8	6	0	1	0	111
09:30	59	41	8	4	0	0	0	112	73	18	3	5	1	0	0	100
09:45	44	32	9	5	1	3	0	94	91	15	6	2	0	1	0	115
H/TOT	251	127	31	25	1	3	0	438	352	70	25	16	1	2	0	466
P/TOT	776	396	97	83	4	6	0	1362	1294	242	58	57	4	5	0	1660

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

TIME	TO ARM C A53 (W)								FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	68	12	2	0	0	0	0	82	84	32	4	8	0	4	0	132
16:15	114	19	5	2	0	3	0	143	87	32	2	1	0	0	0	122
16:30	124	25	0	8	1	0	0	158	99	34	1	4	1	0	0	139
16:45	141	20	0	4	0	0	0	165	91	29	2	4	0	0	0	126
H/TOT	447	76	7	14	1	3	0	548	361	127	9	17	1	4	0	519
17:00	128	26	1	1	1	0	0	157	98	30	7	3	0	0	0	138
17:15	139	12	1	2	0	2	0	156	92	31	1	1	0	0	0	125
17:30	137	18	2	3	0	7	1	168	101	30	3	5	1	2	0	142
17:45	132	19	0	2	1	6	0	160	78	21	3	0	0	0	3	105
H/TOT	536	75	4	8	2	15	1	641	369	112	14	9	1	2	3	510
18:00	112	12	0	1	0	5	0	130	85	12	1	2	0	0	0	100
18:15	138	9	4	4	1	3	1	160	76	9	4	2	0	0	0	91
18:30	91	12	2	2	1	3	0	111	72	7	2	3	0	2	0	86
18:45	99	13	0	1	0	11	0	124	54	15	3	2	0	0	0	74
H/TOT	440	46	6	8	2	22	1	525	287	43	10	9	0	2	0	351
P/TOT	1423	197	17	30	5	40	2	1714	1017	282	33	35	2	8	3	1380

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

TIME	TO ARM D SNAPE HALL RD								FROM ARM D SNAPE HALL RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:45	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	4
08:00	2	0	2	0	0	0	0	4	5	1	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
08:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	5	1	3	0	0	0	0	9	10	2	1	0	0	0	0	13
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2
09:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	5	2	0	0	0	0	0	7	6	0	0	0	0	0	0	6
P/TOT	12	5	3	0	0	0	0	20	20	2	1	0	0	0	0	23

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 13

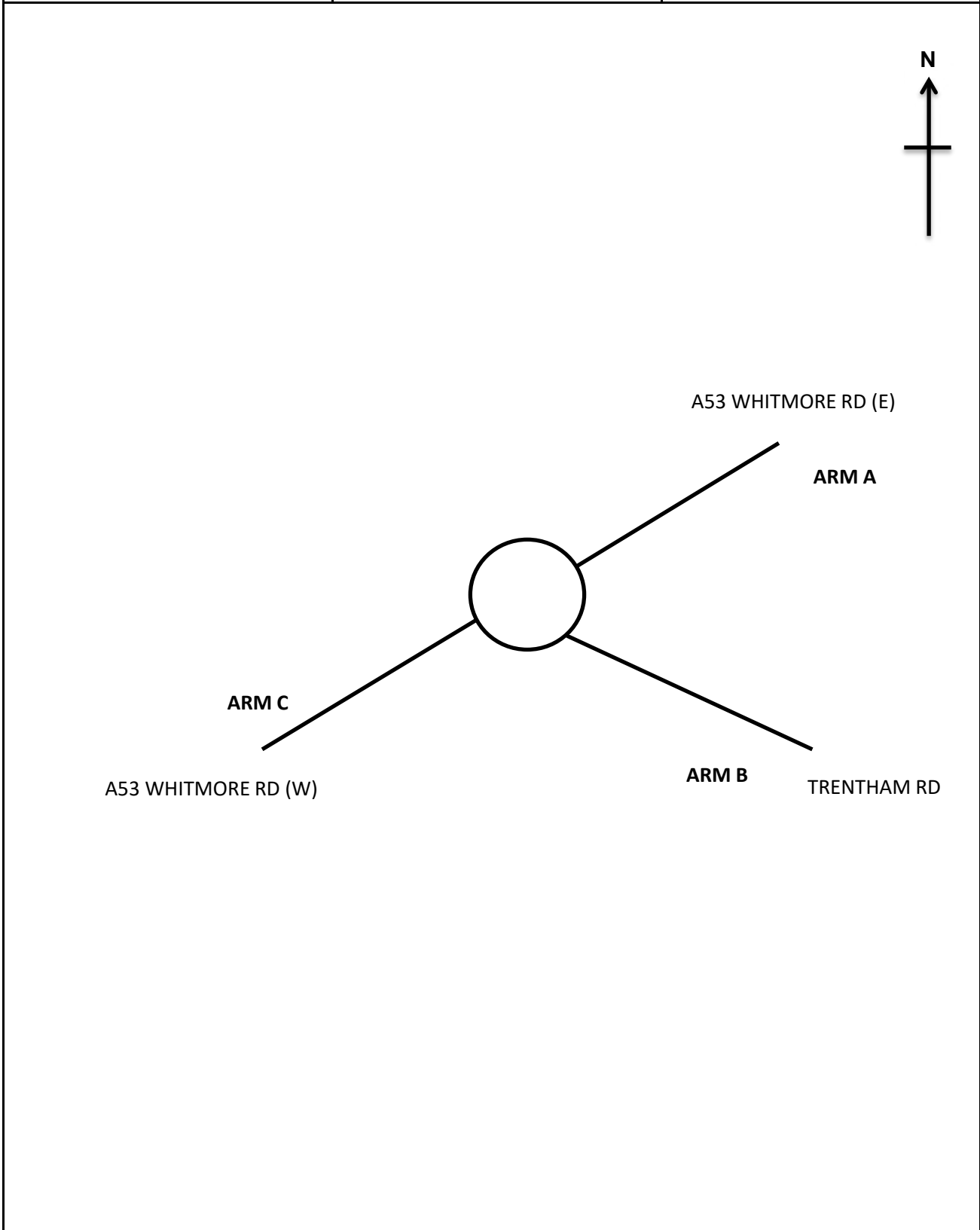
DATE: 23/06/2021

LOCATION: A53 (E) / APPLETON DR / A53 (W) / SNAPE HALL RD

DAY: WEDNESDAY

TIME	TO ARM D SNAPE HALL RD								FROM ARM D SNAPE HALL RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	4	0	0	0	0	0	0	4	1	1	0	0	0	0	0	2
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	7	0	0	0	0	0	0	7	1	1	0	0	0	0	0	2
17:00	2	0	0	0	0	0	0	2	1	1	0	1	0	0	0	3
17:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	1	2
17:45	2	1	0	0	0	0	3	6	1	0	0	0	0	0	0	1
H/TOT	9	1	0	0	0	0	3	13	4	1	0	1	0	0	1	7
18:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
18:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	14	0	0	0	0	0	0	14	5	0	0	0	0	0	0	5
P/TOT	30	1	0	0	0	0	3	34	10	2	0	1	0	0	1	14

SITE: 14		DATE: 23rd JUNE 2021
LOCATION: A53 WHITMORE RD / TRENTHAM RD		DAY: WEDNESDAY



JOB TITLE: BALDWINS GATE

JOB NUMBER: 10499

QUEUE LENGTHS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

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



TIME	ARM A		ARM B		ARM C	
	WHITMORE RD (E)		TRENTHAM RD		WHITMORE RD (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0
07:05	1	0	1	0	0	0
07:10	3	0	0	1	0	0
07:15	3	0	0	1	0	0
07:20	2	0	0	0	0	0
07:25	1	0	0	0	0	0
07:30	5	0	2	0	0	0
07:35	4	0	1	0	0	0
07:40	4	0	0	0	0	0
07:45	2	0	0	1	0	0
07:50	2	0	0	0	1	0
07:55	1	0	0	0	0	0
08:00	1	0	4	0	0	0
08:05	2	0	0	0	0	0
08:10	2	1	1	1	0	0
08:15	2	0	0	0	2	0
08:20	1	0	0	0	0	0
08:25	1	0	0	0	0	0
08:30	2	0	1	0	2	0
08:35	3	0	0	1	0	0
08:40	3	1	2	1	2	0
08:45	9	0	0	0	0	0
08:50	5	0	7	0	0	0
08:55	3	0	0	0	0	0
09:00	2	0	2	0	0	0
09:05	3	0	2	1	0	0
09:10	0	0	0	0	0	0
09:15	1	0	3	0	0	1
09:20	0	0	2	0	0	0
09:25	1	0	1	0	0	0
09:30	1	0	3	0	0	0
09:35	1	0	1	0	0	0
09:40	4	0	1	1	0	0
09:45	0	0	1	0	0	1
09:50	3	0	0	0	0	0
09:55	2	1	0	0	0	0

TIME	ARM A		ARM B		ARM C	
	WHITMORE RD (E)		TRENTHAM RD		WHITMORE RD (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	2	0	1	1	0	0
16:05	3	0	2	1	1	0
16:10	2	0	4	1	0	1
16:15	4	0	3	1	0	0
16:20	1	0	0	1	1	2
16:25	4	1	3	1	0	0
16:30	1	0	3	1	0	0
16:35	2	0	6	1	1	0
16:40	3	0	4	0	0	0
16:45	1	0	0	1	1	1
16:50	3	0	3	0	0	0
16:55	0	0	0	1	0	0
17:00	4	0	4	0	0	0
17:05	3	0	4	1	0	1
17:10	2	0	0	0	0	0
17:15	2	0	8	0	0	0
17:20	0	0	5	0	0	0
17:25	0	0	4	1	0	0
17:30	0	0	3	0	0	0
17:35	2	1	10	0	0	0
17:40	4	0	2	0	1	1
17:45	2	0	5	0	0	0
17:50	3	0	2	0	0	0
17:55	1	0	4	0	0	0
18:00	1	0	0	0	0	0
18:05	2	1	3	0	0	0
18:10	4	0	0	0	0	0
18:15	2	0	2	0	0	0
18:20	1	0	1	0	0	0
18:25	2	0	0	0	0	0
18:30	0	0	4	0	0	0
18:35	0	0	0	0	0	0
18:40	0	0	0	0	0	0
18:45	2	0	1	0	0	0
18:50	2	0	0	0	0	0
18:55	0	0	2	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	A TO A FROM WHITMORE RD (E) TO WHITMORE RD (E)								A TO B FROM WHITMORE RD (E) TO TRENTHAM RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	16
08:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
08:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:30	1	0	0	0	0	0	0	1	5	1	2	0	0	0	0	8
08:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	1	0	0	0	0	0	0	1	14	2	2	0	1	0	0	19
09:00	0	0	0	0	0	0	0	0	8	1	2	0	0	0	0	11
09:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
09:45	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	21	3	3	1	0	0	0	28
P/TOT	1	0	0	0	0	0	0	1	48	7	6	1	1	0	0	63

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	A TO A FROM WHITMORE RD (E) TO WHITMORE RD (E)								A TO B FROM WHITMORE RD (E) TO TRENTHAM RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	23	4	0	0	0	0	0	27
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5
H/TOT	0	0	0	0	0	0	0	0	16	2	0	0	0	1	0	19
18:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
18:15	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
18:30	0	1	0	0	0	0	0	1	4	3	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
H/TOT	1	1	0	0	0	0	0	2	17	5	0	0	0	0	0	22
P/TOT	1	1	0	0	0	0	0	2	56	11	0	0	0	1	0	68



MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	A TO C FROM WHITMORE RD (E) TO WHITMORE RD (W)								B TO A FROM TRENTHAM RD TO WHITMORE RD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	22	7	0	1	0	0	1	31	0	0	0	0	0	0	0	0
07:15	28	10	0	0	0	1	0	39	2	0	0	0	0	0	0	2
07:30	37	13	6	0	1	0	0	57	5	1	0	0	0	0	0	6
07:45	40	17	5	0	0	0	0	62	6	3	1	0	0	0	0	10
H/TOT	127	47	11	1	1	1	1	189	13	4	1	0	0	0	0	18
08:00	37	16	4	0	0	0	0	57	5	0	0	0	0	0	0	5
08:15	26	13	4	2	1	0	0	46	9	2	1	0	0	0	0	12
08:30	40	14	1	3	0	0	0	58	5	3	2	0	0	0	0	10
08:45	55	9	2	2	0	0	0	68	2	1	0	0	0	0	0	3
H/TOT	158	52	11	7	1	0	0	229	21	6	3	0	0	0	0	30
09:00	38	10	1	0	0	0	0	49	2	1	0	0	0	0	0	3
09:15	38	7	2	1	0	0	0	48	4	0	1	0	0	0	0	5
09:30	35	7	4	1	1	0	0	48	3	0	0	0	0	2	0	5
09:45	26	6	2	0	0	0	0	34	3	1	0	1	0	0	0	5
H/TOT	137	30	9	2	1	0	0	179	12	2	1	1	0	2	0	18
P/TOT	422	129	31	10	3	1	1	597	46	12	5	1	0	2	0	66

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	A TO C FROM WHITMORE RD (E) TO WHITMORE RD (W)								B TO A FROM TRENTHAM RD TO WHITMORE RD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	56	11	2	0	0	2	0	71	7	0	1	0	0	0	0	8
16:15	84	12	0	0	0	0	0	96	7	2	1	0	0	0	0	10
16:30	69	18	1	0	1	0	0	89	3	2	1	0	0	0	0	6
16:45	84	9	1	0	0	0	0	94	1	1	0	0	0	0	0	2
H/TOT	293	50	4	0	1	2	0	350	18	5	3	0	0	0	0	26
17:00	76	11	0	0	0	0	0	87	3	0	0	0	0	0	0	3
17:15	97	4	0	0	0	4	0	105	3	1	0	0	0	0	0	4
17:30	90	7	0	0	0	0	0	97	2	1	0	0	0	0	0	3
17:45	67	8	0	0	1	2	0	78	5	1	0	0	0	0	0	6
H/TOT	330	30	0	0	1	6	0	367	13	3	0	0	0	0	0	16
18:00	62	9	1	1	0	3	0	76	3	1	0	0	0	0	0	4
18:15	65	4	0	1	0	0	1	71	2	0	0	0	0	0	0	2
18:30	41	6	0	1	1	2	1	52	3	0	0	0	0	0	0	3
18:45	46	5	0	0	0	10	0	61	1	1	0	0	0	0	0	2
H/TOT	214	24	1	3	1	15	2	260	9	2	0	0	0	0	0	11
P/TOT	837	104	5	3	3	23	2	977	40	10	3	0	0	0	0	53

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 14
LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	B TO B								B TO C							
	FROM TRENTHAM RD TO TRENTHAM RD								FROM TRENTHAM RD TO WHITMORE RD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	36	16	6	7	0	0	0	65
07:15	0	0	0	0	0	0	0	0	35	22	3	10	0	0	0	70
07:30	0	0	0	0	0	0	0	0	24	19	5	7	0	1	0	56
07:45	0	0	0	0	0	0	0	0	33	27	8	4	0	0	0	72
H/TOT	1	0	0	0	0	0	0	1	128	84	22	28	0	1	0	263
08:00	0	0	0	0	0	0	0	0	28	21	4	5	0	1	0	59
08:15	0	0	0	0	0	0	0	0	29	21	1	8	0	0	0	59
08:30	0	0	0	0	0	0	0	0	28	22	8	5	0	0	0	63
08:45	0	0	0	0	0	0	0	0	43	29	8	7	0	0	0	87
H/TOT	0	0	0	0	0	0	0	0	128	93	21	25	0	1	0	268
09:00	0	0	0	0	0	0	0	0	39	23	4	7	0	0	0	73
09:15	0	0	0	0	0	0	0	0	30	10	7	7	0	0	0	54
09:30	0	0	0	0	0	0	0	0	33	40	6	4	0	1	0	84
09:45	0	0	0	0	0	0	0	0	19	25	6	3	0	2	0	55
H/TOT	0	0	0	0	0	0	0	0	121	98	23	21	0	3	0	266
P/TOT	1	0	0	0	0	0	0	1	377	275	66	74	0	5	0	797

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	B TO B								B TO C							
	FROM TRENTHAM RD TO TRENTHAM RD								FROM TRENTHAM RD TO WHITMORE RD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	44	10	4	2	0	0	0	60
16:15	0	0	0	0	0	0	0	0	38	8	1	5	0	0	0	52
16:30	0	0	0	0	0	0	0	0	68	16	1	4	0	0	0	89
16:45	0	0	0	0	0	0	0	0	58	7	1	4	1	0	0	71
H/TOT	1	0	0	0	0	0	0	1	208	41	7	15	1	0	0	272
17:00	1	0	0	0	0	0	0	1	47	13	1	0	0	1	0	62
17:15	0	0	0	0	0	0	0	0	69	6	1	2	0	1	0	79
17:30	0	0	0	0	0	0	0	0	59	16	1	4	0	2	0	82
17:45	0	0	0	0	0	0	0	0	55	18	1	2	0	5	0	81
H/TOT	1	0	0	0	0	0	0	1	230	53	4	8	0	9	0	304
18:00	0	0	0	0	0	0	0	0	57	5	0	1	0	4	0	67
18:15	0	0	0	0	0	0	0	0	67	6	2	2	1	0	0	78
18:30	0	0	0	0	0	0	0	0	44	8	2	2	0	1	0	57
18:45	0	0	0	0	0	0	0	0	49	7	0	0	0	1	0	57
H/TOT	0	0	0	0	0	0	0	0	217	26	4	5	1	6	0	259
P/TOT	2	0	0	0	0	0	0	2	655	120	15	28	2	15	0	835

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	C TO A FROM WHITMORE RD (W) TO WHITMORE RD (E)								C TO B FROM WHITMORE RD (W) TO TRENTHAM RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	34	11	1	3	0	0	0	49	41	18	2	1	0	0	0	62
07:15	53	4	1	1	0	0	0	59	25	16	1	6	0	0	0	48
07:30	80	17	0	4	0	1	0	102	35	10	3	4	0	0	0	52
07:45	87	14	2	1	0	0	0	104	39	9	1	1	0	0	0	50
H/TOT	254	46	4	9	0	1	0	314	140	53	7	12	0	0	0	212
08:00	119	11	2	1	1	1	0	135	53	13	5	4	0	0	0	75
08:15	112	17	1	2	0	1	0	133	42	10	3	1	0	0	0	56
08:30	93	12	4	0	0	0	0	109	41	4	4	5	0	1	0	55
08:45	84	7	0	4	0	0	0	95	51	6	4	3	0	0	0	64
H/TOT	408	47	7	7	1	2	0	472	187	33	16	13	0	1	0	250
09:00	63	13	4	1	0	0	0	81	42	7	2	1	0	0	0	52
09:15	47	9	2	1	0	1	0	60	29	8	5	4	0	0	0	46
09:30	46	7	4	0	1	0	0	58	39	9	3	5	0	0	0	56
09:45	54	3	0	1	0	0	0	58	39	11	3	2	0	0	0	55
H/TOT	210	32	10	3	1	1	0	257	149	35	13	12	0	0	0	209
P/TOT	872	125	21	19	2	4	0	1043	476	121	36	37	0	1	0	671

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	C TO A FROM WHITMORE RD (W) TO WHITMORE RD (E)								C TO B FROM WHITMORE RD (W) TO TRENTHAM RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	37	11	2	2	0	1	0	53	43	25	3	6	0	0	0	77
16:15	48	19	0	1	0	0	0	68	45	20	2	1	0	2	0	70
16:30	56	18	0	0	1	0	0	75	30	17	3	3	0	0	0	53
16:45	56	9	0	0	0	0	0	65	42	20	3	5	0	0	0	70
H/TOT	197	57	2	3	1	1	0	261	160	82	11	15	0	2	0	270
17:00	55	18	1	0	0	0	0	74	51	16	3	3	0	0	0	73
17:15	49	15	1	1	0	0	0	66	44	15	3	1	0	0	0	63
17:30	57	9	1	1	1	1	0	70	46	17	2	1	0	1	0	67
17:45	49	5	0	0	0	0	0	54	41	17	4	3	0	0	0	65
H/TOT	210	47	3	2	1	1	0	264	182	65	12	8	0	1	0	268
18:00	40	9	0	0	0	0	0	49	41	4	3	2	0	0	0	50
18:15	28	3	1	1	0	0	0	33	43	7	2	1	0	0	0	53
18:30	35	2	2	0	0	0	0	39	35	3	0	2	0	2	0	42
18:45	37	5	2	0	0	3	0	47	28	9	0	3	0	0	0	40
H/TOT	140	19	5	1	0	3	0	168	147	23	5	8	0	2	0	185
P/TOT	547	123	10	6	2	5	0	693	489	170	28	31	0	5	0	723

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	C TO C							
	FROM WHITMORE RD (W) TO WHITMORE RD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO ARM A WHITMORE RD (E)								FROM ARM A WHITMORE RD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	34	11	1	3	0	0	0	49	24	7	0	1	0	0	1	33
07:15	55	4	1	1	0	0	0	61	30	10	0	0	0	1	0	41
07:30	85	18	0	4	0	1	0	108	41	13	6	0	1	0	0	61
07:45	93	17	3	1	0	0	0	114	45	19	6	0	0	0	0	70
H/TOT	267	50	5	9	0	1	0	332	140	49	12	1	1	1	1	205
08:00	124	11	2	1	1	1	0	140	38	16	4	0	1	0	0	59
08:15	121	19	2	2	0	1	0	145	29	13	4	2	1	0	0	49
08:30	99	15	6	0	0	0	0	120	46	15	3	3	0	0	0	67
08:45	86	8	0	4	0	0	0	98	60	10	2	2	0	0	0	74
H/TOT	430	53	10	7	1	2	0	503	173	54	13	7	2	0	0	249
09:00	65	14	4	1	0	0	0	84	46	11	3	0	0	0	0	60
09:15	51	9	3	1	0	1	0	65	40	7	3	1	0	0	0	51
09:30	49	7	4	0	1	2	0	63	42	8	4	1	1	0	0	56
09:45	57	4	0	2	0	0	0	63	30	7	2	1	0	0	0	40
H/TOT	222	34	11	4	1	3	0	275	158	33	12	3	1	0	0	207
P/TOT	919	137	26	20	2	6	0	1110	471	136	37	11	4	1	1	661

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	TO ARM A WHITMORE RD (E)								FROM ARM A WHITMORE RD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	44	11	3	2	0	1	0	61	62	12	2	0	0	2	0	78
16:15	55	21	1	1	0	0	0	78	88	13	0	0	0	0	0	101
16:30	59	20	1	0	1	0	0	81	72	18	1	0	1	0	0	92
16:45	57	10	0	0	0	0	0	67	94	11	1	0	0	0	0	106
H/TOT	215	62	5	3	1	1	0	287	316	54	4	0	1	2	0	377
17:00	58	18	1	0	0	0	0	77	77	11	0	0	0	0	0	88
17:15	52	16	1	1	0	0	0	70	104	6	0	0	0	4	0	114
17:30	59	10	1	1	1	1	0	73	94	7	0	0	0	0	0	101
17:45	54	6	0	0	0	0	0	60	71	8	0	0	1	3	0	83
H/TOT	223	50	3	2	1	1	0	280	346	32	0	0	1	7	0	386
18:00	43	10	0	0	0	0	0	53	68	9	1	1	0	3	0	82
18:15	31	3	1	1	0	0	0	36	70	5	0	1	0	0	1	77
18:30	38	3	2	0	0	0	0	43	45	10	0	1	1	2	1	60
18:45	38	6	2	0	0	3	0	49	49	6	0	0	0	10	0	65
H/TOT	150	22	5	1	0	3	0	181	232	30	1	3	1	15	2	284
P/TOT	588	134	13	6	2	5	0	748	894	116	5	3	3	24	2	1047

MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)



DATE: 23/06/2021

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	TO ARM B TRENTAM RD								FROM ARM B TRENTAM RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	44	18	2	1	0	0	0	65	37	16	6	7	0	0	0	66
07:15	27	16	1	6	0	0	0	50	37	22	3	10	0	0	0	72
07:30	39	10	3	4	0	0	0	56	29	20	5	7	0	1	0	62
07:45	44	11	2	1	0	0	0	58	39	30	9	4	0	0	0	82
H/TOT	154	55	8	12	0	0	0	229	142	88	23	28	0	1	0	282
08:00	54	13	5	4	1	0	0	77	33	21	4	5	0	1	0	64
08:15	45	10	3	1	0	0	0	59	38	23	2	8	0	0	0	71
08:30	46	5	6	5	0	1	0	63	33	25	10	5	0	0	0	73
08:45	56	7	4	3	0	0	0	70	45	30	8	7	0	0	0	90
H/TOT	201	35	18	13	1	1	0	269	149	99	24	25	0	1	0	298
09:00	50	8	4	1	0	0	0	63	41	24	4	7	0	0	0	76
09:15	31	8	6	4	0	0	0	49	34	10	8	7	0	0	0	59
09:30	46	10	3	5	0	0	0	64	36	40	6	4	0	3	0	89
09:45	43	12	3	3	0	0	0	61	22	26	6	4	0	2	0	60
H/TOT	170	38	16	13	0	0	0	237	133	100	24	22	0	5	0	284
P/TOT	525	128	42	38	1	1	0	735	424	287	71	75	0	7	0	864

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	TO ARM B TRENTHAM RD								FROM ARM B TRENTHAM RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	50	26	3	6	0	0	0	85	52	10	5	2	0	0	0	69
16:15	49	21	2	1	0	2	0	75	45	10	2	5	0	0	0	62
16:30	33	17	3	3	0	0	0	56	71	18	2	4	0	0	0	95
16:45	52	22	3	5	0	0	0	82	59	8	1	4	1	0	0	73
H/TOT	184	86	11	15	0	2	0	298	227	46	10	15	1	0	0	299
17:00	53	16	3	3	0	0	0	75	51	13	1	0	0	1	0	66
17:15	51	17	3	1	0	0	0	72	72	7	1	2	0	1	0	83
17:30	50	17	2	1	0	1	0	71	61	17	1	4	0	2	0	85
17:45	45	17	4	3	0	1	0	70	60	19	1	2	0	5	0	87
H/TOT	199	67	12	8	0	2	0	288	244	56	4	8	0	9	0	321
18:00	47	4	3	2	0	0	0	56	60	6	0	1	0	4	0	71
18:15	47	8	2	1	0	0	0	58	69	6	2	2	1	0	0	80
18:30	39	6	0	2	0	2	0	49	47	8	2	2	0	1	0	60
18:45	31	10	0	3	0	0	0	44	50	8	0	0	0	1	0	59
H/TOT	164	28	5	8	0	2	0	207	226	28	4	5	1	6	0	270
P/TOT	547	181	28	31	0	6	0	793	697	130	18	28	2	15	0	890



MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 14
LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DATE: 23/06/2021
DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	TO ARM C WHITMORE RD (W)								FROM ARM C WHITMORE RD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	58	23	6	8	0	0	1	96	75	29	3	4	0	0	0	111
07:15	63	32	3	10	0	1	0	109	78	20	2	7	0	0	0	107
07:30	61	32	11	7	1	1	0	113	115	27	3	8	0	1	0	154
07:45	73	44	13	4	0	0	0	134	126	23	3	2	0	0	0	154
H/TOT	255	131	33	29	1	2	1	452	394	99	11	21	0	1	0	526
08:00	65	37	8	5	0	1	0	116	172	24	7	5	1	1	0	210
08:15	55	34	5	10	1	0	0	105	154	27	4	3	0	1	0	189
08:30	68	36	9	8	0	0	0	121	134	16	8	5	0	1	0	164
08:45	98	38	10	9	0	0	0	155	135	13	4	7	0	0	0	159
H/TOT	286	145	32	32	1	1	0	497	595	80	23	20	1	3	0	722
09:00	77	33	5	7	0	0	0	122	105	20	6	2	0	0	0	133
09:15	68	17	9	8	0	0	0	102	76	17	7	5	0	1	0	106
09:30	68	47	10	5	1	1	0	132	85	16	7	5	1	0	0	114
09:45	45	31	8	3	0	2	0	89	93	14	3	3	0	0	0	113
H/TOT	258	128	32	23	1	3	0	445	359	67	23	15	1	1	0	466
P/TOT	799	404	97	84	3	6	1	1394	1348	246	57	56	2	5	0	1714

MANUAL CLASSIFIED COUNTS



JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 14

DATE: 23/06/2021

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DAY: WEDNESDAY

TIME	TO ARM C WHITMORE RD (W)								FROM ARM C WHITMORE RD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	100	21	6	2	0	2	0	131	80	36	5	8	0	1	0	130
16:15	122	20	1	5	0	0	0	148	93	39	2	2	0	2	0	138
16:30	137	34	2	4	1	0	0	178	86	35	3	3	1	0	0	128
16:45	142	16	2	4	1	0	0	165	98	29	3	5	0	0	0	135
H/TOT	501	91	11	15	2	2	0	622	357	139	13	18	1	3	0	531
17:00	123	24	1	0	0	1	0	149	106	34	4	3	0	0	0	147
17:15	166	10	1	2	0	5	0	184	93	30	4	2	0	0	0	129
17:30	149	23	1	4	0	2	0	179	103	26	3	2	1	2	0	137
17:45	122	26	1	2	1	7	0	159	90	22	4	3	0	0	0	119
H/TOT	560	83	4	8	1	15	0	671	392	112	15	10	1	2	0	532
18:00	119	14	1	2	0	7	0	143	81	13	3	2	0	0	0	99
18:15	132	10	2	3	1	0	1	149	71	10	3	2	0	0	0	86
18:30	85	14	2	3	1	3	1	109	70	5	2	2	0	2	0	81
18:45	95	12	0	0	0	11	0	118	65	14	2	3	0	3	0	87
H/TOT	431	50	5	8	2	21	2	519	287	42	10	9	0	5	0	353
P/TOT	1492	224	20	31	5	38	2	1812	1036	293	38	37	2	10	0	1416

MANUAL CLASSIFIED COUNTS

JOB REF: 10499
JOB NAME: BALDWINS GATE
SITE: 14
LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)



DATE: 23/06/2021

DAY: WEDNESDAY

10499 BALDWINS GATE										
JUNE 2021										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10499001	Site 1 - A53 Baldwins Gate (E of Sandy La) 52.956243, -2.311379	Channel: Eastbound	Tue 22-Jun-21	Mon 28-Jun-21	30	42344	6453	6049	34.4	29.7
		Channel: Westbound	Tue 22-Jun-21	Mon 28-Jun-21		42143	6389	6020	34.2	29.5

10499		BALDWINS GATE				Site No: 10499001		Location Site 1 - A53 Baldwins Gate (E of Sandy La)							
JUNE 2021		Channel: Eastbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Tue 22-Jun-21															
00:00	23	0	16	2	0	0	3	0	0	0	1	1	0	0	
01:00	21	0	16	3	1	0	0	0	0	1	0	0	0	0	
02:00	27	0	21	2	0	1	1	0	1	0	0	1	0	0	
03:00	27	0	26	0	0	0	0	0	0	0	1	0	0	0	
04:00	28	0	22	4	0	0	1	0	0	0	0	1	0	0	
05:00	89	0	72	10	0	0	4	1	0	0	2	0	0	0	
06:00	239	5	194	31	0	2	4	1	0	1	1	0	0	0	
07:00	450	3	386	50	3	1	2	0	2	0	2	1	0	0	
08:00	605	3	533	57	1	1	3	0	4	0	2	1	0	0	
09:00	423	1	349	57	3	1	3	0	3	0	2	4	0	0	
10:00	393	1	328	48	2	3	1	0	2	0	3	5	0	0	
11:00	396	0	318	53	3	6	2	1	6	0	5	2	0	0	
12:00	366	3	303	48	0	2	1	0	4	0	3	2	0	0	
13:00	432	4	341	57	2	4	6	1	7	0	6	4	0	0	
14:00	380	1	311	42	5	7	3	0	4	0	3	4	0	0	
15:00	497	8	391	67	3	4	7	0	6	0	7	4	0	0	
16:00	544	10	454	67	2	2	1	0	3	0	2	3	0	0	
17:00	492	8	402	73	0	2	1	0	1	0	2	3	0	0	
18:00	343	2	291	43	1	0	1	0	2	0	2	1	0	0	
19:00	238	3	207	24	0	0	0	0	2	0	0	2	0	0	
20:00	132	2	119	3	0	0	0	0	0	0	5	3	0	0	
21:00	82	1	69	8	0	0	2	0	1	0	1	0	0	0	
22:00	99	0	87	9	0	0	0	0	0	0	2	1	0	0	
23:00	53	0	47	2	0	0	1	0	0	0	3	0	0	0	
12H,7-19	5321	44	4407	662	25	33	31	2	44	0	39	34	0	0	
16H,6-22	6012	55	4996	728	25	35	37	3	47	1	46	39	0	0	
18H,6-24	6164	55	5130	739	25	35	38	3	47	1	51	40	0	0	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	6379	55	5303	760	26	36	47	4	48	2	55	43	0	0
Wed 23-Jun-21														
00:00	24	0	22	0	0	0	0	0	0	0	1	1	0	0
01:00	25	0	13	5	0	0	2	1	0	0	3	1	0	0
02:00	24	0	19	0	1	0	0	0	1	0	1	2	0	0
03:00	23	0	21	1	0	0	0	0	0	0	0	1	0	0
04:00	29	2	20	4	0	0	1	0	0	0	1	1	0	0
05:00	83	1	64	12	0	1	3	0	0	0	0	2	0	0
06:00	232	1	194	29	0	1	1	0	1	0	0	5	0	0
07:00	492	2	419	56	2	4	2	0	2	0	4	1	0	0
08:00	614	2	531	61	1	4	2	0	4	3	5	1	0	0
09:00	445	2	386	33	4	2	4	1	6	2	4	1	0	0
10:00	408	6	328	49	4	5	3	0	3	2	2	6	0	0
11:00	431	5	351	54	1	5	4	0	4	1	1	5	0	0
12:00	446	5	376	49	2	5	2	0	3	1	0	3	0	0
13:00	463	8	367	48	5	10	1	1	10	0	4	9	0	0
14:00	384	4	308	52	6	1	3	0	3	0	1	6	0	0
15:00	568	4	457	89	1	1	2	0	5	0	4	5	0	0
16:00	512	6	416	78	3	1	1	0	3	0	2	2	0	0
17:00	511	7	432	63	2	2	3	0	2	0	0	0	0	0
18:00	355	4	301	46	0	0	0	0	3	0	0	1	0	0
19:00	234	5	191	34	0	0	0	0	1	2	1	0	0	0
20:00	179	4	153	21	0	0	0	0	0	0	1	0	0	0
21:00	103	3	85	9	0	0	2	0	1	0	3	0	0	0
22:00	78	2	66	7	0	0	1	0	1	1	0	0	0	0
23:00	38	0	24	6	0	0	0	0	2	0	6	0	0	0
24H,7-19	5629	55	4672	678	31	40	27	2	48	9	27	40	0	0
16H,6-22	6377	68	5295	771	31	41	30	2	51	11	32	45	0	0

10499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18H,6-24	6493	70	5385	784	31	41	31	2	54	12	38	45	0	0
24H,0-24	6701	73	5544	806	32	42	37	3	55	12	44	53	0	0
Thu 24-Jun-21														
00:00	27	0	24	1	0	0	0	0	0	0	2	0	0	0
01:00	13	0	7	2	0	1	0	0	1	0	0	2	0	0
02:00	27	0	21	2	0	0	0	0	1	0	1	2	0	0
03:00	28	0	16	2	0	0	0	0	2	0	4	4	0	0
04:00	29	0	23	2	0	0	0	0	0	1	2	1	0	0
05:00	83	1	63	13	0	1	1	0	1	0	2	1	0	0
06:00	206	1	162	32	0	1	3	0	1	0	3	3	0	0
07:00	501	1	432	55	1	2	1	0	3	0	2	4	0	0
08:00	617	3	549	48	2	5	3	1	1	1	3	1	0	0
09:00	426	1	368	42	3	2	0	0	1	0	2	7	0	0
10:00	456	0	388	41	3	8	1	0	2	1	6	6	0	0
11:00	382	2	308	53	1	3	4	0	4	0	2	4	1	0
12:00	420	3	336	58	2	2	4	1	2	0	5	7	0	0
13:00	400	1	322	50	5	4	5	0	7	0	2	4	0	0
14:00	444	5	360	58	1	3	3	0	8	0	2	4	0	0
15:00	480	2	392	63	2	2	4	2	8	0	2	3	0	0
16:00	500	2	411	70	2	2	1	0	4	0	4	4	0	0
17:00	485	3	405	67	0	3	3	0	1	0	1	2	0	0
18:00	342	3	293	37	0	1	2	1	2	1	2	0	0	0
19:00	237	6	208	17	0	0	0	0	2	0	1	2	1	0
20:00	166	19	129	12	0	0	1	0	4	0	0	1	0	0
21:00	119	8	98	9	0	0	1	0	0	1	1	1	0	0
22:00	81	0	70	7	0	0	1	0	0	0	2	1	0	0
23:00	41	0	32	6	0	0	0	0	3	0	0	0	0	0
12H,7-19	5453	26	4564	642	22	37	31	5	43	3	33	46	1	0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
16H,6-22	6181	60	5161	712	22	38	36	5	50	4	38	53	2	0
18H,6-24	6303	60	5263	725	22	38	37	5	53	4	40	54	2	0
24H,0-24	6510	61	5417	747	22	40	38	5	58	5	51	64	2	0

Fri 25-Jun-21

00:00	16	0	11	1	0	0	0	0	0	0	3	1	0	0
01:00	13	0	10	1	0	1	1	0	0	0	0	0	0	0
02:00	13	0	8	2	0	0	0	0	0	0	3	0	0	0
03:00	16	0	8	3	1	0	0	0	0	0	3	1	0	0
04:00	32	0	16	5	0	1	1	0	2	0	4	3	0	0
05:00	87	1	69	12	0	0	2	0	0	0	2	1	0	0
06:00	205	2	176	24	0	0	1	0	1	0	0	1	0	0
07:00	457	3	393	43	3	3	3	0	1	0	3	5	0	0
08:00	597	1	523	59	1	2	4	0	4	0	0	3	0	0
09:00	455	3	386	50	1	4	3	0	3	0	1	4	0	0
10:00	427	1	365	47	1	2	2	1	1	0	3	4	0	0
11:00	442	2	360	60	3	3	4	0	2	0	3	5	0	0
12:00	449	2	377	55	1	2	2	0	4	0	1	5	0	0
13:00	435	3	360	52	5	3	1	0	4	1	1	4	1	0
14:00	484	3	405	60	1	4	0	0	5	0	2	4	0	0
15:00	519	4	423	69	3	6	4	1	5	1	2	1	0	0
16:00	487	2	409	57	0	4	3	1	4	0	3	4	0	0
17:00	482	4	407	64	1	2	1	0	1	0	1	1	0	0
18:00	371	0	344	24	0	0	0	0	1	1	1	0	0	0
19:00	235	0	211	20	0	0	0	0	2	0	0	2	0	0
20:00	138	0	115	17	0	0	0	0	4	0	1	1	0	0
21:00	86	0	77	6	0	0	0	0	0	0	3	0	0	0
22:00	89	0	82	4	0	0	0	0	1	0	1	1	0	0
23:00	57	0	50	1	0	0	1	0	2	0	1	2	0	0

10499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Eastbound

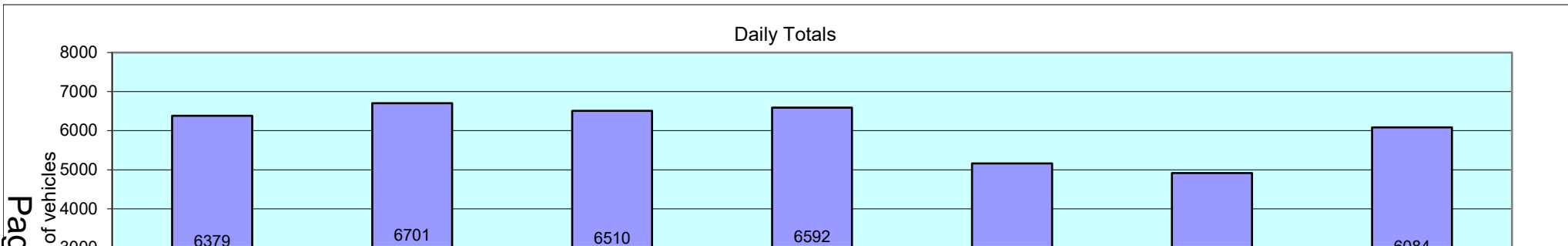
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
12H,7-19	5605	28	4752	640	20	35	27	3	35	3	21	40	1	0	
16H,6-22	6269	30	5331	707	20	35	28	3	42	3	25	44	1	0	
18H,6-24	6415	30	5463	712	20	35	29	3	45	3	27	47	1	0	
24H,0-24	6592	31	5585	736	21	37	33	3	47	3	42	53	1	0	
Sat 26-Jun-21															
00:00	35	0	29	4	0	0	0	0	1	0	1	0	0	0	
01:00	29	0	22	3	0	0	0	0	0	0	1	3	0	0	
02:00	9	0	3	1	0	0	1	0	0	0	1	3	0	0	
03:00	9	0	4	1	0	0	0	0	0	1	2	1	0	0	
04:00	17	0	12	2	0	0	2	0	0	0	1	0	0	0	
05:00	49	0	40	6	0	0	0	0	0	0	3	0	0	0	
06:00	95	1	76	13	0	1	1	0	1	0	2	0	0	0	
07:00	146	2	120	19	0	1	1	0	1	0	1	1	0	0	
08:00	269	4	222	34	1	0	1	1	0	0	1	5	0	0	
09:00	292	2	254	32	1	1	0	0	0	0	1	1	0	0	
10:00	422	2	368	37	1	3	2	0	4	0	2	3	0	0	
11:00	445	4	395	35	1	0	1	0	6	0	2	1	0	0	
12:00	473	4	430	31	0	1	1	0	4	0	0	2	0	0	
13:00	413	2	385	25	1	0	0	0	0	0	0	0	0	0	
14:00	398	7	348	27	2	1	0	0	6	0	4	3	0	0	
15:00	435	9	385	33	1	0	1	0	3	0	2	1	0	0	
16:00	384	5	328	41	0	1	2	0	4	0	1	2	0	0	
17:00	354	6	314	32	0	0	0	0	1	0	0	1	0	0	
18:00	242	1	218	21	0	1	0	0	0	0	1	0	0	0	
19:00	207	2	196	7	0	0	0	0	2	0	0	0	0	0	
20:00	176	2	167	4	0	0	0	0	2	0	0	1	0	0	
21:00	106	2	98	4	0	0	0	0	0	0	1	1	0	0	
22:00	78	0	67	9	0	0	0	0	1	0	0	1	0	0	

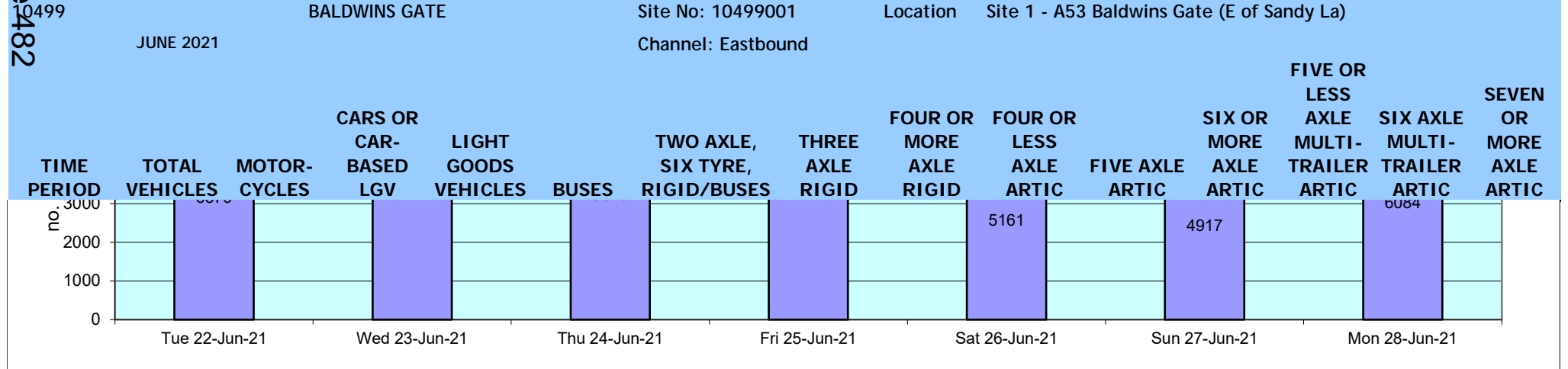
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23:00	78	0	71	3	0	0	1	0	1	0	2	0	0	0
12H,7-19	4273	48	3767	367	8	9	9	1	29	0	15	20	0	0
16H,6-22	4857	55	4304	395	8	10	10	1	34	0	18	22	0	0
18H,6-24	5013	55	4442	407	8	10	11	1	36	0	20	23	0	0
24H,0-24	5161	55	4552	424	8	10	14	1	37	1	29	30	0	0
Sun 27-Jun-21														
00:00	36	0	30	5	0	0	0	0	0	0	1	0	0	0
01:00	24	0	19	4	0	1	0	0	0	0	0	0	0	0
02:00	15	0	11	2	0	0	0	0	0	0	2	0	0	0
03:00	13	0	12	0	0	0	0	0	0	0	0	1	0	0
04:00	9	0	8	0	0	0	0	0	0	0	0	1	0	0
05:00	31	0	23	5	0	0	1	0	0	0	2	0	0	0
06:00	83	1	75	4	1	1	0	0	0	0	1	0	0	0
07:00	89	1	78	8	0	0	0	0	0	0	1	1	0	0
08:00	158	3	135	17	0	1	0	0	2	0	0	0	0	0
09:00	225	2	199	20	0	2	0	0	0	0	0	2	0	0
10:00	324	6	289	23	1	1	1	0	1	0	2	0	0	0
11:00	455	3	423	27	1	0	0	0	1	0	0	0	0	0
12:00	432	9	403	13	0	1	0	0	4	0	2	0	0	0
13:00	431	5	390	22	0	0	3	0	5	1	2	2	1	0
14:00	440	11	393	29	0	0	0	0	3	0	2	2	0	0
15:00	425	14	381	24	0	0	0	0	4	0	1	0	1	0
16:00	454	14	412	25	0	0	1	0	1	0	1	0	0	0
17:00	385	9	347	26	0	0	1	0	1	0	0	1	0	0
18:00	321	3	283	26	0	1	1	0	5	0	0	2	0	0
19:00	218	0	206	10	0	0	0	0	2	0	0	0	0	0
20:00	157	0	144	8	0	0	0	0	3	0	2	0	0	0
21:00	111	3	103	4	0	0	0	0	0	1	0	0	0	0

10499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
22:00	54	0	51	1	0	0	0	0	1	0	0	1	0	0	
23:00	27	1	21	3	0	0	0	0	0	0	1	1	0	0	
12H,7-19	4139	80	3733	260	2	6	7	0	27	1	11	10	2	0	
16H,6-22	4708	84	4261	286	3	7	7	0	32	2	14	10	2	0	
18H,6-24	4789	85	4333	290	3	7	7	0	33	2	15	12	2	0	
24H,0-24	4917	85	4436	306	3	8	8	0	33	2	20	14	2	0	
Mon 28-Jun-21															
00:00	20	0	15	3	0	0	0	0	0	0	1	1	0	0	
01:00	14	0	11	0	0	0	0	0	0	0	2	1	0	0	
02:00	15	0	13	0	0	0	0	0	0	0	2	0	0	0	
03:00	25	0	19	3	0	0	0	0	0	1	1	1	0	0	
04:00	44	0	30	10	0	0	0	0	1	0	3	0	0	0	
05:00	89	0	69	9	0	0	2	0	3	0	3	3	0	0	
06:00	239	1	194	31	0	1	2	0	1	0	3	6	0	0	
07:00	523	1	443	64	1	1	1	0	2	0	4	6	0	0	
08:00	612	2	536	54	1	5	0	0	6	0	5	3	0	0	
09:00	390	1	326	45	2	5	2	0	4	0	0	5	0	0	
10:00	410	0	327	55	1	8	4	0	6	1	4	4	0	0	
11:00	374	2	321	30	3	1	1	0	4	0	7	5	0	0	
12:00	361	0	293	53	1	2	4	0	4	0	1	3	0	0	
13:00	423	1	345	55	5	8	1	0	2	0	3	3	0	0	
14:00	432	2	342	65	3	3	5	0	7	0	4	1	0	0	
15:00	500	1	429	51	3	2	3	0	2	0	5	4	0	0	
16:00	400	1	328	63	1	0	1	0	1	1	3	1	0	0	
17:00	437	2	368	55	1	1	4	0	2	0	2	2	0	0	
18:00	293	1	248	39	0	0	1	0	2	0	0	2	0	0	
19:00	192	0	174	10	0	1	2	0	1	0	3	1	0	0	
20:00	111	1	97	9	0	0	0	0	4	0	0	0	0	0	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21:00	91	0	75	11	0	0	0	0	2	0	2	1	0	0
22:00	52	0	40	7	0	0	0	0	1	0	2	2	0	0
23:00	37	0	31	2	0	0	0	0	2	0	1	1	0	0
12H,7-19	5155	14	4306	629	22	36	27	0	42	2	38	39	0	0
16H,6-22	5788	16	4846	690	22	38	31	0	50	2	46	47	0	0
18H,6-24	5877	16	4917	699	22	38	31	0	53	2	49	50	0	0
24H,0-24	6084	16	5074	724	22	38	33	0	57	3	61	56	0	0
Daily Totals														
Tue 22-Jun-21	6379	55	5303	760	26	36	47	4	48	2	55	43	0	0
Wed 23-Jun-21	6701	73	5544	806	32	42	37	3	55	12	44	53	0	0
Thu 24-Jun-21	6510	61	5417	747	22	40	38	5	58	5	51	64	2	0
Fri 25-Jun-21	6592	31	5585	736	21	37	33	3	47	3	42	53	1	0
Sat 26-Jun-21	5161	55	4552	424	8	10	14	1	37	1	29	30	0	0
Sun 27-Jun-21	4917	85	4436	306	3	8	8	0	33	2	20	14	2	0
Mon 28-Jun-21	6084	16	5074	724	22	38	33	0	57	3	61	56	0	0
Total Vehicles														
[--]	42344	376	35911	4503	134	211	210	16	335	28	302	313	5	0





TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 22-Jun-21											
00:00	23	0	0.0	16	69.6	2	8.7	5	21.7	0	0.0
01:00	21	0	0.0	16	76.2	3	14.3	1	4.8	1	4.8
02:00	27	0	0.0	21	77.8	2	7.4	4	14.8	0	0.0
03:00	27	0	0.0	26	96.3	0	0.0	1	3.7	0	0.0
04:00	28	0	0.0	22	78.6	4	14.3	2	7.1	0	0.0
05:00	89	0	0.0	72	80.9	10	11.2	7	7.9	0	0.0
06:00	239	5	2.1	194	81.2	31	13.0	9	3.8	0	0.0
07:00	450	3	0.7	386	85.8	50	11.1	8	1.8	3	0.7
08:00	605	3	0.5	533	88.1	57	9.4	11	1.8	1	0.2
09:00	423	1	0.2	349	82.5	57	13.5	13	3.1	3	0.7
10:00	393	1	0.3	328	83.5	48	12.2	14	3.6	2	0.5
11:00	396	0	0.0	318	80.3	53	13.4	22	5.6	3	0.8
12:00	366	3	0.8	303	82.8	48	13.1	12	3.3	0	0.0
13:00	432	4	0.9	341	78.9	57	13.2	28	6.5	2	0.5
14:00	380	1	0.3	311	81.8	42	11.1	21	5.5	5	1.3
15:00	497	8	1.6	391	78.7	67	13.5	28	5.6	3	0.6
16:00	544	10	1.8	454	83.5	67	12.3	11	2.0	2	0.4
17:00	492	8	1.6	402	81.7	73	14.8	9	1.8	0	0.0
18:00	343	2	0.6	291	84.8	43	12.5	6	1.8	1	0.3
19:00	238	3	1.3	207	87.0	24	10.1	4	1.7	0	0.0
20:00	132	2	1.5	119	90.2	3	2.3	8	6.1	0	0.0
21:00	82	1	1.2	69	84.2	8	9.8	4	4.9	0	0.0
22:00	99	0	0.0	87	87.9	9	9.1	3	3.0	0	0.0
23:00	53	0	0.0	47	88.7	2	3.8	4	7.6	0	0.0
12H,7-19	5321	44	0.8	4407	82.8	662	12.4	183	3.4	25	0.5
16H,6-22	6012	55	0.9	4996	83.1	728	12.1	208	3.5	25	0.4
18H,6-24	6164	55	0.9	5130	83.2	739	12.0	215	3.5	25	0.4

10499 BALDWINS GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)											
JUNE 2021 Channel: Eastbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	6379	55	0.9	5303	83.1	760	11.9	235	3.7	26	0.4
Wed 23-Jun-21											
00:00	24	0	0.0	22	91.7	0	0.0	2	8.3	0	0.0
01:00	25	0	0.0	13	52.0	5	20.0	7	28.0	0	0.0
02:00	24	0	0.0	19	79.2	0	0.0	4	16.7	1	4.2
03:00	23	0	0.0	21	91.3	1	4.4	1	4.4	0	0.0
04:00	29	2	6.9	20	69.0	4	13.8	3	10.3	0	0.0
05:00	83	1	1.2	64	77.1	12	14.5	6	7.2	0	0.0
06:00	232	1	0.4	194	83.6	29	12.5	8	3.5	0	0.0
07:00	492	2	0.4	419	85.2	56	11.4	13	2.6	2	0.4
08:00	614	2	0.3	531	86.5	61	9.9	19	3.1	1	0.2
09:00	445	2	0.5	386	86.7	33	7.4	20	4.5	4	0.9
10:00	408	6	1.5	328	80.4	49	12.0	21	5.2	4	1.0
11:00	431	5	1.2	351	81.4	54	12.5	20	4.6	1	0.2
12:00	446	5	1.1	376	84.3	49	11.0	14	3.1	2	0.5
13:00	463	8	1.7	367	79.3	48	10.4	35	7.6	5	1.1
14:00	384	4	1.0	308	80.2	52	13.5	14	3.7	6	1.6
15:00	568	4	0.7	457	80.5	89	15.7	17	3.0	1	0.2
16:00	512	6	1.2	416	81.3	78	15.2	9	1.8	3	0.6
17:00	511	7	1.4	432	84.5	63	12.3	7	1.4	2	0.4
18:00	355	4	1.1	301	84.8	46	13.0	4	1.1	0	0.0
19:00	234	5	2.1	191	81.6	34	14.5	4	1.7	0	0.0
20:00	179	4	2.2	153	85.5	21	11.7	1	0.6	0	0.0
21:00	103	3	2.9	85	82.5	9	8.7	6	5.8	0	0.0
22:00	78	2	2.6	66	84.6	7	9.0	3	3.9	0	0.0
23:00	38	0	0.0	24	63.2	6	15.8	8	21.1	0	0.0
12H,7-19	5629	55	1.0	4672	83.0	678	12.0	193	3.4	31	0.6
16H,6-22	6377	68	1.1	5295	83.0	771	12.1	212	3.3	31	0.5

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
18H,6-24	6493	70	1.1	5385	82.9	784	12.1	223	3.4	31	0.5
24H,0-24	6701	73	1.1	5544	82.7	806	12.0	246	3.7	32	0.5
Thu 24-Jun-21											
00:00	27	0	0.0	24	88.9	1	3.7	2	7.4	0	0.0
01:00	13	0	0.0	7	53.9	2	15.4	4	30.8	0	0.0
02:00	27	0	0.0	21	77.8	2	7.4	4	14.8	0	0.0
03:00	28	0	0.0	16	57.1	2	7.1	10	35.7	0	0.0
04:00	29	0	0.0	23	79.3	2	6.9	4	13.8	0	0.0
05:00	83	1	1.2	63	75.9	13	15.7	6	7.2	0	0.0
06:00	206	1	0.5	162	78.6	32	15.5	11	5.3	0	0.0
07:00	501	1	0.2	432	86.2	55	11.0	12	2.4	1	0.2
08:00	617	3	0.5	549	89.0	48	7.8	15	2.4	2	0.3
09:00	426	1	0.2	368	86.4	42	9.9	12	2.8	3	0.7
10:00	456	0	0.0	388	85.1	41	9.0	24	5.3	3	0.7
11:00	382	2	0.5	308	80.6	53	13.9	18	4.7	1	0.3
12:00	420	3	0.7	336	80.0	58	13.8	21	5.0	2	0.5
13:00	400	1	0.3	322	80.5	50	12.5	22	5.5	5	1.3
14:00	444	5	1.1	360	81.1	58	13.1	20	4.5	1	0.2
15:00	480	2	0.4	392	81.7	63	13.1	21	4.4	2	0.4
16:00	500	2	0.4	411	82.2	70	14.0	15	3.0	2	0.4
17:00	485	3	0.6	405	83.5	67	13.8	10	2.1	0	0.0
18:00	342	3	0.9	293	85.7	37	10.8	9	2.6	0	0.0
19:00	237	6	2.5	208	87.8	17	7.2	6	2.5	0	0.0
20:00	166	19	11.5	129	77.7	12	7.2	6	3.6	0	0.0
21:00	119	8	6.7	98	82.4	9	7.6	4	3.4	0	0.0
22:00	81	0	0.0	70	86.4	7	8.6	4	4.9	0	0.0
23:00	41	0	0.0	32	78.1	6	14.6	3	7.3	0	0.0
12H,7-19	5453	26	0.5	4564	83.7	642	11.8	199	3.7	22	0.4

10499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
16H,6-22	6181	60	1.0	5161	83.5	712	11.5	226	3.7	22	0.4
18H,6-24	6303	60	1.0	5263	83.5	725	11.5	233	3.7	22	0.4
24H,0-24	6510	61	0.9	5417	83.2	747	11.5	263	4.0	22	0.3
Fri 25-Jun-21											
00:00	16	0	0.0	11	68.8	1	6.3	4	25.0	0	0.0
01:00	13	0	0.0	10	76.9	1	7.7	2	15.4	0	0.0
02:00	13	0	0.0	8	61.5	2	15.4	3	23.1	0	0.0
03:00	16	0	0.0	8	50.0	3	18.8	4	25.0	1	6.3
04:00	32	0	0.0	16	50.0	5	15.6	11	34.4	0	0.0
05:00	87	1	1.2	69	79.3	12	13.8	5	5.8	0	0.0
06:00	205	2	1.0	176	85.9	24	11.7	3	1.5	0	0.0
07:00	457	3	0.7	393	86.0	43	9.4	15	3.3	3	0.7
08:00	597	1	0.2	523	87.6	59	9.9	13	2.2	1	0.2
09:00	455	3	0.7	386	84.8	50	11.0	15	3.3	1	0.2
10:00	427	1	0.2	365	85.5	47	11.0	13	3.0	1	0.2
11:00	442	2	0.5	360	81.5	60	13.6	17	3.9	3	0.7
12:00	449	2	0.5	377	84.0	55	12.3	14	3.1	1	0.2
13:00	435	3	0.7	360	82.8	52	12.0	15	3.5	5	1.2
14:00	484	3	0.6	405	83.7	60	12.4	15	3.1	1	0.2
15:00	519	4	0.8	423	81.5	69	13.3	20	3.9	3	0.6
16:00	487	2	0.4	409	84.0	57	11.7	19	3.9	0	0.0
17:00	482	4	0.8	407	84.4	64	13.3	6	1.2	1	0.2
18:00	371	0	0.0	344	92.7	24	6.5	3	0.8	0	0.0
19:00	235	0	0.0	211	89.8	20	8.5	4	1.7	0	0.0
20:00	138	0	0.0	115	83.3	17	12.3	6	4.4	0	0.0
21:00	86	0	0.0	77	89.5	6	7.0	3	3.5	0	0.0
22:00	89	0	0.0	82	92.1	4	4.5	3	3.4	0	0.0
23:00	57	0	0.0	50	87.7	1	1.8	6	10.5	0	0.0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12H,7-19	5605	28	0.5	4752	84.8	640	11.4	165	2.9	20	0.4
16H,6-22	6269	30	0.5	5331	85.0	707	11.3	181	2.9	20	0.3
18H,6-24	6415	30	0.5	5463	85.2	712	11.1	190	3.0	20	0.3
24H,0-24	6592	31	0.5	5585	84.7	736	11.2	219	3.3	21	0.3
Sat 26-Jun-21											
00:00	35	0	0.0	29	82.9	4	11.4	2	5.7	0	0.0
01:00	29	0	0.0	22	75.9	3	10.3	4	13.8	0	0.0
02:00	9	0	0.0	3	33.3	1	11.1	5	55.6	0	0.0
03:00	9	0	0.0	4	44.4	1	11.1	4	44.4	0	0.0
04:00	17	0	0.0	12	70.6	2	11.8	3	17.7	0	0.0
05:00	49	0	0.0	40	81.6	6	12.2	3	6.1	0	0.0
06:00	95	1	1.1	76	80.0	13	13.7	5	5.3	0	0.0
07:00	146	2	1.4	120	82.2	19	13.0	5	3.4	0	0.0
08:00	269	4	1.5	222	82.5	34	12.6	8	3.0	1	0.4
09:00	292	2	0.7	254	87.0	32	11.0	3	1.0	1	0.3
10:00	422	2	0.5	368	87.2	37	8.8	14	3.3	1	0.2
11:00	445	4	0.9	395	88.8	35	7.9	10	2.3	1	0.2
12:00	473	4	0.9	430	90.9	31	6.6	8	1.7	0	0.0
13:00	413	2	0.5	385	93.2	25	6.1	0	0.0	1	0.2
14:00	398	7	1.8	348	87.4	27	6.8	14	3.5	2	0.5
15:00	435	9	2.1	385	88.5	33	7.6	7	1.6	1	0.2
16:00	384	5	1.3	328	85.4	41	10.7	10	2.6	0	0.0
17:00	354	6	1.7	314	88.7	32	9.0	2	0.6	0	0.0
18:00	242	1	0.4	218	90.1	21	8.7	2	0.8	0	0.0
19:00	207	2	1.0	196	94.7	7	3.4	2	1.0	0	0.0
20:00	176	2	1.1	167	94.9	4	2.3	3	1.7	0	0.0
21:00	106	2	1.9	98	92.5	4	3.8	2	1.9	0	0.0
22:00	78	0	0.0	67	85.9	9	11.5	2	2.6	0	0.0

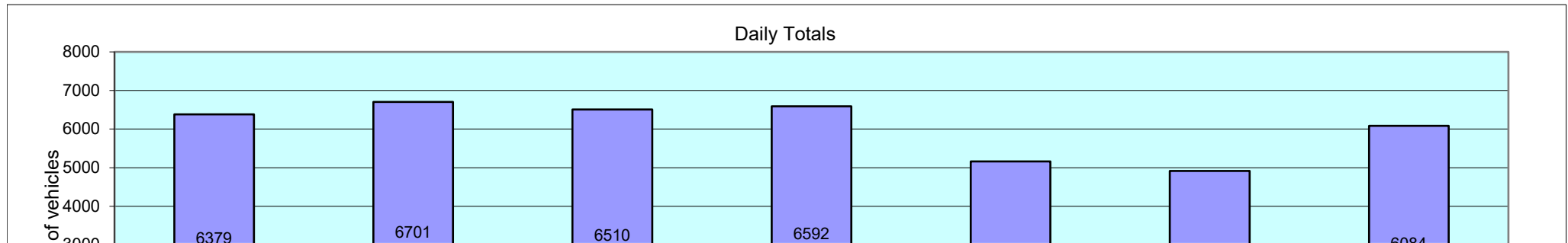
10499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Eastbound

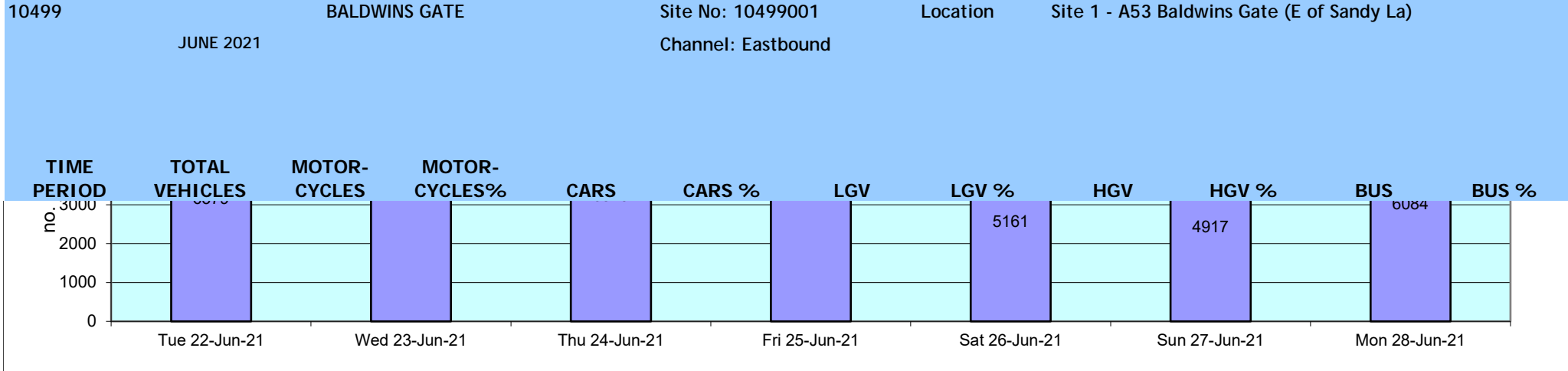
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
23:00	78	0	0.0	71	91.0	3	3.9	4	5.1	0	0.0
12H,7-19	4273	48	1.1	3767	88.2	367	8.6	83	1.9	8	0.2
16H,6-22	4857	55	1.1	4304	88.6	395	8.1	95	2.0	8	0.2
18H,6-24	5013	55	1.1	4442	88.6	407	8.1	101	2.0	8	0.2
24H,0-24	5161	55	1.1	4552	88.2	424	8.2	122	2.4	8	0.2
Sun 27-Jun-21											
00:00	36	0	0.0	30	83.3	5	13.9	1	2.8	0	0.0
01:00	24	0	0.0	19	79.2	4	16.7	1	4.2	0	0.0
02:00	15	0	0.0	11	73.3	2	13.3	2	13.3	0	0.0
03:00	13	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
04:00	9	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
05:00	31	0	0.0	23	74.2	5	16.1	3	9.7	0	0.0
06:00	83	1	1.2	75	90.4	4	4.8	2	2.4	1	1.2
07:00	89	1	1.1	78	87.6	8	9.0	2	2.3	0	0.0
08:00	158	3	1.9	135	85.4	17	10.8	3	1.9	0	0.0
09:00	225	2	0.9	199	88.4	20	8.9	4	1.8	0	0.0
10:00	324	6	1.9	289	89.2	23	7.1	5	1.5	1	0.3
11:00	455	3	0.7	423	93.0	27	5.9	1	0.2	1	0.2
12:00	432	9	2.1	403	93.3	13	3.0	7	1.6	0	0.0
13:00	431	5	1.2	390	90.5	22	5.1	14	3.3	0	0.0
14:00	440	11	2.5	393	89.3	29	6.6	7	1.6	0	0.0
15:00	425	14	3.3	381	89.7	24	5.7	6	1.4	0	0.0
16:00	454	14	3.1	412	90.8	25	5.5	3	0.7	0	0.0
17:00	385	9	2.3	347	90.1	26	6.8	3	0.8	0	0.0
18:00	321	3	0.9	283	88.2	26	8.1	9	2.8	0	0.0
19:00	218	0	0.0	206	94.5	10	4.6	2	0.9	0	0.0
20:00	157	0	0.0	144	91.7	8	5.1	5	3.2	0	0.0
21:00	111	3	2.7	103	92.8	4	3.6	1	0.9	0	0.0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
22:00	54	0	0.0	51	94.4	1	1.9	2	3.7	0	0.0
23:00	27	1	3.7	21	77.8	3	11.1	2	7.4	0	0.0
12H,7-19	4139	80	1.9	3733	90.2	260	6.3	64	1.6	2	0.1
16H,6-22	4708	84	1.8	4261	90.5	286	6.1	74	1.6	3	0.1
18H,6-24	4789	85	1.8	4333	90.5	290	6.1	78	1.6	3	0.1
24H,0-24	4917	85	1.7	4436	90.2	306	6.2	87	1.8	3	0.1
Mon 28-Jun-21											
00:00	20	0	0.0	15	75.0	3	15.0	2	10.0	0	0.0
01:00	14	0	0.0	11	78.6	0	0.0	3	21.4	0	0.0
02:00	15	0	0.0	13	86.7	0	0.0	2	13.3	0	0.0
03:00	25	0	0.0	19	76.0	3	12.0	3	12.0	0	0.0
04:00	44	0	0.0	30	68.2	10	22.7	4	9.1	0	0.0
05:00	89	0	0.0	69	77.5	9	10.1	11	12.4	0	0.0
06:00	239	1	0.4	194	81.2	31	13.0	13	5.4	0	0.0
07:00	523	1	0.2	443	84.7	64	12.2	14	2.7	1	0.2
08:00	612	2	0.3	536	87.6	54	8.8	19	3.1	1	0.2
09:00	390	1	0.3	326	83.6	45	11.5	16	4.1	2	0.5
10:00	410	0	0.0	327	79.8	55	13.4	27	6.6	1	0.2
11:00	374	2	0.5	321	85.8	30	8.0	18	4.8	3	0.8
12:00	361	0	0.0	293	81.2	53	14.7	14	3.9	1	0.3
13:00	423	1	0.2	345	81.6	55	13.0	17	4.0	5	1.2
14:00	432	2	0.5	342	79.2	65	15.1	20	4.6	3	0.7
15:00	500	1	0.2	429	85.8	51	10.2	16	3.2	3	0.6
16:00	400	1	0.3	328	82.0	63	15.8	7	1.8	1	0.3
17:00	437	2	0.5	368	84.2	55	12.6	11	2.5	1	0.2
18:00	293	1	0.3	248	84.6	39	13.3	5	1.7	0	0.0
19:00	192	0	0.0	174	90.6	10	5.2	8	4.2	0	0.0
20:00	111	1	0.9	97	87.4	9	8.1	4	3.6	0	0.0

10499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
21:00	91	0	0.0	75	82.4	11	12.1	5	5.5	0	0.0
22:00	52	0	0.0	40	76.9	7	13.5	5	9.6	0	0.0
23:00	37	0	0.0	31	83.8	2	5.4	4	10.8	0	0.0
12H,7-19	5155	14	0.3	4306	83.5	629	12.2	184	3.6	22	0.4
16H,6-22	5788	16	0.3	4846	83.7	690	11.9	214	3.7	22	0.4
18H,6-24	5877	16	0.3	4917	83.7	699	11.9	223	3.8	22	0.4
24H,0-24	6084	16	0.3	5074	83.4	724	11.9	248	4.1	22	0.4
Daily Totals											
Tue 22-Jun-21	6379	55	0.9	5303	83.1	760	11.9	235	3.7	26	0.4
Wed 23-Jun-21	6701	73	1.1	5544	82.7	806	12.0	246	3.7	32	0.5
Thu 24-Jun-21	6510	61	0.9	5417	83.2	747	11.5	263	4.0	22	0.3
Fri 25-Jun-21	6592	31	0.5	5585	84.7	736	11.2	219	3.3	21	0.3
Sat 26-Jun-21	5161	55	1.1	4552	88.2	424	8.2	122	2.4	8	0.2
Sun 27-Jun-21	4917	85	1.7	4436	90.2	306	6.2	87	1.8	3	0.1
Mon 28-Jun-21	6084	16	0.3	5074	83.4	724	11.9	248	4.1	22	0.4
Total Vehicles											
[--]	42344	376	0.9	35911	85.1	4503	10.4	1420	3.3	134	0.3





1499	BALDWINS GATE				Site No: 10499001	Location Site 1 - A53 Baldwins Gate (E of Sandy La)										
JUNE 2021					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Tue 22-Jun-21																
00:00	23	38.1	32.2	6	0	0	0	1	2	6	8	5	1	0	0	0
01:00	21	39.6	35.4	4.3	0	0	0	0	0	2	11	6	2	0	0	0
02:00	27	38.8	33.5	5.4	0	0	0	1	0	7	10	8	1	0	0	0
03:00	27	35.7	32.4	5.6	0	0	0	0	0	13	10	3	0	0	1	0
04:00	28	40.1	35.6	5	0	0	0	0	0	4	12	9	2	1	0	0
05:00	89	37.9	32.8	5.2	0	0	0	0	3	33	35	11	6	1	0	0
06:00	239	37.3	32.5	4.9	0	0	0	3	12	71	107	38	8	0	0	0
07:00	450	34.8	30.3	4.5	0	0	0	6	57	187	173	22	5	0	0	0
08:00	605	33.6	29.2	4.1	0	0	0	15	71	348	153	17	1	0	0	0
09:00	423	33.8	29.1	4.3	0	0	0	11	68	212	120	12	0	0	0	0
10:00	393	33.4	29	4.2	0	0	2	12	43	233	92	10	1	0	0	0
11:00	396	32.9	28.7	4	0	0	1	10	62	231	86	5	1	0	0	0
12:00	366	33.8	29.2	4.4	0	0	1	17	38	194	107	8	1	0	0	0
13:00	432	33.2	28.4	4.9	0	0	6	30	51	238	95	11	1	0	0	0
14:00	380	33.8	29.7	3.6	0	0	0	2	33	225	110	10	0	0	0	0
15:00	497	33.5	29.1	4	0	0	0	10	66	287	119	15	0	0	0	0
16:00	544	34.4	29.5	4.7	0	0	0	24	65	270	153	29	3	0	0	0
17:00	492	35.1	30.5	4.7	0	0	2	8	52	204	185	36	5	0	0	0
18:00	343	35.3	30.8	4.6	0	0	2	2	36	130	141	31	1	0	0	0
19:00	238	35.9	31.4	5	0	0	0	5	21	83	94	31	4	0	0	0
20:00	132	35.5	30.2	5.4	0	0	3	5	8	60	40	16	0	0	0	0
21:00	82	35.5	31.2	5.7	0	0	0	4	10	18	41	5	4	0	0	0
22:00	99	37.1	32.1	5.3	0	0	0	1	5	39	35	16	2	0	1	0
23:00	53	35.1	30.7	5.2	0	0	0	2	4	23	19	3	2	0	0	0
12H,7-19	5321	34.1	29.5	4.4	0	0	14	147	642	2759	1534	206	19	0	0	0
16H,6-22	6012	34.4	29.7	4.5	0	0	17	164	693	2991	1816	296	35	0	0	0
18H,6-24	6164	34.5	29.7	4.6	0	0	17	167	702	3053	1870	315	39	0	1	0
24H,0-24	6379	34.6	29.9	4.6	0	0	17	169	707	3118	1956	357	51	2	2	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
-------------	----------------	--------------	------------	------------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	------

Wed 23-Jun-21

00:00	24	35.8	31	5.3	0	0	0	1	0	14	5	3	1	0	0	0
01:00	25	37.3	32.3	6.6	0	0	0	2	0	8	10	3	1	1	0	0
02:00	24	35.8	33.3	4.5	0	0	0	0	0	7	13	2	2	0	0	0
03:00	23	35.3	32	4.3	0	0	0	1	0	6	14	2	0	0	0	0
04:00	29	39.2	34.2	4.8	0	0	0	0	0	7	14	5	3	0	0	0
05:00	83	38	32.8	4.8	0	0	0	0	3	28	33	15	4	0	0	0
06:00	232	38.4	33.2	4.9	0	0	1	1	8	58	106	48	10	0	0	0
07:00	492	34.2	29.9	4.1	0	0	0	4	53	268	145	17	5	0	0	0
08:00	614	33.3	29.2	3.7	0	0	1	8	64	378	153	9	1	0	0	0
09:00	445	33.7	29.3	4.1	0	0	1	10	50	252	119	13	0	0	0	0
10:00	408	34.1	29.6	4.7	0	0	1	8	51	222	104	17	1	4	0	0
11:00	431	34	29.6	4.1	0	0	0	10	43	238	124	15	1	0	0	0
12:00	446	33.2	29.1	3.9	0	0	1	10	47	274	104	9	1	0	0	0
13:00	463	33	28.8	4.2	0	0	2	13	66	273	96	13	0	0	0	0
14:00	384	33	28.9	4.2	0	0	0	11	49	234	80	7	2	1	0	0
15:00	568	33.6	29.1	4.3	0	0	0	18	71	325	133	18	3	0	0	0
16:00	512	33.7	29.2	4.3	0	0	2	11	72	276	137	12	2	0	0	0
17:00	511	34.3	29.6	4.5	1	0	3	5	68	254	158	20	1	1	0	0
18:00	355	34.8	30.3	4.3	0	0	1	5	26	181	116	24	2	0	0	0
19:00	234	35.4	30.7	5.2	0	0	0	2	29	104	72	20	3	4	0	0
20:00	179	34.8	30.2	4.7	0	0	1	7	12	82	65	12	0	0	0	0
21:00	103	35.1	30.4	5.5	0	0	0	5	9	45	34	7	1	2	0	0
22:00	78	38.8	32.5	6	0	0	0	2	6	24	26	14	5	1	0	0
23:00	38	36.6	31.1	5.4	0	0	0	1	5	12	13	7	0	0	0	0
12H,7-19	5629	33.8	29.4	4.2	1	0	12	113	660	3175	1469	174	19	6	0	0
16H,6-22	6377	34.1	29.6	4.4	1	0	14	128	718	3464	1746	261	33	12	0	0
18H,6-24	6493	34.2	29.6	4.4	1	0	14	131	729	3500	1785	282	38	13	0	0
24H,0-24	6701	34.3	29.7	4.5	1	0	14	135	732	3570	1874	312	49	14	0	0

10499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 24-Jun-21																
00:00	27	35.2	30.7	6.1	0	0	0	2	2	10	10	1	2	0	0	0
01:00	13	33.6	28.1	5.4	0	0	0	1	4	3	5	0	0	0	0	0
02:00	27	34.9	31.5	3.5	0	0	0	0	0	13	12	2	0	0	0	0
03:00	28	34.6	31	3.5	0	0	0	0	1	13	13	1	0	0	0	0
04:00	29	40	34	6.7	0	0	0	0	2	10	5	9	1	2	0	0
05:00	83	35.8	32.3	4.1	0	0	0	0	2	29	41	9	2	0	0	0
06:00	206	36.5	32.2	4.3	0	0	0	1	7	71	92	34	1	0	0	0
07:00	501	33.8	29.2	4.5	0	0	0	30	37	291	120	23	0	0	0	0
08:00	617	33.5	28.9	4.3	0	0	1	11	116	325	140	24	0	0	0	0
09:00	426	34	29.5	4.1	0	0	1	7	46	235	123	14	0	0	0	0
10:00	456	33.2	28.9	4.2	0	0	1	11	68	267	92	17	0	0	0	0
11:00	382	33.4	29.3	3.8	0	0	0	9	37	230	100	5	1	0	0	0
12:00	420	33.6	29	4.4	0	0	0	19	54	232	100	14	1	0	0	0
13:00	400	33.6	28.8	4.5	0	0	0	23	55	204	111	7	0	0	0	0
14:00	444	34	29.5	4.3	0	0	0	11	53	238	126	13	3	0	0	0
15:00	480	33.4	29.1	4	0	0	0	10	64	274	123	8	1	0	0	0
16:00	500	34.1	29.4	4.4	0	0	0	16	67	252	143	22	0	0	0	0
17:00	485	34.5	30	4.3	0	0	2	8	49	233	169	23	1	0	0	0
18:00	342	34.8	30	4.7	0	0	1	7	40	165	102	24	3	0	0	0
19:00	237	34.7	30.5	4.2	0	0	0	1	15	132	72	14	1	2	0	0
20:00	166	35.9	30.8	5.5	0	0	1	4	18	69	49	21	3	1	0	0
21:00	119	35.1	30.6	4.8	0	0	0	4	11	46	48	9	1	0	0	0
22:00	81	36.2	31.8	5.2	0	0	0	2	6	26	34	10	3	0	0	0
23:00	41	35.1	31.2	5	0	0	0	2	2	13	21	2	1	0	0	0
12H,7-19	5453	33.9	29.3	4.3	0	0	6	162	686	2946	1449	194	10	0	0	0
16H,6-22	6181	34.1	29.5	4.4	0	0	7	172	737	3264	1710	272	16	3	0	0
18H,6-24	6303	34.2	29.5	4.4	0	0	7	176	745	3303	1765	284	20	3	0	0
24H,0-24	6510	34.3	29.6	4.4	0	0	7	179	756	3381	1851	306	25	5	0	0

10499	BALDWINS GATE				Site No: 10499001	Location Site 1 - A53 Baldwins Gate (E of Sandy La)										
JUNE 2021					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Fri 25-Jun-21																
00:00	16	36.3	32.6	4.8	0	0	0	0	0	7	6	2	1	0	0	0
01:00	13	35.1	32.3	3.3	0	0	0	0	0	4	8	1	0	0	0	0
02:00	13	35	32	3.5	0	0	0	0	0	5	7	1	0	0	0	0
03:00	16	34.8	31.6	3.4	0	0	0	0	0	7	8	1	0	0	0	0
04:00	32	35.3	30.8	4.3	0	0	0	0	2	17	9	4	0	0	0	0
05:00	87	36.5	31.9	4.5	0	0	0	0	4	36	32	14	1	0	0	0
06:00	205	37.6	32.6	4.8	0	0	0	0	11	65	86	36	6	1	0	0
07:00	457	34.4	29.9	4.2	0	0	0	7	46	238	143	22	1	0	0	0
08:00	597	33	28.6	4.3	0	0	0	24	100	334	121	17	1	0	0	0
09:00	455	33.8	29.5	4	0	0	0	11	42	259	131	12	0	0	0	0
10:00	427	33	28.9	4.1	0	0	1	13	47	264	92	8	2	0	0	0
11:00	442	33.6	29.4	4	0	0	1	9	41	266	111	13	1	0	0	0
12:00	449	33.7	29.3	4.3	0	0	0	11	58	255	106	15	4	0	0	0
13:00	435	33.6	29	4.5	0	0	1	18	59	238	102	15	2	0	0	0
14:00	484	33.7	29.1	4.5	0	0	3	14	64	263	124	14	1	0	1	0
15:00	519	33.4	28.9	4.3	0	0	0	19	77	288	119	15	1	0	0	0
16:00	487	32.7	28.4	4.2	0	0	1	13	102	265	95	11	0	0	0	0
17:00	482	34	29.5	4.3	0	0	0	9	62	266	119	24	2	0	0	0
18:00	371	34.7	30	4.5	0	0	0	12	37	171	127	24	0	0	0	0
19:00	235	34.7	29.9	4.7	0	0	0	5	28	121	61	19	0	1	0	0
20:00	138	34.8	29.9	5.2	0	0	0	5	19	60	43	9	0	2	0	0
21:00	86	34.5	29.3	5.2	0	0	0	5	14	37	24	5	1	0	0	0
22:00	89	35.5	30.5	5.1	0	0	0	4	6	41	27	10	1	0	0	0
23:00	57	35.4	30.1	5.4	0	0	0	3	8	21	18	7	0	0	0	0
12H,7-19	5605	33.7	29.2	4.3	0	0	7	160	735	3107	1390	190	15	0	1	0
16H,6-22	6269	34	29.3	4.4	0	0	7	175	807	3390	1604	259	22	4	1	0
18H,6-24	6415	34	29.3	4.4	0	0	7	182	821	3452	1649	276	23	4	1	0
24H,0-24	6592	34.1	29.4	4.4	0	0	7	182	827	3528	1719	299	25	4	1	0

10499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 26-Jun-21																
00:00	35	35.2	30.4	4.9	0	0	0	1	4	15	11	4	0	0	0	0
01:00	29	32.4	29.9	4.6	0	0	0	0	2	21	4	0	2	0	0	0
02:00	9	-	31.3	3	0	0	0	0	0	4	5	0	0	0	0	0
03:00	9	-	31.3	3	0	0	0	0	0	4	5	0	0	0	0	0
04:00	17	39.7	34.1	6	0	0	0	0	2	2	7	4	2	0	0	0
05:00	49	39.2	34.3	4.5	0	0	0	0	0	12	19	16	2	0	0	0
06:00	95	39.2	33.8	5.5	0	0	0	0	2	27	43	13	8	1	1	0
07:00	146	36.4	31.8	5	0	0	0	2	10	52	58	21	2	1	0	0
08:00	269	35.5	30.8	4.8	0	0	0	4	32	105	96	30	2	0	0	0
09:00	292	34.1	29.5	4.3	0	0	0	9	32	152	88	11	0	0	0	0
10:00	422	34	29.2	4.6	0	0	1	17	60	211	117	13	3	0	0	0
11:00	445	34	29.5	4.1	0	0	0	14	41	243	135	11	1	0	0	0
12:00	473	33.7	29.2	4.3	0	0	0	16	54	269	115	18	1	0	0	0
13:00	413	33.9	29.4	4.1	0	0	1	11	44	222	125	10	0	0	0	0
14:00	398	33.8	29.1	4.4	0	0	0	18	49	207	113	11	0	0	0	0
15:00	435	34.1	29.5	4.3	0	0	2	13	43	234	126	17	0	0	0	0
16:00	384	34	29.5	4.3	0	0	1	8	44	209	107	13	2	0	0	0
17:00	354	35.1	30.5	4.8	0	0	1	10	31	154	127	26	5	0	0	0
18:00	242	35.8	31	5.3	0	0	0	8	25	86	90	31	0	1	1	0
19:00	207	37.4	32.3	5.8	0	0	0	5	16	58	89	26	9	3	1	0
20:00	176	35.5	31.3	4.6	0	0	0	0	17	69	70	17	2	1	0	0
21:00	106	37.3	32	5.5	0	0	0	2	8	36	40	14	5	1	0	0
22:00	78	34.9	29.7	6.7	0	0	1	9	3	35	23	4	1	1	1	0
23:00	78	34.7	29.8	5.4	0	0	0	4	10	35	23	4	1	1	0	0
12H,7-19	4273	34.4	29.7	4.5	0	0	6	130	465	2144	1297	212	16	2	1	0
16H,6-22	4857	34.7	30	4.7	0	0	6	137	508	2334	1539	282	40	8	3	0
18H,6-24	5013	34.7	30	4.8	0	0	7	150	521	2404	1585	290	42	10	4	0
24H,0-24	5161	34.8	30.1	4.8	0	0	7	151	529	2462	1636	314	48	10	4	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
-------------	----------------	--------------	------------	------------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	------

Sun 27-Jun-21

00:00	36	37.1	32.5	5.4	0	0	0	1	2	9	17	5	2	0	0	0
01:00	24	39.3	32.7	7.7	0	0	0	2	4	1	9	6	1	1	0	0
02:00	15	39.1	33.2	5.7	0	0	0	0	0	7	4	2	2	0	0	0
03:00	13	39.8	35.4	6.1	0	0	0	0	0	4	2	6	0	1	0	0
04:00	9	-	35.2	8.7	0	0	0	1	0	1	3	2	1	1	0	0
05:00	31	37.1	33.2	5.3	0	0	0	1	2	3	19	4	2	0	0	0
06:00	83	40	34.3	5.7	0	0	0	0	0	25	33	15	7	2	1	0
07:00	89	37.3	31.3	5.7	0	0	0	6	2	37	26	16	2	0	0	0
08:00	158	33.7	28.9	4.5	0	0	0	5	28	80	38	7	0	0	0	0
09:00	225	33.7	29.2	4.1	0	0	0	3	36	120	59	6	1	0	0	0
10:00	324	34.5	29.4	5.2	0	0	2	16	39	163	78	21	4	1	0	0
11:00	455	33.5	29	4.1	0	0	0	8	72	253	107	15	0	0	0	0
12:00	432	33.1	28.9	4.1	0	0	2	10	55	258	99	5	3	0	0	0
13:00	431	34	29.2	4.6	0	0	2	16	60	213	123	17	0	0	0	0
14:00	440	34	29.6	4.2	0	0	0	11	40	246	127	13	3	0	0	0
15:00	425	34.5	30	4.5	0	0	3	6	39	216	138	18	4	1	0	0
16:00	454	34.7	30.2	4.6	0	0	1	9	38	232	142	26	5	1	0	0
17:00	385	34.2	29.5	4.4	0	0	0	8	54	195	110	15	3	0	0	0
18:00	321	35.3	31.3	4.2	0	0	0	5	7	150	128	27	4	0	0	0
19:00	218	35.6	31.2	4.7	0	0	0	4	15	89	83	24	3	0	0	0
20:00	157	35.8	31	5.4	0	0	1	8	11	53	63	19	2	0	0	0
21:00	111	36.3	31.1	5.1	0	0	0	1	13	44	35	16	2	0	0	0
22:00	54	38.2	33.5	4.9	0	0	0	0	1	15	25	10	2	1	0	0
23:00	27	36.6	32.2	5.1	0	0	0	0	3	7	12	4	1	0	0	0
12H,7-19	4139	34.3	29.6	4.5	0	0	10	103	470	2163	1175	186	29	3	0	0
16H,6-22	4708	34.6	29.9	4.6	0	0	11	116	509	2374	1389	260	43	5	1	0
18H,6-24	4789	34.6	29.9	4.7	0	0	11	116	513	2396	1426	274	46	6	1	0
24H,0-24	4917	34.7	30	4.7	0	0	11	121	521	2421	1480	299	54	9	1	0

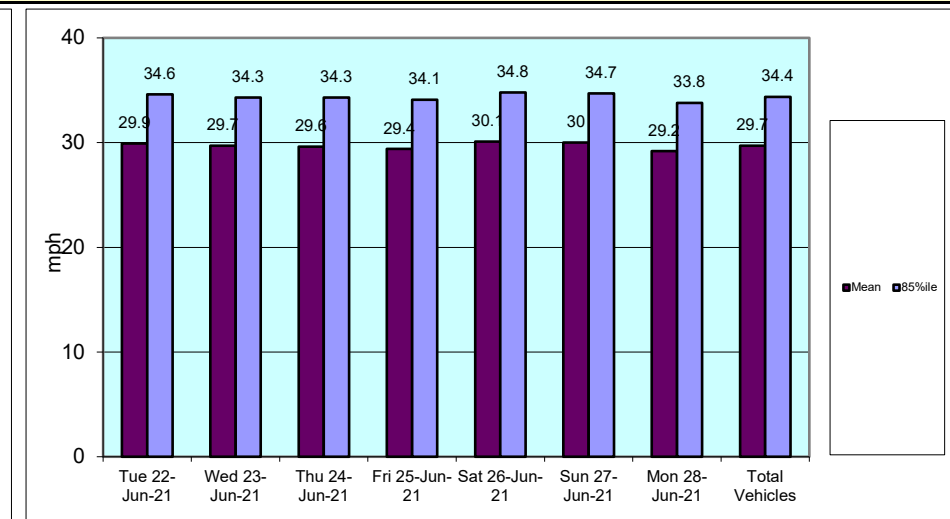
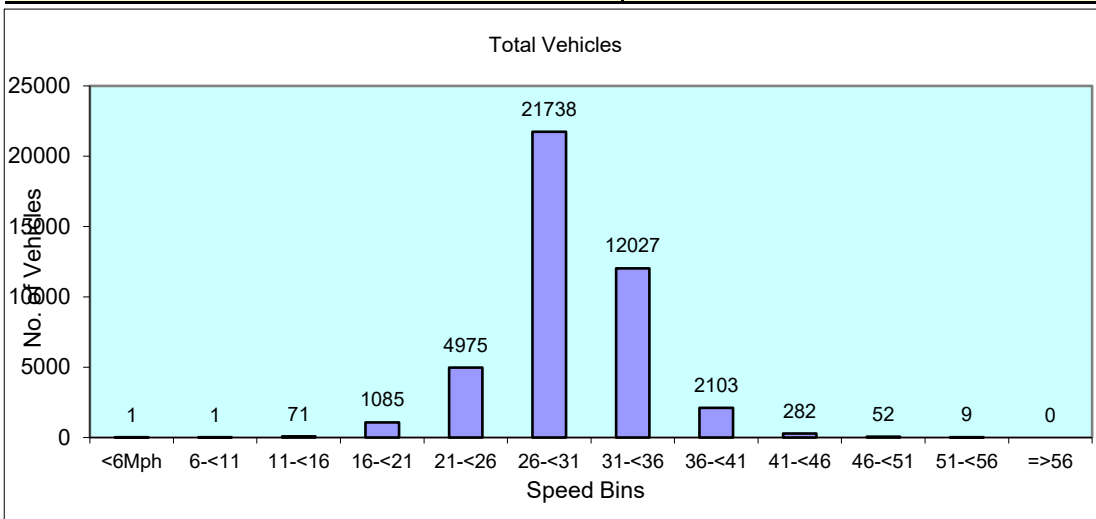
10499	BALDWINS GATE				Site No: 10499001	Location Site 1 - A53 Baldwins Gate (E of Sandy La)										
JUNE 2021					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Mon 28-Jun-21																
00:00	20	38.5	34.5	4.1	0	0	0	0	0	3	11	5	1	0	0	0
01:00	14	41.7	31.7	7.6	0	0	0	0	3	6	1	1	3	0	0	0
02:00	15	34.5	31.5	2.9	0	0	0	0	0	6	9	0	0	0	0	0
03:00	25	35.3	32.5	3.2	0	0	0	0	0	7	16	2	0	0	0	0
04:00	44	38.7	34.3	4.4	0	0	0	0	0	9	21	13	0	1	0	0
05:00	89	35.7	32.2	4.8	0	0	0	0	4	33	41	6	4	1	0	0
06:00	239	35.6	31.9	4.5	0	0	0	4	6	86	115	22	5	1	0	0
07:00	523	34.3	29.9	4.1	0	0	4	5	45	275	177	16	1	0	0	0
08:00	612	33.6	29	4.3	0	0	0	19	97	323	156	15	2	0	0	0
09:00	390	33.9	29.7	3.8	0	0	0	8	27	231	114	10	0	0	0	0
10:00	410	33.3	28.6	4.5	0	0	1	21	62	220	96	9	1	0	0	0
11:00	374	30.1	26.8	3.4	0	0	0	17	106	240	11	0	0	0	0	0
12:00	361	29.9	26.4	3.5	0	0	1	11	143	193	12	1	0	0	0	0
13:00	423	30.9	27.8	3.8	0	0	1	12	92	261	52	5	0	0	0	0
14:00	432	33	29.1	3.7	0	0	0	11	41	273	103	3	1	0	0	0
15:00	500	32.4	28.5	3.7	0	0	0	8	89	300	99	4	0	0	0	0
16:00	400	34.2	29.7	4.1	0	0	1	5	42	221	111	20	0	0	0	0
17:00	437	33.9	29.3	4.4	0	1	0	10	62	228	120	14	2	0	0	0
18:00	293	34	29.5	4.1	0	0	0	5	38	149	95	4	2	0	0	0
19:00	192	35	29.9	4.9	0	0	0	6	24	93	50	18	1	0	0	0
20:00	111	37.1	32.1	5.8	0	0	0	2	6	44	38	17	0	3	1	0
21:00	91	37.8	31.6	5.9	0	0	0	2	11	31	27	16	3	1	0	0
22:00	52	37.7	33	4.8	0	0	0	0	2	15	24	8	3	0	0	0
23:00	37	38.1	32	6.5	0	0	0	2	3	11	12	7	1	1	0	0
12H,7-19	5155	33.1	28.7	4.1	0	1	8	132	844	2914	1146	101	9	0	0	0
16H,6-22	5788	33.6	29	4.3	0	1	8	146	891	3168	1376	174	18	5	1	0
18H,6-24	5877	33.6	29.1	4.4	0	1	8	148	896	3194	1412	189	22	6	1	0
24H,0-24	6084	33.8	29.2	4.4	0	1	8	148	903	3258	1511	216	30	8	1	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
-------------	----------------	--------------	------------	------------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	------

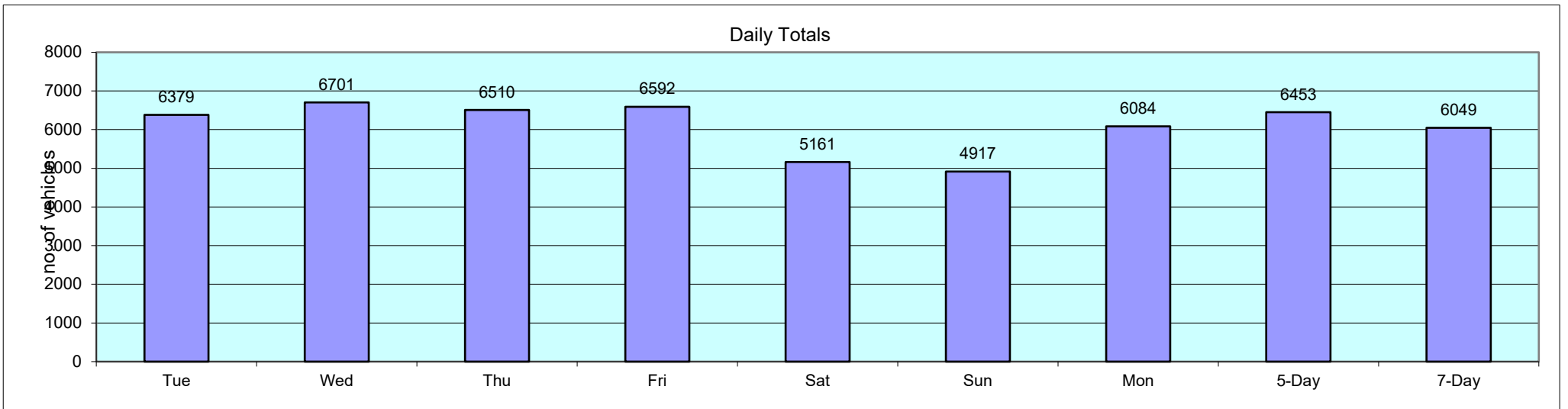
Daily Totals																
Tue 22-Jun-21	6379	34.6	29.9	4.6	0	0	17	169	707	3118	1956	357	51	2	2	0
Wed 23-Jun-21	6701	34.3	29.7	4.5	1	0	14	135	732	3570	1874	312	49	14	0	0
Thu 24-Jun-21	6510	34.3	29.6	4.4	0	0	7	179	756	3381	1851	306	25	5	0	0
Fri 25-Jun-21	6592	34.1	29.4	4.4	0	0	7	182	827	3528	1719	299	25	4	1	0
Sat 26-Jun-21	5161	34.8	30.1	4.8	0	0	7	151	529	2462	1636	314	48	10	4	0
Sun 27-Jun-21	4917	34.7	30	4.7	0	0	11	121	521	2421	1480	299	54	9	1	0
Mon 28-Jun-21	6084	33.8	29.2	4.4	0	1	8	148	903	3258	1511	216	30	8	1	0

Total Vehicles																
[--]	42344	34.4	29.7	4.5	1	1	71	1085	4975	21738	12027	2103	282	52	9	0



1499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)									
JUNE 2021 Channel: Eastbound									
TIME PERIOD	Tue 22/06/2021	Wed 23/06/2021	Thu 24/06/2021	Fri 25/06/2021	Sat 26/06/2021	Sun 27/06/2021	Mon 28/06/2021	5-Day Av	7-Day Av
Week Begin: 22-Jun-21									
00:00	23	24	27	16	35	36	20	22	26
01:00	21	25	13	13	29	24	14	17	20
02:00	27	24	27	13	9	15	15	21	19
03:00	27	23	28	16	9	13	25	24	20
04:00	28	29	29	32	17	9	44	32	27
05:00	89	83	83	87	49	31	89	86	73
06:00	239	232	206	205	95	83	239	224	186
07:00	450	492	501	457	146	89	523	485	380
08:00	605	614	617	597	269	158	612	609	496
09:00	423	445	426	455	292	225	390	428	379
10:00	393	408	456	427	422	324	410	419	406
11:00	396	431	382	442	445	455	374	405	418
12:00	366	446	420	449	473	432	361	408	421
13:00	432	463	400	435	413	431	423	431	428
14:00	380	384	444	484	398	440	432	425	423
15:00	497	568	480	519	435	425	500	513	489
16:00	544	512	500	487	384	454	400	489	469
17:00	492	511	485	482	354	385	437	481	449
18:00	343	355	342	371	242	321	293	341	324
19:00	238	234	237	235	207	218	192	227	223
20:00	132	179	166	138	176	157	111	145	151
21:00	82	103	119	86	106	111	91	96	100
22:00	99	78	81	89	78	54	52	80	76
23:00	53	38	41	57	78	27	37	45	47
12H,7-19	5321	5629	5453	5605	4273	4139	5155	5433	5082
16H,6-22	6012	6377	6181	6269	4857	4708	5788	6125	5742
18H,6-24	6164	6493	6303	6415	5013	4789	5877	6250	5865
24H,0-24	6379	6701	6510	6592	5161	4917	6084	6453	6049
Am	08:00	08:00	08:00	08:00	11:00	11:00	08:00		

10499	BALDWINS GATE		Site No: 10499001	Location	Site 1 - A53 Baldwins Gate (E of Sandy La)				
	JUNE 2021		Channel: Eastbound						
TIME PERIOD	Tue 22/06/2021	Wed 23/06/2021	Thu 24/06/2021	Fri 25/06/2021	Sat 26/06/2021	Sun 27/06/2021	Mon 28/06/2021	5-Day Av	7-Day Av
Peak	605	614	617	597	445	455	612		
Pm	16:00	15:00	16:00	15:00	12:00	16:00	15:00		
Peak	544	568	500	519	473	454	500		



499		BALDWINS GATE				Site No: 10499001		Location		Site 1 - A53 Baldwins Gate (E of Sandy La)						
JUNE 2021		Channel: Westbound														
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Tue 22-Jun-21																
00:00	22	0	18	1	0	0	0	0	0	0	1	2	0	0		
01:00	16	0	8	3	0	0	0	0	1	0	3	1	0	0		
02:00	14	0	12	0	0	1	0	0	0	0	0	1	0	0		
03:00	12	0	9	2	0	0	0	0	0	0	0	1	0	0		
04:00	27	0	21	1	2	1	0	0	0	0	2	0	0	0		
05:00	87	3	65	8	1	0	2	2	0	0	3	3	0	0		
06:00	208	1	145	44	3	0	4	1	5	0	4	1	0	0		
07:00	446	6	336	80	0	2	7	1	6	0	3	5	0	0		
08:00	472	2	353	92	2	5	2	1	5	1	3	6	0	0		
09:00	470	1	341	99	2	6	5	0	5	0	4	7	0	0		
10:00	423	3	319	78	3	0	3	0	5	0	3	9	0	0		
11:00	400	6	325	52	1	4	1	0	0	0	9	2	0	0		
12:00	418	7	332	64	1	3	1	1	5	0	0	4	0	0		
13:00	355	1	295	39	3	1	2	0	5	0	3	6	0	0		
14:00	345	5	287	36	1	5	0	0	4	0	3	4	0	0		
15:00	417	1	357	43	1	2	1	1	7	0	1	3	0	0		
16:00	485	4	414	52	0	1	1	0	4	0	4	5	0	0		
17:00	589	3	512	57	2	2	2	0	3	1	2	5	0	0		
18:00	434	6	391	27	2	0	0	1	3	0	1	3	0	0		
19:00	248	5	226	11	0	1	0	0	1	0	1	3	0	0		
20:00	151	1	140	8	0	0	0	0	1	0	0	1	0	0		
21:00	91	0	84	3	1	0	0	0	0	0	1	2	0	0		
22:00	90	0	81	5	0	0	0	0	1	0	0	3	0	0		
23:00	37	0	33	2	0	0	0	0	0	0	0	2	0	0		
12H,7-19	5254	45	4262	719	18	31	25	5	52	2	36	59	0	0		
16H,6-22	5952	52	4857	785	22	32	29	6	59	2	42	66	0	0		
18H,6-24	6079	52	4971	792	22	32	29	6	60	2	42	71	0	0		

10499		BALDWINS GATE				Site No: 10499001		Location Site 1 - A53 Baldwins Gate (E of Sandy La)							
JUNE 2021		Channel: Westbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
24H,0-24	6257	55	5104	807	25	34	31	8	61	2	51	79	0	0	
Wed 23-Jun-21															
00:00	30	0	22	4	0	1	0	0	1	0	0	2	0	0	
01:00	18	0	13	2	0	0	0	0	0	0	2	1	0	0	
02:00	17	0	13	1	0	1	0	0	0	1	0	1	0	0	
03:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
04:00	36	0	22	7	1	1	3	0	0	0	0	2	0	0	
05:00	75	3	57	10	1	0	0	0	2	0	2	0	0	0	
06:00	185	0	127	36	4	1	3	1	5	0	5	3	0	0	
07:00	443	7	319	91	1	6	2	1	6	0	8	2	0	0	
08:00	489	3	364	99	6	8	2	0	5	0	0	2	0	0	
09:00	479	3	356	80	5	5	2	1	9	1	8	9	0	0	
10:00	454	4	358	61	3	5	0	0	5	0	7	11	0	0	
11:00	438	17	347	49	4	2	1	3	8	0	4	3	0	0	
12:00	425	4	352	37	0	2	6	0	6	2	5	11	0	0	
13:00	410	9	321	61	1	2	1	2	1	2	3	7	0	0	
14:00	386	7	311	44	1	1	0	0	5	0	4	13	0	0	
15:00	476	2	407	48	0	1	0	1	7	0	3	7	0	0	
16:00	534	2	470	49	0	0	1	0	7	0	1	4	0	0	
17:00	563	2	510	43	0	0	2	0	1	1	1	3	0	0	
18:00	438	10	388	35	0	1	0	0	2	0	1	1	0	0	
19:00	240	2	210	21	0	0	2	0	1	1	1	2	0	0	
20:00	150	3	127	12	0	0	0	0	2	0	2	4	0	0	
21:00	111	0	102	8	0	0	0	0	0	0	1	0	0	0	
22:00	78	0	70	3	0	0	0	0	2	0	0	3	0	0	
23:00	44	0	33	5	0	0	1	0	0	0	2	3	0	0	
24H,7-19	5535	70	4503	697	21	33	17	8	62	6	45	73	0	0	
16H,6-22	6221	75	5069	774	25	34	22	9	70	7	54	82	0	0	

499		BALDWINS GATE				Site No: 10499001		Location		Site 1 - A53 Baldwins Gate (E of Sandy La)					
JUNE 2021		Channel: Westbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
18H,6-24	6343	75	5172	782	25	34	23	9	72	7	56	88	0	0	
24H,0-24	6527	78	5306	807	27	37	26	9	75	8	60	94	0	0	
Thu 24-Jun-21															
00:00	22	0	17	2	0	1	0	0	0	0	0	2	0	0	
01:00	19	0	11	2	0	1	0	0	1	0	1	3	0	0	
02:00	15	0	7	1	0	1	0	0	0	0	1	5	0	0	
03:00	12	0	9	1	0	0	0	0	0	0	1	1	0	0	
04:00	30	0	19	3	0	3	1	0	1	0	0	3	0	0	
05:00	76	1	56	8	1	0	1	2	2	0	2	3	0	0	
06:00	193	0	134	41	2	4	0	0	3	2	3	4	0	0	
07:00	448	1	338	85	2	6	5	2	3	0	0	6	0	0	
08:00	461	1	340	90	1	5	4	0	6	0	6	8	0	0	
09:00	435	1	325	79	3	6	3	0	4	0	7	7	0	0	
10:00	343	5	267	45	2	1	2	0	4	0	7	10	0	0	
11:00	382	3	282	69	3	4	1	5	4	0	4	7	0	0	
12:00	369	4	286	57	2	1	2	1	3	0	6	7	0	0	
13:00	372	1	293	54	3	3	2	2	5	0	3	6	0	0	
14:00	393	5	308	48	1	2	0	1	11	0	6	11	0	0	
15:00	492	1	419	51	1	7	1	2	2	0	3	5	0	0	
16:00	544	1	478	47	2	0	4	1	2	0	4	5	0	0	
17:00	610	12	551	36	1	1	1	0	3	0	3	2	0	0	
18:00	441	7	384	36	1	1	0	0	9	0	2	1	0	0	
19:00	266	11	230	19	0	0	0	0	4	0	1	1	0	0	
20:00	195	1	177	12	1	0	0	0	1	0	1	2	0	0	
21:00	120	1	104	14	0	1	0	0	0	0	0	0	0	0	
22:00	76	1	67	3	0	0	0	0	1	0	0	4	0	0	
23:00	39	0	32	6	0	0	0	0	0	0	0	1	0	0	
12H,7-19	5290	42	4271	697	22	37	25	14	56	0	51	75	0	0	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
16H,6-22	6064	55	4916	783	25	42	25	14	64	2	56	82	0	0
18H,6-24	6179	56	5015	792	25	42	25	14	65	2	56	87	0	0
24H,0-24	6353	57	5134	809	26	48	27	16	69	2	61	104	0	0

Fri 25-Jun-21

00:00	25	0	20	1	0	0	0	0	1	0	0	3	0	0
01:00	13	0	9	1	0	0	0	0	1	0	1	1	0	0
02:00	14	0	7	1	0	1	0	0	0	0	3	2	0	0
03:00	10	0	5	3	0	1	0	0	0	0	0	1	0	0
04:00	32	0	18	6	1	0	1	1	1	1	0	3	0	0
05:00	93	0	62	15	3	2	3	0	1	0	2	5	0	0
06:00	175	0	128	33	2	2	2	0	1	0	4	3	0	0
07:00	401	3	299	73	1	8	0	1	1	0	7	8	0	0
08:00	390	0	280	88	3	6	1	0	3	0	4	5	0	0
09:00	432	1	327	82	3	2	3	1	3	1	5	4	0	0
10:00	469	6	373	57	4	7	7	0	1	0	7	7	0	0
11:00	452	8	374	51	1	0	5	0	7	0	0	6	0	0
12:00	486	4	401	53	4	4	1	0	8	0	6	5	0	0
13:00	492	3	406	52	0	4	3	3	8	0	6	7	0	0
14:00	471	5	385	58	3	1	3	1	5	0	2	8	0	0
15:00	534	1	469	47	1	2	1	0	3	0	1	9	0	0
16:00	568	0	504	53	1	1	2	0	2	0	2	3	0	0
17:00	530	1	484	34	0	1	2	0	5	0	1	2	0	0
18:00	416	3	367	37	0	1	1	1	3	0	0	3	0	0
19:00	318	1	288	26	0	0	1	0	0	0	1	1	0	0
20:00	188	0	172	12	0	0	0	0	1	0	1	2	0	0
21:00	116	0	102	10	0	0	0	0	1	0	1	2	0	0
22:00	101	0	90	5	0	0	2	0	1	0	1	2	0	0
23:00	63	0	56	5	0	0	0	0	0	0	0	2	0	0

1499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Westbound

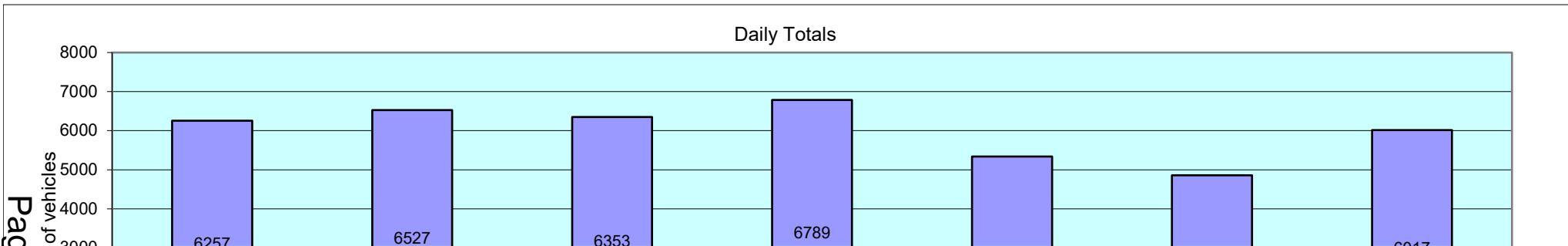
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
12H,7-19	5641	35	4669	685	21	37	29	7	49	1	41	67	0	0
16H,6-22	6438	36	5359	766	23	39	32	7	52	1	48	75	0	0
18H,6-24	6602	36	5505	776	23	39	34	7	53	1	49	79	0	0
24H,0-24	6789	36	5626	803	27	43	38	8	57	2	55	94	0	0
Sat 26-Jun-21														
00:00	41	0	38	1	0	0	0	0	1	0	0	1	0	0
01:00	19	0	12	3	0	0	1	0	0	0	2	1	0	0
02:00	14	0	12	0	0	1	0	0	0	0	0	1	0	0
03:00	10	0	7	1	0	0	0	0	0	0	0	2	0	0
04:00	10	0	9	0	0	0	0	0	0	0	0	1	0	0
05:00	52	1	34	6	3	0	0	3	1	0	2	2	0	0
06:00	86	1	74	10	0	0	0	0	0	0	0	1	0	0
07:00	171	3	130	33	0	0	0	0	1	0	2	2	0	0
08:00	259	7	195	48	1	0	2	0	1	0	2	3	0	0
09:00	397	8	326	57	1	1	0	0	1	0	1	1	1	0
10:00	402	2	345	41	2	2	1	1	5	0	1	2	0	0
11:00	492	9	433	37	1	1	1	0	4	0	1	5	0	0
12:00	477	5	451	10	1	1	1	1	2	0	2	3	0	0
13:00	459	5	409	31	1	1	1	1	4	1	2	3	0	0
14:00	453	4	423	22	0	0	0	0	0	0	2	2	0	0
15:00	395	9	353	28	0	1	0	1	1	0	1	1	0	0
16:00	380	3	351	20	0	0	3	1	2	0	0	0	0	0
17:00	320	4	287	24	1	1	0	0	2	0	0	1	0	0
18:00	272	0	251	16	0	0	1	0	1	0	2	1	0	0
19:00	193	3	172	13	0	0	0	0	3	0	1	1	0	0
20:00	167	3	153	6	0	1	0	0	3	0	1	0	0	0
21:00	122	1	106	7	0	0	1	0	1	0	3	3	0	0
22:00	93	0	84	6	0	0	0	0	1	0	1	1	0	0

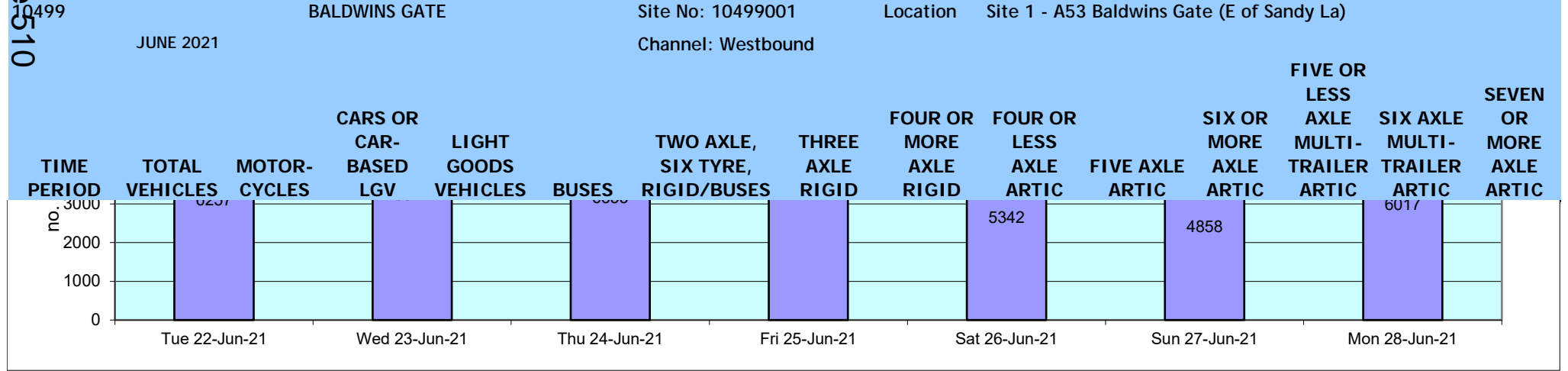
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23:00	58	0	52	4	0	0	0	0	2	0	0	0	0	0
12H,7-19	4477	59	3954	367	8	8	10	5	24	1	16	24	1	0
16H,6-22	5045	67	4459	403	8	9	11	5	31	1	21	29	1	0
18H,6-24	5196	67	4595	413	8	9	11	5	34	1	22	30	1	0
24H,0-24	5342	68	4707	424	11	10	12	8	36	1	26	38	1	0
Sun 27-Jun-21														
00:00	38	0	34	3	0	0	0	0	0	0	1	0	0	0
01:00	31	0	27	3	0	0	0	0	1	0	0	0	0	0
02:00	11	0	8	1	0	0	0	0	1	0	0	1	0	0
03:00	11	0	9	1	0	0	0	0	0	0	0	1	0	0
04:00	13	0	10	0	0	0	0	0	0	0	2	1	0	0
05:00	41	1	34	4	1	1	0	0	0	0	0	0	0	0
06:00	54	2	44	4	0	0	1	0	1	0	0	2	0	0
07:00	120	3	99	12	0	0	0	1	2	0	1	2	0	0
08:00	171	8	133	21	0	0	1	0	2	0	3	3	0	0
09:00	282	16	224	33	1	1	0	0	7	0	0	0	0	0
10:00	381	14	323	33	0	0	2	0	3	0	2	4	0	0
11:00	434	12	396	21	0	0	0	0	3	0	1	1	0	0
12:00	510	8	471	23	0	0	2	0	4	0	1	1	0	0
13:00	437	3	399	30	0	1	1	0	0	0	2	1	0	0
14:00	435	4	406	21	0	0	1	0	2	0	0	1	0	0
15:00	359	5	322	31	0	0	0	0	1	0	0	0	0	0
16:00	390	5	362	19	1	0	0	0	1	0	1	1	0	0
17:00	316	1	298	14	0	1	0	0	0	0	0	2	0	0
18:00	285	4	263	17	0	1	0	0	0	0	0	0	0	0
19:00	201	1	180	12	0	3	0	0	1	1	2	1	0	0
20:00	142	0	132	8	0	0	0	0	1	0	0	1	0	0
21:00	106	1	98	5	0	0	0	0	1	0	0	1	0	0

1499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22:00	54	0	52	1	0	0	0	0	0	0	0	1	0	0
23:00	36	0	32	3	0	0	0	0	1	0	0	0	0	0
12H,7-19	4120	83	3696	275	2	4	7	1	25	0	11	16	0	0
16H,6-22	4623	87	4150	304	2	7	8	1	29	1	13	21	0	0
18H,6-24	4713	87	4234	308	2	7	8	1	30	1	13	22	0	0
24H,0-24	4858	88	4356	320	3	8	8	1	32	1	16	25	0	0
Mon 28-Jun-21														
00:00	20	0	14	3	0	0	0	0	1	0	1	1	0	0
01:00	13	0	9	1	0	0	0	0	0	0	1	2	0	0
02:00	12	0	6	0	0	1	0	0	1	1	1	2	0	0
03:00	12	0	9	1	0	0	0	0	0	0	1	1	0	0
04:00	36	0	29	2	1	0	0	1	0	0	1	2	0	0
05:00	78	3	54	12	1	1	1	0	2	0	2	2	0	0
06:00	199	0	145	29	1	4	5	0	5	1	7	2	0	0
07:00	383	1	293	66	2	2	4	0	6	0	2	7	0	0
08:00	423	1	317	82	2	2	5	2	4	0	2	6	0	0
09:00	434	2	319	84	1	3	1	2	1	2	10	9	0	0
10:00	370	1	299	49	1	6	4	2	2	0	0	6	0	0
11:00	425	6	341	56	2	3	1	0	7	0	5	4	0	0
12:00	363	2	296	39	3	0	5	0	5	1	5	7	0	0
13:00	379	2	321	36	1	3	2	0	3	3	3	5	0	0
14:00	376	1	311	47	2	3	2	0	5	0	3	2	0	0
15:00	449	0	371	54	1	4	2	0	7	0	5	5	0	0
16:00	518	2	451	46	2	1	4	1	6	1	0	4	0	0
17:00	555	3	494	48	1	0	3	0	1	0	1	4	0	0
18:00	393	0	355	28	1	1	1	0	3	0	0	4	0	0
19:00	229	1	199	22	1	1	0	0	1	0	2	2	0	0
20:00	149	1	134	9	0	0	1	0	2	0	1	1	0	0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21:00	110	1	92	13	0	0	0	0	1	0	1	2	0	0
22:00	58	0	52	3	0	0	1	0	1	0	0	1	0	0
23:00	33	0	29	1	0	0	0	0	1	0	0	2	0	0
12H,7-19	5068	21	4168	635	19	28	34	7	50	7	36	63	0	0
16H,6-22	5755	24	4738	708	21	33	40	7	59	8	47	70	0	0
18H,6-24	5846	24	4819	712	21	33	41	7	61	8	47	73	0	0
24H,0-24	6017	27	4940	731	23	35	42	8	65	9	54	83	0	0
Daily Totals														
Tue 22-Jun-21	6257	55	5104	807	25	34	31	8	61	2	51	79	0	0
Wed 23-Jun-21	6527	78	5306	807	27	37	26	9	75	8	60	94	0	0
Thu 24-Jun-21	6353	57	5134	809	26	48	27	16	69	2	61	104	0	0
Fri 25-Jun-21	6789	36	5626	803	27	43	38	8	57	2	55	94	0	0
Sat 26-Jun-21	5342	68	4707	424	11	10	12	8	36	1	26	38	1	0
Sun 27-Jun-21	4858	88	4356	320	3	8	8	1	32	1	16	25	0	0
Mon 28-Jun-21	6017	27	4940	731	23	35	42	8	65	9	54	83	0	0
Total Vehicles														
[--]	42143	409	35173	4701	142	215	184	58	395	25	323	517	1	0





TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 22-Jun-21											
00:00	22	0	0.0	18	81.8	1	4.6	3	13.6	0	0.0
01:00	16	0	0.0	8	50.0	3	18.8	5	31.3	0	0.0
02:00	14	0	0.0	12	85.7	0	0.0	2	14.3	0	0.0
03:00	12	0	0.0	9	75.0	2	16.7	1	8.3	0	0.0
04:00	27	0	0.0	21	77.8	1	3.7	3	11.1	2	7.4
05:00	87	3	3.5	65	74.7	8	9.2	10	11.5	1	1.2
06:00	208	1	0.5	145	69.7	44	21.2	15	7.2	3	1.4
07:00	446	6	1.4	336	75.3	80	17.9	24	5.4	0	0.0
08:00	472	2	0.4	353	74.8	92	19.5	23	4.9	2	0.4
09:00	470	1	0.2	341	72.6	99	21.1	27	5.7	2	0.4
10:00	423	3	0.7	319	75.4	78	18.4	20	4.7	3	0.7
11:00	400	6	1.5	325	81.3	52	13.0	16	4.0	1	0.3
12:00	418	7	1.7	332	79.4	64	15.3	14	3.4	1	0.2
13:00	355	1	0.3	295	83.1	39	11.0	17	4.8	3	0.9
14:00	345	5	1.5	287	83.2	36	10.4	16	4.6	1	0.3
15:00	417	1	0.2	357	85.6	43	10.3	15	3.6	1	0.2
16:00	485	4	0.8	414	85.4	52	10.7	15	3.1	0	0.0
17:00	589	3	0.5	512	86.9	57	9.7	15	2.6	2	0.3
18:00	434	6	1.4	391	90.1	27	6.2	8	1.8	2	0.5
19:00	248	5	2.0	226	91.1	11	4.4	6	2.4	0	0.0
20:00	151	1	0.7	140	92.7	8	5.3	2	1.3	0	0.0
21:00	91	0	0.0	84	92.3	3	3.3	3	3.3	1	1.1
22:00	90	0	0.0	81	90.0	5	5.6	4	4.4	0	0.0
23:00	37	0	0.0	33	89.2	2	5.4	2	5.4	0	0.0
12H,7-19	5254	45	0.9	4262	81.1	719	13.7	210	4.0	18	0.3
16H,6-22	5952	52	0.9	4857	81.6	785	13.2	236	4.0	22	0.4
18H,6-24	6079	52	0.9	4971	81.8	792	13.0	242	4.0	22	0.4

499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)											
JUNE 2021 Channel: Westbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	6257	55	0.9	5104	81.6	807	12.9	266	4.3	25	0.4
Wed 23-Jun-21											
00:00	30	0	0.0	22	73.3	4	13.3	4	13.3	0	0.0
01:00	18	0	0.0	13	72.2	2	11.1	3	16.7	0	0.0
02:00	17	0	0.0	13	76.5	1	5.9	3	17.7	0	0.0
03:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
04:00	36	0	0.0	22	61.1	7	19.4	6	16.7	1	2.8
05:00	75	3	4.0	57	76.0	10	13.3	4	5.3	1	1.3
06:00	185	0	0.0	127	68.7	36	19.5	18	9.7	4	2.2
07:00	443	7	1.6	319	72.0	91	20.5	25	5.6	1	0.2
08:00	489	3	0.6	364	74.4	99	20.3	17	3.5	6	1.2
09:00	479	3	0.6	356	74.3	80	16.7	35	7.3	5	1.0
10:00	454	4	0.9	358	78.9	61	13.4	28	6.2	3	0.7
11:00	438	17	3.9	347	79.2	49	11.2	21	4.8	4	0.9
12:00	425	4	0.9	352	82.8	37	8.7	32	7.5	0	0.0
13:00	410	9	2.2	321	78.3	61	14.9	18	4.4	1	0.2
14:00	386	7	1.8	311	80.6	44	11.4	23	6.0	1	0.3
15:00	476	2	0.4	407	85.5	48	10.1	19	4.0	0	0.0
16:00	534	2	0.4	470	88.0	49	9.2	13	2.4	0	0.0
17:00	563	2	0.4	510	90.6	43	7.6	8	1.4	0	0.0
18:00	438	10	2.3	388	88.6	35	8.0	5	1.1	0	0.0
19:00	240	2	0.8	210	87.5	21	8.8	7	2.9	0	0.0
20:00	150	3	2.0	127	84.7	12	8.0	8	5.3	0	0.0
21:00	111	0	0.0	102	91.9	8	7.2	1	0.9	0	0.0
22:00	78	0	0.0	70	89.7	3	3.9	5	6.4	0	0.0
23:00	44	0	0.0	33	75.0	5	11.4	6	13.6	0	0.0
12H,7-19	5535	70	1.3	4503	81.4	697	12.6	244	4.4	21	0.4
16H,6-22	6221	75	1.2	5069	81.5	774	12.4	278	4.5	25	0.4

10499 BALDWINS GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)											
JUNE 2021 Channel: Westbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
18H,6-24	6343	75	1.2	5172	81.5	782	12.3	289	4.6	25	0.4
24H,0-24	6527	78	1.2	5306	81.3	807	12.4	309	4.7	27	0.4
Thu 24-Jun-21											
00:00	22	0	0.0	17	77.3	2	9.1	3	13.6	0	0.0
01:00	19	0	0.0	11	57.9	2	10.5	6	31.6	0	0.0
02:00	15	0	0.0	7	46.7	1	6.7	7	46.7	0	0.0
03:00	12	0	0.0	9	75.0	1	8.3	2	16.7	0	0.0
04:00	30	0	0.0	19	63.3	3	10.0	8	26.7	0	0.0
05:00	76	1	1.3	56	73.7	8	10.5	10	13.2	1	1.3
06:00	193	0	0.0	134	69.4	41	21.2	16	8.3	2	1.0
07:00	448	1	0.2	338	75.5	85	19.0	22	4.9	2	0.5
08:00	461	1	0.2	340	73.8	90	19.5	29	6.3	1	0.2
09:00	435	1	0.2	325	74.7	79	18.2	27	6.2	3	0.7
10:00	343	5	1.5	267	77.8	45	13.1	24	7.0	2	0.6
11:00	382	3	0.8	282	73.8	69	18.1	25	6.5	3	0.8
12:00	369	4	1.1	286	77.5	57	15.5	20	5.4	2	0.5
13:00	372	1	0.3	293	78.8	54	14.5	21	5.7	3	0.8
14:00	393	5	1.3	308	78.4	48	12.2	31	7.9	1	0.3
15:00	492	1	0.2	419	85.2	51	10.4	20	4.1	1	0.2
16:00	544	1	0.2	478	87.9	47	8.6	16	2.9	2	0.4
17:00	610	12	2.0	551	90.3	36	5.9	10	1.6	1	0.2
18:00	441	7	1.6	384	87.1	36	8.2	13	3.0	1	0.2
19:00	266	11	4.1	230	86.5	19	7.1	6	2.3	0	0.0
20:00	195	1	0.5	177	90.8	12	6.2	4	2.1	1	0.5
21:00	120	1	0.8	104	86.7	14	11.7	1	0.8	0	0.0
22:00	76	1	1.3	67	88.2	3	4.0	5	6.6	0	0.0
23:00	39	0	0.0	32	82.1	6	15.4	1	2.6	0	0.0
12H,7-19	5290	42	0.8	4271	80.7	697	13.2	258	4.9	22	0.4

499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
16H,6-22	6064	55	0.9	4916	81.1	783	12.9	285	4.7	25	0.4
18H,6-24	6179	56	0.9	5015	81.2	792	12.8	291	4.7	25	0.4
24H,0-24	6353	57	0.9	5134	80.8	809	12.7	327	5.2	26	0.4
Fri 25-Jun-21											
00:00	25	0	0.0	20	80.0	1	4.0	4	16.0	0	0.0
01:00	13	0	0.0	9	69.2	1	7.7	3	23.1	0	0.0
02:00	14	0	0.0	7	50.0	1	7.1	6	42.9	0	0.0
03:00	10	0	0.0	5	50.0	3	30.0	2	20.0	0	0.0
04:00	32	0	0.0	18	56.3	6	18.8	7	21.9	1	3.1
05:00	93	0	0.0	62	66.7	15	16.1	13	14.0	3	3.2
06:00	175	0	0.0	128	73.1	33	18.9	12	6.9	2	1.1
07:00	401	3	0.8	299	74.6	73	18.2	25	6.2	1	0.3
08:00	390	0	0.0	280	71.8	88	22.6	19	4.9	3	0.8
09:00	432	1	0.2	327	75.7	82	19.0	19	4.4	3	0.7
10:00	469	6	1.3	373	79.5	57	12.2	29	6.2	4	0.9
11:00	452	8	1.8	374	82.7	51	11.3	18	4.0	1	0.2
12:00	486	4	0.8	401	82.5	53	10.9	24	4.9	4	0.8
13:00	492	3	0.6	406	82.5	52	10.6	31	6.3	0	0.0
14:00	471	5	1.1	385	81.7	58	12.3	20	4.3	3	0.6
15:00	534	1	0.2	469	87.8	47	8.8	16	3.0	1	0.2
16:00	568	0	0.0	504	88.7	53	9.3	10	1.8	1	0.2
17:00	530	1	0.2	484	91.3	34	6.4	11	2.1	0	0.0
18:00	416	3	0.7	367	88.2	37	8.9	9	2.2	0	0.0
19:00	318	1	0.3	288	90.6	26	8.2	3	0.9	0	0.0
20:00	188	0	0.0	172	91.5	12	6.4	4	2.1	0	0.0
21:00	116	0	0.0	102	87.9	10	8.6	4	3.5	0	0.0
22:00	101	0	0.0	90	89.1	5	5.0	6	5.9	0	0.0
23:00	63	0	0.0	56	88.9	5	7.9	2	3.2	0	0.0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12H,7-19	5641	35	0.6	4669	82.8	685	12.1	231	4.1	21	0.4
16H,6-22	6438	36	0.6	5359	83.2	766	11.9	254	4.0	23	0.4
18H,6-24	6602	36	0.6	5505	83.4	776	11.8	262	4.0	23	0.4
24H,0-24	6789	36	0.5	5626	82.9	803	11.8	297	4.4	27	0.4
Sat 26-Jun-21											
00:00	41	0	0.0	38	92.7	1	2.4	2	4.9	0	0.0
01:00	19	0	0.0	12	63.2	3	15.8	4	21.1	0	0.0
02:00	14	0	0.0	12	85.7	0	0.0	2	14.3	0	0.0
03:00	10	0	0.0	7	70.0	1	10.0	2	20.0	0	0.0
04:00	10	0	0.0	9	90.0	0	0.0	1	10.0	0	0.0
05:00	52	1	1.9	34	65.4	6	11.5	8	15.4	3	5.8
06:00	86	1	1.2	74	86.1	10	11.6	1	1.2	0	0.0
07:00	171	3	1.8	130	76.0	33	19.3	5	2.9	0	0.0
08:00	259	7	2.7	195	75.3	48	18.5	8	3.1	1	0.4
09:00	397	8	2.0	326	82.1	57	14.4	5	1.3	1	0.3
10:00	402	2	0.5	345	85.8	41	10.2	12	3.0	2	0.5
11:00	492	9	1.8	433	88.0	37	7.5	12	2.4	1	0.2
12:00	477	5	1.1	451	94.6	10	2.1	10	2.1	1	0.2
13:00	459	5	1.1	409	89.1	31	6.8	13	2.8	1	0.2
14:00	453	4	0.9	423	93.4	22	4.9	4	0.9	0	0.0
15:00	395	9	2.3	353	89.4	28	7.1	5	1.3	0	0.0
16:00	380	3	0.8	351	92.4	20	5.3	6	1.6	0	0.0
17:00	320	4	1.3	287	89.7	24	7.5	4	1.3	1	0.3
18:00	272	0	0.0	251	92.3	16	5.9	5	1.8	0	0.0
19:00	193	3	1.6	172	89.1	13	6.7	5	2.6	0	0.0
20:00	167	3	1.8	153	91.6	6	3.6	5	3.0	0	0.0
21:00	122	1	0.8	106	86.9	7	5.7	8	6.6	0	0.0
22:00	93	0	0.0	84	90.3	6	6.5	3	3.2	0	0.0

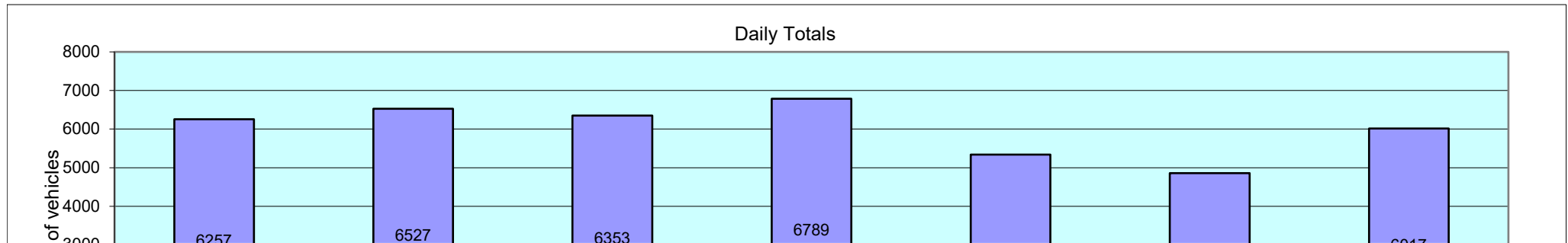
499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Westbound

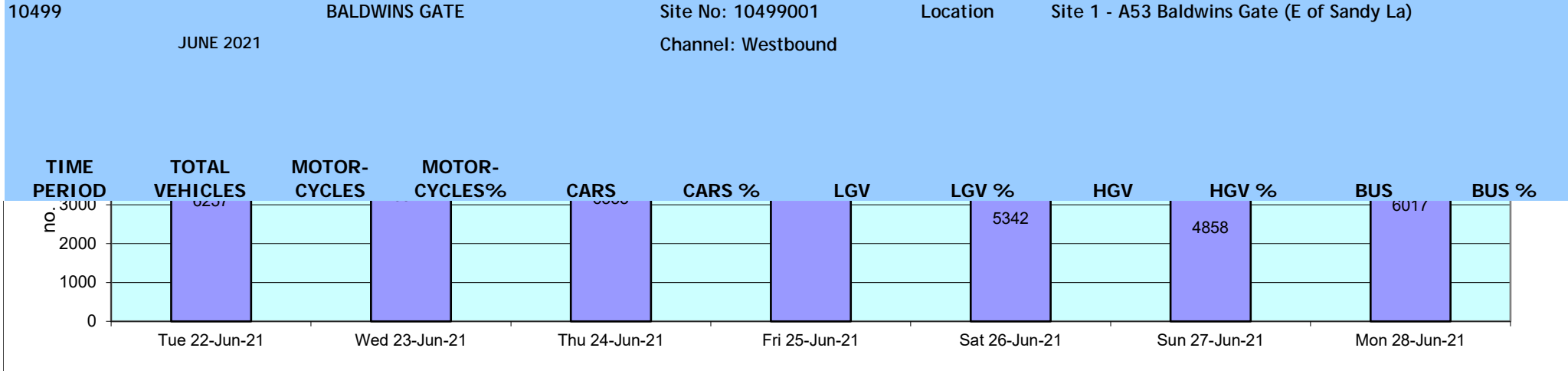
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
23:00	58	0	0.0	52	89.7	4	6.9	2	3.5	0	0.0
12H,7-19	4477	59	1.3	3954	88.3	367	8.2	89	2.0	8	0.2
16H,6-22	5045	67	1.3	4459	88.4	403	8.0	108	2.1	8	0.2
18H,6-24	5196	67	1.3	4595	88.4	413	8.0	113	2.2	8	0.2
24H,0-24	5342	68	1.3	4707	88.1	424	7.9	132	2.5	11	0.2
Sun 27-Jun-21											
00:00	38	0	0.0	34	89.5	3	7.9	1	2.6	0	0.0
01:00	31	0	0.0	27	87.1	3	9.7	1	3.2	0	0.0
02:00	11	0	0.0	8	72.7	1	9.1	2	18.2	0	0.0
03:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
04:00	13	0	0.0	10	76.9	0	0.0	3	23.1	0	0.0
05:00	41	1	2.4	34	82.9	4	9.8	1	2.4	1	2.4
06:00	54	2	3.7	44	81.5	4	7.4	4	7.4	0	0.0
07:00	120	3	2.5	99	82.5	12	10.0	6	5.0	0	0.0
08:00	171	8	4.7	133	77.8	21	12.3	9	5.3	0	0.0
09:00	282	16	5.7	224	79.4	33	11.7	8	2.8	1	0.4
10:00	381	14	3.7	323	84.8	33	8.7	11	2.9	0	0.0
11:00	434	12	2.8	396	91.2	21	4.8	5	1.2	0	0.0
12:00	510	8	1.6	471	92.4	23	4.5	8	1.6	0	0.0
13:00	437	3	0.7	399	91.3	30	6.9	5	1.1	0	0.0
14:00	435	4	0.9	406	93.3	21	4.8	4	0.9	0	0.0
15:00	359	5	1.4	322	89.7	31	8.6	1	0.3	0	0.0
16:00	390	5	1.3	362	92.8	19	4.9	3	0.8	1	0.3
17:00	316	1	0.3	298	94.3	14	4.4	3	1.0	0	0.0
18:00	285	4	1.4	263	92.3	17	6.0	1	0.4	0	0.0
19:00	201	1	0.5	180	89.6	12	6.0	8	4.0	0	0.0
20:00	142	0	0.0	132	93.0	8	5.6	2	1.4	0	0.0
21:00	106	1	0.9	98	92.5	5	4.7	2	1.9	0	0.0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
22:00	54	0	0.0	52	96.3	1	1.9	1	1.9	0	0.0
23:00	36	0	0.0	32	88.9	3	8.3	1	2.8	0	0.0
12H,7-19	4120	83	2.0	3696	89.7	275	6.7	64	1.6	2	0.1
16H,6-22	4623	87	1.9	4150	89.8	304	6.6	80	1.7	2	0.0
18H,6-24	4713	87	1.9	4234	89.8	308	6.5	82	1.7	2	0.0
24H,0-24	4858	88	1.8	4356	89.7	320	6.6	91	1.9	3	0.1
Mon 28-Jun-21											
00:00	20	0	0.0	14	70.0	3	15.0	3	15.0	0	0.0
01:00	13	0	0.0	9	69.2	1	7.7	3	23.1	0	0.0
02:00	12	0	0.0	6	50.0	0	0.0	6	50.0	0	0.0
03:00	12	0	0.0	9	75.0	1	8.3	2	16.7	0	0.0
04:00	36	0	0.0	29	80.6	2	5.6	4	11.1	1	2.8
05:00	78	3	3.9	54	69.2	12	15.4	8	10.3	1	1.3
06:00	199	0	0.0	145	72.9	29	14.6	24	12.1	1	0.5
07:00	383	1	0.3	293	76.5	66	17.2	21	5.5	2	0.5
08:00	423	1	0.2	317	74.9	82	19.4	21	5.0	2	0.5
09:00	434	2	0.5	319	73.5	84	19.4	28	6.5	1	0.2
10:00	370	1	0.3	299	80.8	49	13.2	20	5.4	1	0.3
11:00	425	6	1.4	341	80.2	56	13.2	20	4.7	2	0.5
12:00	363	2	0.6	296	81.5	39	10.7	23	6.3	3	0.8
13:00	379	2	0.5	321	84.7	36	9.5	19	5.0	1	0.3
14:00	376	1	0.3	311	82.7	47	12.5	15	4.0	2	0.5
15:00	449	0	0.0	371	82.6	54	12.0	23	5.1	1	0.2
16:00	518	2	0.4	451	87.1	46	8.9	17	3.3	2	0.4
17:00	555	3	0.5	494	89.0	48	8.7	9	1.6	1	0.2
18:00	393	0	0.0	355	90.3	28	7.1	9	2.3	1	0.3
19:00	229	1	0.4	199	86.9	22	9.6	6	2.6	1	0.4
20:00	149	1	0.7	134	89.9	9	6.0	5	3.4	0	0.0

1499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
21:00	110	1	0.9	92	83.6	13	11.8	4	3.6	0	0.0
22:00	58	0	0.0	52	89.7	3	5.2	3	5.2	0	0.0
23:00	33	0	0.0	29	87.9	1	3.0	3	9.1	0	0.0
12H,7-19	5068	21	0.4	4168	82.2	635	12.5	225	4.4	19	0.4
16H,6-22	5755	24	0.4	4738	82.3	708	12.3	264	4.6	21	0.4
18H,6-24	5846	24	0.4	4819	82.4	712	12.2	270	4.6	21	0.4
24H,0-24	6017	27	0.5	4940	82.1	731	12.2	296	4.9	23	0.4
Daily Totals											
Tue 22-Jun-21	6257	55	0.9	5104	81.6	807	12.9	266	4.3	25	0.4
Wed 23-Jun-21	6527	78	1.2	5306	81.3	807	12.4	309	4.7	27	0.4
Thu 24-Jun-21	6353	57	0.9	5134	80.8	809	12.7	327	5.2	26	0.4
Fri 25-Jun-21	6789	36	0.5	5626	82.9	803	11.8	297	4.4	27	0.4
Sat 26-Jun-21	5342	68	1.3	4707	88.1	424	7.9	132	2.5	11	0.2
Sun 27-Jun-21	4858	88	1.8	4356	89.7	320	6.6	91	1.9	3	0.1
Mon 28-Jun-21	6017	27	0.5	4940	82.1	731	12.2	296	4.9	23	0.4
Total Vehicles											
[--]	42143	409	1.0	35173	83.8	4701	10.9	1718	4.0	142	0.3





1499	BALDWINS GATE				Site No: 10499001	Location Site 1 - A53 Baldwins Gate (E of Sandy La)										
JUNE 2021					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Tue 22-Jun-21																
00:00	22	36.3	31.9	5.2	0	0	0	0	2	8	8	3	1	0	0	0
01:00	16	36.5	32.6	6.8	0	0	0	0	2	5	6	1	1	1	0	0
02:00	14	35.7	33.9	5.2	0	0	0	0	0	3	9	1	0	1	0	0
03:00	12	37.8	34.3	4.4	0	0	0	0	0	2	7	2	1	0	0	0
04:00	27	37.5	32.4	4.7	0	0	0	0	0	13	8	5	1	0	0	0
05:00	87	39.4	32.9	6.3	0	0	1	0	7	28	24	20	5	2	0	0
06:00	208	37.8	33	4.8	0	0	0	0	5	69	92	28	13	1	0	0
07:00	446	34.9	30.4	4.7	0	0	3	8	46	183	178	25	3	0	0	0
08:00	472	34	29.7	3.9	0	0	0	4	54	254	146	13	1	0	0	0
09:00	470	33.7	29.2	4.1	0	0	2	8	64	255	131	10	0	0	0	0
10:00	423	33	28.7	4.1	0	0	2	8	73	238	93	9	0	0	0	0
11:00	400	33.9	29.3	4.3	0	0	1	7	66	193	124	8	1	0	0	0
12:00	418	33.2	28.4	4.6	0	1	2	21	73	216	97	8	0	0	0	0
13:00	355	33.4	28.9	4	0	0	0	4	67	187	90	7	0	0	0	0
14:00	345	34.4	29.9	4.3	0	0	0	10	32	170	118	15	0	0	0	0
15:00	417	33.5	29	4.4	0	0	1	12	62	232	94	14	2	0	0	0
16:00	485	34.1	29.5	4.2	0	0	0	6	73	247	139	18	2	0	0	0
17:00	589	34.3	29.5	4.4	0	0	3	3	96	281	179	26	1	0	0	0
18:00	434	34.9	29.7	5.4	0	0	7	23	51	167	156	28	2	0	0	0
19:00	248	35.2	30.6	4.4	0	0	0	1	27	109	88	22	1	0	0	0
20:00	151	35.7	31.9	4.5	0	0	0	0	12	46	74	15	4	0	0	0
21:00	91	36.4	32.4	4.7	0	0	0	1	4	27	44	12	3	0	0	0
22:00	90	35.5	31.7	4.7	0	0	0	1	6	30	43	7	3	0	0	0
23:00	37	38.8	33.9	5.9	0	0	0	0	0	13	13	9	0	1	1	0
12H,7-19	5254	34.1	29.3	4.4	0	1	21	114	757	2623	1545	181	12	0	0	0
16H,6-22	5952	34.4	29.6	4.5	0	1	21	116	805	2874	1843	258	33	1	0	0
18H,6-24	6079	34.4	29.7	4.5	0	1	21	117	811	2917	1899	274	36	2	1	0
24H,0-24	6257	34.5	29.8	4.6	0	1	22	117	822	2976	1961	306	45	6	1	0

10499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)
 JUNE 2021 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
-------------	----------------	--------------	------------	------------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	------

Wed 23-Jun-21

00:00	30	40.5	34.8	6	0	0	0	0	2	7	6	11	4	0	0	0
01:00	18	38	32.9	5.3	0	0	0	0	0	8	6	2	2	0	0	0
02:00	17	35.9	30	5.7	0	0	0	0	5	5	4	3	0	0	0	0
03:00	8	-	32.9	4.4	0	0	0	0	0	3	3	2	0	0	0	0
04:00	36	39.6	34.5	5.9	0	0	0	0	1	8	16	7	3	0	1	0
05:00	75	38.4	32.8	6.7	0	0	1	1	4	23	29	11	3	1	2	0
06:00	185	38.1	32.5	5.4	0	0	0	2	10	65	66	32	7	3	0	0
07:00	443	34.3	29.9	4.1	0	0	1	6	48	213	162	13	0	0	0	0
08:00	489	33.8	29.5	3.9	0	0	0	7	49	284	134	14	1	0	0	0
09:00	479	33.7	28.9	4.4	0	0	5	11	76	243	135	9	0	0	0	0
10:00	454	32.9	28.6	4.2	0	0	1	12	78	259	91	13	0	0	0	0
11:00	438	33.3	28.8	4.4	0	1	7	9	51	256	106	8	0	0	0	0
12:00	425	33	28.6	4.1	0	0	1	14	69	239	96	6	0	0	0	0
13:00	410	33.5	28.9	4.3	0	0	3	10	64	217	109	7	0	0	0	0
14:00	386	34.3	29.8	4.2	0	0	0	5	49	194	120	17	1	0	0	0
15:00	476	33.2	28.7	4.2	0	0	0	12	93	248	114	9	0	0	0	0
16:00	534	33.2	28.5	4.3	0	0	1	14	109	276	124	9	1	0	0	0
17:00	563	33.7	29.2	4.1	0	0	4	5	80	299	164	11	0	0	0	0
18:00	438	34.4	29.9	4.2	0	0	1	2	62	204	151	17	1	0	0	0
19:00	240	36.5	31.3	5.1	0	0	2	2	15	108	73	36	3	1	0	0
20:00	150	35.5	31.2	5	0	0	0	1	15	60	57	11	5	1	0	0
21:00	111	35.4	31	5.4	0	0	0	1	14	43	41	7	3	2	0	0
22:00	78	38.6	32.5	5.4	0	0	0	0	8	25	23	19	3	0	0	0
23:00	44	38.1	32.9	5.5	0	0	0	0	3	13	18	7	2	1	0	0
12H,7-19	5535	33.7	29.1	4.2	0	1	24	107	828	2932	1506	133	4	0	0	0
16H,6-22	6221	34	29.4	4.4	0	1	26	113	882	3208	1743	219	22	7	0	0
18H,6-24	6343	34.1	29.4	4.5	0	1	26	113	893	3246	1784	245	27	8	0	0
24H,0-24	6527	34.2	29.5	4.6	0	1	27	114	905	3300	1848	281	39	9	3	0

1499	BALDWINS GATE				Site No: 10499001	Location Site 1 - A53 Baldwins Gate (E of Sandy La)										
JUNE 2021					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Thu 24-Jun-21																
00:00	22	37.5	33	4.8	0	0	0	0	1	6	10	4	1	0	0	0
01:00	19	43.1	34.6	6.7	0	0	0	0	0	7	7	0	4	1	0	0
02:00	15	37.6	32.5	4.9	0	0	0	0	1	5	5	4	0	0	0	0
03:00	12	35.2	32.7	3.2	0	0	0	0	0	3	8	1	0	0	0	0
04:00	30	36	31.5	4.7	0	0	0	0	3	11	11	5	0	0	0	0
05:00	76	35.6	31.7	4.9	0	0	1	0	5	25	36	7	2	0	0	0
06:00	193	35.2	30.9	4.4	0	0	0	1	13	94	66	15	4	0	0	0
07:00	448	33.6	29.1	4	0	0	0	6	75	235	126	6	0	0	0	0
08:00	461	32.8	28.9	3.9	0	0	2	10	53	290	99	7	0	0	0	0
09:00	435	33.1	28.6	4.1	0	0	0	10	87	230	99	9	0	0	0	0
10:00	343	33.1	29	3.7	0	0	0	4	45	209	80	5	0	0	0	0
11:00	382	33.2	29	3.9	0	0	0	7	51	225	92	7	0	0	0	0
12:00	369	33.1	28.9	3.8	0	0	0	1	64	214	83	7	0	0	0	0
13:00	372	34.2	29.7	4.2	0	0	0	8	47	176	134	6	0	1	0	0
14:00	393	33.3	28.4	4.7	0	0	2	22	69	197	93	10	0	0	0	0
15:00	492	33.7	29	4.6	0	0	8	18	49	266	141	10	0	0	0	0
16:00	544	33.9	29.1	4.2	0	0	0	6	110	253	160	15	0	0	0	0
17:00	610	34.2	29.5	4.4	0	0	1	11	99	283	193	21	2	0	0	0
18:00	441	34.9	30.5	4.4	0	0	0	5	47	186	173	28	2	0	0	0
19:00	266	35.5	30.6	5.2	0	0	0	9	32	97	97	27	4	0	0	0
20:00	195	35.6	31.6	4.5	0	0	0	0	15	71	86	19	3	1	0	0
21:00	120	35.4	30.5	4.8	0	0	0	0	21	43	43	12	1	0	0	0
22:00	76	39.5	33.2	5.6	0	0	0	0	5	24	24	16	7	0	0	0
23:00	39	36.8	31.7	6.2	0	0	0	1	4	14	13	4	2	1	0	0
12H,7-19	5290	33.8	29.2	4.2	0	0	13	108	796	2764	1473	131	4	1	0	0
16H,6-22	6064	34.1	29.4	4.3	0	0	13	118	877	3069	1765	204	16	2	0	0
18H,6-24	6179	34.1	29.4	4.4	0	0	13	119	886	3107	1802	224	25	3	0	0
24H,0-24	6353	34.2	29.5	4.4	0	0	14	119	896	3164	1879	245	32	4	0	0

10499	BALDWINS GATE				Site No: 10499001	Location Site 1 - A53 Baldwins Gate (E of Sandy La)										
JUNE 2021					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Fri 25-Jun-21																
00:00	25	40	33.9	5.8	0	0	0	0	1	8	7	6	3	0	0	0
01:00	13	34.9	30	4.9	0	0	0	0	2	7	2	2	0	0	0	0
02:00	14	39.5	32.8	7.4	0	0	0	0	2	5	3	2	1	1	0	0
03:00	10	33.5	30	6	0	0	0	0	2	5	2	0	1	0	0	0
04:00	32	37.2	33	4.1	0	0	0	0	1	8	16	7	0	0	0	0
05:00	93	35.4	31.3	4.6	0	0	0	0	7	40	36	7	3	0	0	0
06:00	175	35.6	31.6	4.8	0	0	0	1	8	78	66	15	5	2	0	0
07:00	401	34.1	29.7	4.2	0	0	0	0	55	225	98	19	3	1	0	0
08:00	390	33.7	29.3	4.1	0	0	1	8	44	220	107	9	1	0	0	0
09:00	432	33.4	28.8	4.3	0	0	1	5	88	225	100	11	2	0	0	0
10:00	469	33.1	28.8	4	0	0	3	4	78	265	113	5	1	0	0	0
11:00	452	33.4	28.6	4.7	0	0	3	24	66	242	103	13	1	0	0	0
12:00	486	33.5	28.8	4.3	0	0	2	12	84	251	127	10	0	0	0	0
13:00	492	33.7	29.1	4.3	0	0	3	13	68	257	143	8	0	0	0	0
14:00	471	33.3	29	3.9	0	1	1	3	76	261	126	3	0	0	0	0
15:00	534	33.6	28.7	4.5	0	0	1	12	119	258	124	19	1	0	0	0
16:00	568	33.3	28.8	4.1	0	0	0	13	98	304	144	9	0	0	0	0
17:00	530	33.9	29	4.6	0	0	1	17	93	258	138	22	1	0	0	0
18:00	416	33.6	29	4.5	0	0	0	9	75	219	95	17	0	0	0	1
19:00	318	33.9	29.3	4.2	0	0	0	7	45	162	96	7	1	0	0	0
20:00	188	35	29.9	4.9	0	0	0	3	38	69	62	15	1	0	0	0
21:00	116	35.2	31.1	4.5	0	0	0	0	10	50	45	8	3	0	0	0
22:00	101	34.6	29.6	5	0	0	0	4	15	44	31	6	1	0	0	0
23:00	63	38	33	5	0	0	0	0	4	16	29	10	4	0	0	0
12H,7-19	5641	33.6	29	4.3	0	1	16	120	944	2985	1418	145	10	1	0	1
16H,6-22	6438	33.8	29.1	4.4	0	1	16	131	1045	3344	1687	190	20	3	0	1
18H,6-24	6602	33.8	29.2	4.4	0	1	16	135	1064	3404	1747	206	25	3	0	1
24H,0-24	6789	33.9	29.2	4.4	0	1	16	135	1079	3477	1813	230	33	4	0	1

10499	BALDWINS GATE				Site No: 10499001	Location Site 1 - A53 Baldwins Gate (E of Sandy La)										
JUNE 2021					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Sat 26-Jun-21																
00:00	41	39	31.9	7.2	0	0	0	2	5	14	8	9	1	2	0	0
01:00	19	34.7	31.4	3.4	0	0	0	0	0	9	9	1	0	0	0	0
02:00	14	39.5	33.9	5.9	0	0	0	0	1	3	6	2	2	0	0	0
03:00	10	31	30	3.6	0	0	0	0	0	8	1	1	0	0	0	0
04:00	10	38.5	33.5	4.9	0	0	0	0	0	4	2	4	0	0	0	0
05:00	52	38.6	33.4	4.8	0	0	0	0	1	16	21	11	3	0	0	0
06:00	86	37.8	31.8	5.6	0	0	0	3	6	31	27	16	3	0	0	0
07:00	171	35.3	30.8	5	0	0	1	2	21	61	69	14	3	0	0	0
08:00	259	34.9	30.5	4.4	0	0	0	4	29	104	107	13	2	0	0	0
09:00	397	34.3	29.7	4.5	0	0	4	7	42	198	130	15	0	1	0	0
10:00	402	33.2	28.2	5.1	0	4	11	15	52	213	104	3	0	0	0	0
11:00	492	34	29.4	4.3	0	0	2	14	52	268	138	18	0	0	0	0
12:00	477	33.1	28.5	4.4	0	0	2	18	88	254	104	9	2	0	0	0
13:00	459	33.3	28.6	4.6	0	0	4	19	73	244	106	10	3	0	0	0
14:00	453	34.3	29.8	4.2	0	0	1	10	50	213	169	10	0	0	0	0
15:00	395	33.9	29	4.8	0	0	4	14	65	185	115	10	2	0	0	0
16:00	380	34.6	29.5	5	0	0	3	10	64	160	120	21	1	1	0	0
17:00	320	35.4	30.8	4.8	0	0	5	2	23	130	128	32	0	0	0	0
18:00	272	35.5	31.4	4.6	0	0	0	3	20	99	121	22	7	0	0	0
19:00	193	35.9	31.2	5.4	0	0	0	1	33	52	79	24	3	0	1	0
20:00	167	35.8	31.7	4.8	0	0	0	2	10	63	69	18	5	0	0	0
21:00	122	35.5	31	4.9	0	0	0	0	15	51	41	11	4	0	0	0
22:00	93	35.3	30.2	5.6	0	0	1	3	8	47	23	8	2	1	0	0
23:00	58	35.6	30.7	5.3	0	0	0	0	7	29	14	6	1	1	0	0
12H,7-19	4477	34.3	29.5	4.7	0	4	37	118	579	2129	1411	177	20	2	0	0
16H,6-22	5045	34.5	29.7	4.8	0	4	37	124	643	2326	1627	246	35	2	1	0
18H,6-24	5196	34.6	29.7	4.8	0	4	38	127	658	2402	1664	260	38	4	1	0
24H,0-24	5342	34.6	29.8	4.9	0	4	38	129	665	2456	1711	288	44	6	1	0

10499	BALDWINS GATE				Site No: 10499001	Location Site 1 - A53 Baldwins Gate (E of Sandy La)										
JUNE 2021					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

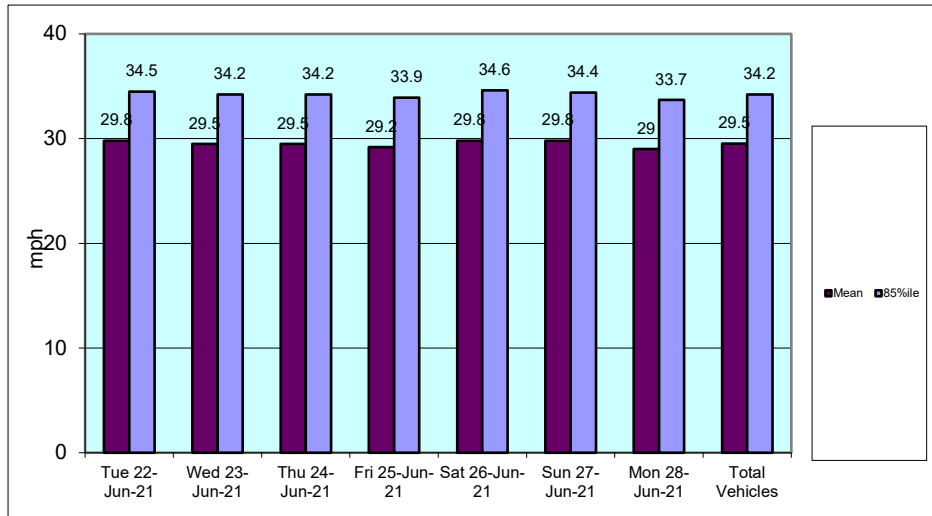
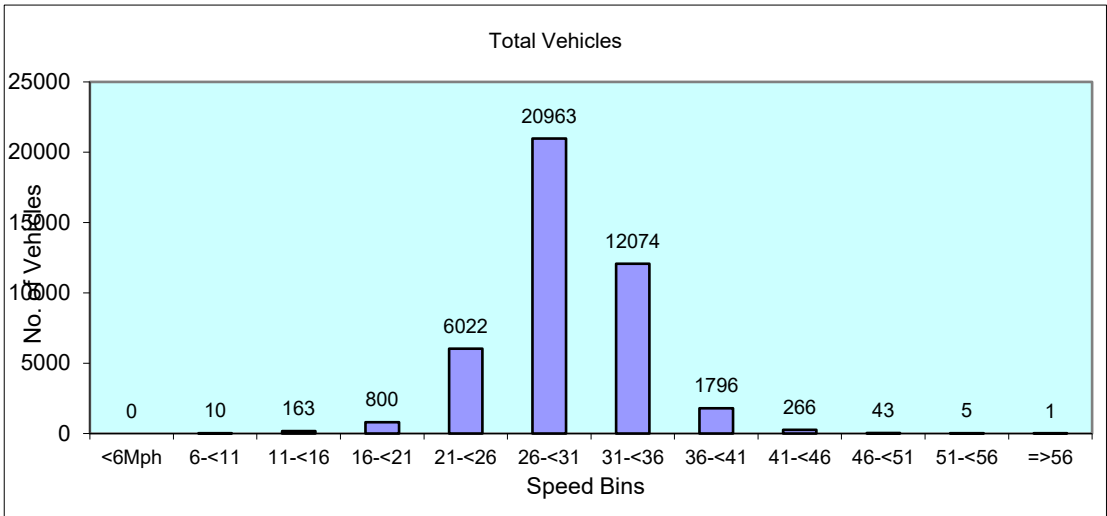
Sun 27-Jun-21																
00:00	38	40.1	33.9	6.2	0	0	0	0	4	7	15	7	4	1	0	0
01:00	31	35.8	31.2	5	0	0	0	0	3	14	9	4	1	0	0	0
02:00	11	32.4	28.5	4.1	0	0	0	0	3	5	3	0	0	0	0	0
03:00	11	43.1	33.5	8.7	0	0	0	0	2	4	1	1	2	1	0	0
04:00	13	33.6	30.4	2.9	0	0	0	0	0	8	5	0	0	0	0	0
05:00	41	40.7	34.4	6.1	0	0	0	0	4	7	14	10	6	0	0	0
06:00	54	39.5	34.1	5.8	0	0	1	0	1	10	25	12	4	1	0	0
07:00	120	35.2	30.5	5.1	0	0	0	4	12	51	41	9	3	0	0	0
08:00	171	32.6	28.1	5.3	0	0	3	10	30	94	25	6	2	1	0	0
09:00	282	33.1	28.7	4.2	0	1	0	9	41	161	66	4	0	0	0	0
10:00	381	32.8	28.8	3.8	0	0	1	7	54	232	82	5	0	0	0	0
11:00	434	33.2	28.9	4.3	0	0	5	11	51	254	108	4	0	1	0	0
12:00	510	32.1	28.6	3.5	0	0	1	6	74	331	96	2	0	0	0	0
13:00	437	33.2	29	4	0	0	2	6	63	254	104	7	1	0	0	0
14:00	435	34	29.3	4.5	0	0	8	2	58	222	134	10	0	1	0	0
15:00	359	33.9	29.6	3.9	0	0	0	1	46	197	103	12	0	0	0	0
16:00	390	34	29.8	3.8	0	0	0	0	45	216	117	10	2	0	0	0
17:00	316	35.6	31.6	4.5	0	0	0	2	17	129	131	29	7	1	0	0
18:00	285	35.5	31.5	4.4	0	0	1	2	22	89	141	29	1	0	0	0
19:00	201	35.4	30.8	4.8	0	0	2	1	17	89	70	19	3	0	0	0
20:00	142	35.6	31.7	4.5	0	0	0	1	7	55	62	13	4	0	0	0
21:00	106	37.2	32	4.8	0	0	0	0	9	36	40	19	2	0	0	0
22:00	54	36.9	32.8	4.7	0	0	0	0	1	19	24	8	1	1	0	0
23:00	36	38.6	33.1	5.7	0	0	0	0	1	14	13	4	3	1	0	0
12H,7-19	4120	33.9	29.4	4.3	0	1	21	60	513	2230	1148	127	16	4	0	0
16H,6-22	4623	34.3	29.7	4.4	0	1	24	62	547	2420	1345	190	29	5	0	0
18H,6-24	4713	34.3	29.7	4.5	0	1	24	62	549	2453	1382	202	33	7	0	0
24H,0-24	4858	34.4	29.8	4.5	0	1	24	62	565	2498	1429	224	46	9	0	0

1499		BALDWINS GATE			Site No: 10499001		Location Site 1 - A53 Baldwins Gate (E of Sandy La)									
JUNE 2021		Channel: Westbound														
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 28-Jun-21																
00:00	20	35.2	31.5	4.6	0	0	0	0	2	7	8	3	0	0	0	0
01:00	13	46.9	33.1	9.6	0	0	0	0	3	4	3	0	0	3	0	0
02:00	12	37.2	32.3	4.6	0	0	0	0	0	6	3	3	0	0	0	0
03:00	12	33.1	30.2	2.9	0	0	0	0	0	8	4	0	0	0	0	0
04:00	36	36.1	32.9	4.2	0	0	0	0	1	9	20	5	1	0	0	0
05:00	78	38.4	32.7	5.6	0	0	1	0	5	23	30	14	5	0	0	0
06:00	199	35.6	30.8	5.5	0	0	4	4	16	77	73	21	3	1	0	0
07:00	383	33.9	29.4	4.3	0	0	2	8	45	207	108	10	3	0	0	0
08:00	423	33.8	29.2	4.3	0	0	3	6	63	223	114	14	0	0	0	0
09:00	434	32.9	28.9	3.9	0	0	1	5	64	265	89	9	1	0	0	0
10:00	370	32.8	28.7	3.8	0	0	0	6	61	219	79	5	0	0	0	0
11:00	425	29.8	26.2	3.4	0	0	2	17	164	237	5	0	0	0	0	0
12:00	363	29.8	26.3	3.2	0	0	0	9	148	199	7	0	0	0	0	0
13:00	379	32.1	28.2	4	0	0	0	7	89	212	65	5	1	0	0	0
14:00	376	33	28.7	3.9	0	0	1	4	68	210	89	4	0	0	0	0
15:00	449	32.7	28.2	4.5	0	2	1	22	83	240	95	6	0	0	0	0
16:00	518	33.5	28.8	4.5	0	0	5	17	84	261	143	8	0	0	0	0
17:00	555	33.6	29	4.4	0	0	2	10	93	295	136	17	1	1	0	0
18:00	393	34.9	30.6	4.1	0	0	0	3	39	159	172	20	0	0	0	0
19:00	229	34.7	30	4.7	0	0	0	5	27	112	67	15	3	0	0	0
20:00	149	36.8	30.9	5.2	0	0	0	1	24	53	44	26	1	0	0	0
21:00	110	35.9	31.5	4.5	0	0	0	0	9	43	42	15	1	0	0	0
22:00	58	38.8	33.4	4.9	0	0	0	0	1	19	21	14	3	0	0	0
23:00	33	40.1	35	5	0	0	0	0	1	4	16	8	4	0	0	0
12H,7-19	5068	33	28.5	4.2	0	2	17	114	1001	2727	1102	98	6	1	0	0
16H,6-22	5755	33.5	28.8	4.4	0	2	21	124	1077	3012	1328	175	14	2	0	0
18H,6-24	5846	33.6	28.9	4.4	0	2	21	124	1079	3035	1365	197	21	2	0	0
24H,0-24	6017	33.7	29	4.5	0	2	22	124	1090	3092	1433	222	27	5	0	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
-------------	----------------	--------------	------------	------------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	------

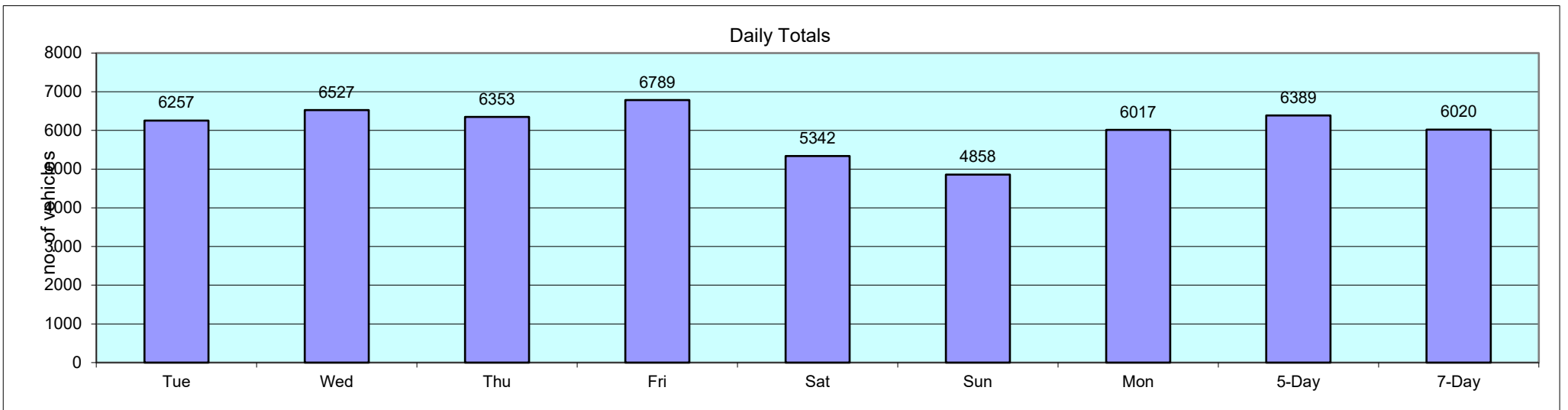
Daily Totals																
Tue 22-Jun-21	6257	34.5	29.8	4.6	0	1	22	117	822	2976	1961	306	45	6	1	0
Wed 23-Jun-21	6527	34.2	29.5	4.6	0	1	27	114	905	3300	1848	281	39	9	3	0
Thu 24-Jun-21	6353	34.2	29.5	4.4	0	0	14	119	896	3164	1879	245	32	4	0	0
Fri 25-Jun-21	6789	33.9	29.2	4.4	0	1	16	135	1079	3477	1813	230	33	4	0	1
Sat 26-Jun-21	5342	34.6	29.8	4.9	0	4	38	129	665	2456	1711	288	44	6	1	0
Sun 27-Jun-21	4858	34.4	29.8	4.5	0	1	24	62	565	2498	1429	224	46	9	0	0
Mon 28-Jun-21	6017	33.7	29	4.5	0	2	22	124	1090	3092	1433	222	27	5	0	0

Total Vehicles																
[--]	42143	34.2	29.5	4.6	0	10	163	800	6022	20963	12074	1796	266	43	5	1



499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)									
JUNE 2021 Channel: Westbound									
TIME PERIOD	Tue 22/06/2021	Wed 23/06/2021	Thu 24/06/2021	Fri 25/06/2021	Sat 26/06/2021	Sun 27/06/2021	Mon 28/06/2021	5-Day Av	7-Day Av
Week Begin: 22-Jun-21									
00:00	22	30	22	25	41	38	20	24	28
01:00	16	18	19	13	19	31	13	16	18
02:00	14	17	15	14	14	11	12	14	14
03:00	12	8	12	10	10	11	12	11	11
04:00	27	36	30	32	10	13	36	32	26
05:00	87	75	76	93	52	41	78	82	72
06:00	208	185	193	175	86	54	199	192	157
07:00	446	443	448	401	171	120	383	424	345
08:00	472	489	461	390	259	171	423	447	381
09:00	470	479	435	432	397	282	434	450	418
10:00	423	454	343	469	402	381	370	412	406
11:00	400	438	382	452	492	434	425	419	432
12:00	418	425	369	486	477	510	363	412	435
13:00	355	410	372	492	459	437	379	402	415
14:00	345	386	393	471	453	435	376	394	408
15:00	417	476	492	534	395	359	449	474	446
16:00	485	534	544	568	380	390	518	530	488
17:00	589	563	610	530	320	316	555	569	498
18:00	434	438	441	416	272	285	393	424	383
19:00	248	240	266	318	193	201	229	260	242
20:00	151	150	195	188	167	142	149	167	163
21:00	91	111	120	116	122	106	110	110	111
22:00	90	78	76	101	93	54	58	81	79
23:00	37	44	39	63	58	36	33	43	44
12H,7-19	5254	5535	5290	5641	4477	4120	5068	5358	5055
16H,6-22	5952	6221	6064	6438	5045	4623	5755	6086	5728
18H,6-24	6079	6343	6179	6602	5196	4713	5846	6210	5851
24H,0-24	6257	6527	6353	6789	5342	4858	6017	6389	6020
Am	08:00	08:00	08:00	10:00	11:00	11:00	09:00		

10499	BALDWINS GATE		Site No: 10499001		Location		Site 1 - A53 Baldwins Gate (E of Sandy La)		
	JUNE 2021		Channel: Westbound						
TIME PERIOD	Tue 22/06/2021	Wed 23/06/2021	Thu 24/06/2021	Fri 25/06/2021	Sat 26/06/2021	Sun 27/06/2021	Mon 28/06/2021	5-Day Av	7-Day Av
Peak	472	489	461	469	492	434	434		
Pm	17:00	17:00	17:00	16:00	12:00	12:00	17:00		
Peak	589	563	610	568	477	510	555		



Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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

10499 BALDWINS GATE										
JUNE 2021										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10499002	Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd) 52.959223, -2.321088	Channel: Northbound	Tue 22-Jun-21	Mon 28-Jun-21	NSL	5365	819	766	32.2	27.3
		Channel: Southbound	Tue 22-Jun-21	Mon 28-Jun-21		5632	869	805	37.1	29.4

499		BALDWINS GATE			Site No: 10499002		Location		Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)							
JUNE 2021		Channel: Northbound														
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Tue 22-Jun-21																
00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0	
07:00	41	0	36	5	0	0	0	0	0	0	0	0	0	0	0	
08:00	87	0	66	18	0	2	1	0	0	0	0	0	0	0	0	
09:00	49	0	42	7	0	0	0	0	0	0	0	0	0	0	0	
10:00	49	2	41	6	0	0	0	0	0	0	0	0	0	0	0	
11:00	45	0	38	7	0	0	0	0	0	0	0	0	0	0	0	
12:00	62	3	54	5	0	0	0	0	0	0	0	0	0	0	0	
13:00	34	1	30	2	0	1	0	0	0	0	0	0	0	0	0	
14:00	48	0	43	4	0	0	0	0	1	0	0	0	0	0	0	
15:00	62	3	53	5	0	0	0	0	1	0	0	0	0	0	0	
16:00	78	2	73	3	0	0	0	0	0	0	0	0	0	0	0	
17:00	71	0	64	7	0	0	0	0	0	0	0	0	0	0	0	
18:00	67	2	65	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	53	2	49	2	0	0	0	0	0	0	0	0	0	0	0	
20:00	34	1	32	1	0	0	0	0	0	0	0	0	0	0	0	
21:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	693	13	605	69	0	3	1	0	2	0	0	0	0	0	0	
16H,6-22	801	16	705	74	0	3	1	0	2	0	0	0	0	0	0	
18H,6-24	826	17	729	74	0	3	1	0	2	0	0	0	0	0	0	

10499		BALDWINS GATE				Site No: 10499002		Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)							
JUNE 2021		Channel: Northbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
24H,0-24	836	17	739	74	0	3	1	0	2	0	0	0	0	0	
Wed 23-Jun-21															
00:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	9	1	7	1	0	0	0	0	0	0	0	0	0	0	
07:00	39	0	35	3	0	0	0	0	1	0	0	0	0	0	
08:00	59	1	50	7	1	0	0	0	0	0	0	0	0	0	
09:00	53	0	43	9	0	0	1	0	0	0	0	0	0	0	
10:00	54	0	43	10	0	0	0	0	1	0	0	0	0	0	
11:00	45	1	34	7	0	2	0	0	0	0	0	1	0	0	
12:00	58	2	52	3	0	0	0	0	1	0	0	0	0	0	
13:00	59	5	42	9	0	2	1	0	0	0	0	0	0	0	
14:00	44	1	42	1	0	0	0	0	0	0	0	0	0	0	
15:00	62	0	56	5	0	0	0	0	1	0	0	0	0	0	
16:00	79	3	70	6	0	0	0	0	0	0	0	0	0	0	
17:00	73	0	70	2	0	0	0	0	1	0	0	0	0	0	
18:00	64	0	62	2	0	0	0	0	0	0	0	0	0	0	
19:00	40	1	38	0	0	0	1	0	0	0	0	0	0	0	
20:00	31	1	26	4	0	0	0	0	0	0	0	0	0	0	
21:00	21	1	19	1	0	0	0	0	0	0	0	0	0	0	
22:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
23:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
2H,7-19	689	13	599	64	1	4	2	0	5	0	0	1	0	0	
16H,6-22	790	17	689	70	1	4	3	0	5	0	0	1	0	0	

499		BALDWINS GATE				Site No: 10499002		Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)							
JUNE 2021		Channel: Northbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
18H,6-24	808	17	706	71	1	4	3	0	5	0	0	1	0	0	
24H,0-24	822	17	717	74	1	4	3	0	5	0	0	1	0	0	
Thu 24-Jun-21															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	12	1	6	3	0	1	1	0	0	0	0	0	0	0	
07:00	38	0	33	5	0	0	0	0	0	0	0	0	0	0	
08:00	63	0	54	6	1	0	1	0	1	0	0	0	0	0	
09:00	47	0	42	5	0	0	0	0	0	0	0	0	0	0	
10:00	55	0	45	9	0	0	0	0	1	0	0	0	0	0	
11:00	59	0	50	8	0	0	0	0	1	0	0	0	0	0	
12:00	49	0	37	12	0	0	0	0	0	0	0	0	0	0	
13:00	52	2	42	8	0	0	0	0	0	0	0	0	0	0	
14:00	47	0	43	4	0	0	0	0	0	0	0	0	0	0	
15:00	66	1	56	9	0	0	0	0	0	0	0	0	0	0	
16:00	72	0	65	5	0	0	1	0	0	0	1	0	0	0	
17:00	73	2	70	1	0	0	0	0	0	0	0	0	0	0	
18:00	87	0	83	3	0	0	1	0	0	0	0	0	0	0	
19:00	37	1	32	3	0	0	1	0	0	0	0	0	0	0	
20:00	39	1	33	3	0	0	0	0	2	0	0	0	0	0	
21:00	26	1	24	1	0	0	0	0	0	0	0	0	0	0	
22:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	708	5	620	75	1	0	3	0	3	0	1	0	0	0	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
16H,6-22	822	9	715	85	1	1	5	0	5	0	1	0	0	0
18H,6-24	837	9	729	86	1	1	5	0	5	0	1	0	0	0
24H,0-24	844	9	736	86	1	1	5	0	5	0	1	0	0	0

Fri 25-Jun-21

00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07:00	38	0	35	3	0	0	0	0	0	0	0	0	0	0
08:00	59	0	50	7	1	1	0	0	0	0	0	0	0	0
09:00	69	0	61	8	0	0	0	0	0	0	0	0	0	0
10:00	65	0	57	8	0	0	0	0	0	0	0	0	0	0
11:00	54	0	46	7	0	1	0	0	0	0	0	0	0	0
12:00	58	1	52	5	0	0	0	0	0	0	0	0	0	0
13:00	46	0	42	4	0	0	0	0	0	0	0	0	0	0
14:00	65	0	59	6	0	0	0	0	0	0	0	0	0	0
15:00	80	1	75	3	0	0	1	0	0	0	0	0	0	0
16:00	75	0	71	3	0	0	1	0	0	0	0	0	0	0
17:00	64	0	60	4	0	0	0	0	0	0	0	0	0	0
18:00	70	2	65	1	0	0	1	0	1	0	0	0	0	0
19:00	36	0	34	2	0	0	0	0	0	0	0	0	0	0
20:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0
21:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0
22:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0
23:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0

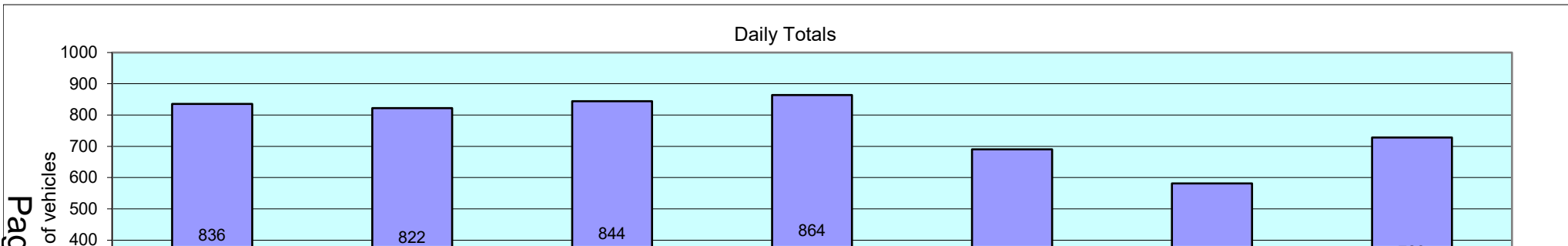
1499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)
 JUNE 2021 Channel: Northbound

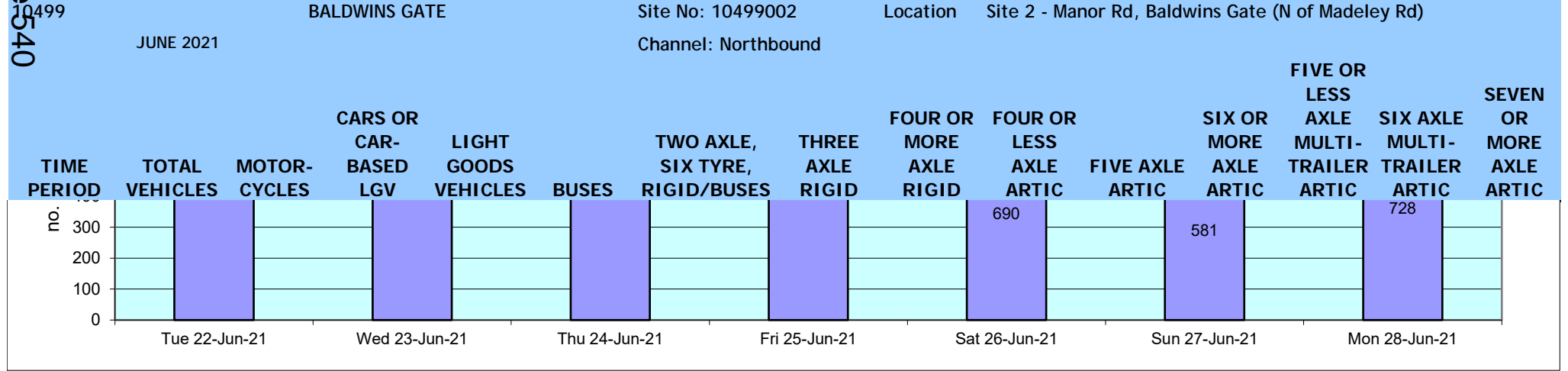
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
12H,7-19	743	4	673	59	1	2	3	0	1	0	0	0	0	0	
16H,6-22	822	4	748	63	1	2	3	0	1	0	0	0	0	0	
18H,6-24	853	4	777	65	1	2	3	0	1	0	0	0	0	0	
24H,0-24	864	4	788	65	1	2	3	0	1	0	0	0	0	0	
Sat 26-Jun-21															
00:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
07:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
08:00	26	0	21	4	0	0	1	0	0	0	0	0	0	0	
09:00	48	1	43	4	0	0	0	0	0	0	0	0	0	0	
10:00	47	0	38	9	0	0	0	0	0	0	0	0	0	0	
11:00	64	0	56	8	0	0	0	0	0	0	0	0	0	0	
12:00	57	2	52	3	0	0	0	0	0	0	0	0	0	0	
13:00	64	2	57	3	0	2	0	0	0	0	0	0	0	0	
14:00	51	0	49	2	0	0	0	0	0	0	0	0	0	0	
15:00	57	6	48	3	0	0	0	0	0	0	0	0	0	0	
16:00	53	1	50	2	0	0	0	0	0	0	0	0	0	0	
17:00	48	2	44	2	0	0	0	0	0	0	0	0	0	0	
18:00	40	1	36	1	0	0	0	1	1	0	0	0	0	0	
19:00	35	2	32	0	0	0	0	0	0	0	0	1	0	0	
20:00	22	0	22	0	0	0	0	0	0	0	0	0	0	0	
21:00	20	1	19	0	0	0	0	0	0	0	0	0	0	0	
22:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	563	15	501	42	0	2	1	1	1	0	0	0	0	0
16H,6-22	646	18	580	42	0	2	1	1	1	0	0	1	0	0
18H,6-24	672	18	603	45	0	2	1	1	1	0	0	1	0	0
24H,0-24	690	18	621	45	0	2	1	1	1	0	0	1	0	0
Sun 27-Jun-21														
00:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
01:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
08:00	19	1	18	0	0	0	0	0	0	0	0	0	0	0
09:00	57	0	54	2	0	1	0	0	0	0	0	0	0	0
10:00	33	0	31	2	0	0	0	0	0	0	0	0	0	0
11:00	50	2	44	4	0	0	0	0	0	0	0	0	0	0
12:00	46	1	43	1	0	0	1	0	0	0	0	0	0	0
13:00	40	2	33	5	0	0	0	0	0	0	0	0	0	0
14:00	42	0	42	0	0	0	0	0	0	0	0	0	0	0
15:00	31	0	30	0	0	0	0	0	1	0	0	0	0	0
16:00	48	1	46	1	0	0	0	0	0	0	0	0	0	0
17:00	55	0	54	0	0	0	0	0	1	0	0	0	0	0
18:00	44	1	41	2	0	0	0	0	0	0	0	0	0	0
19:00	26	0	26	0	0	0	0	0	0	0	0	0	0	0
20:00	27	0	26	0	0	0	0	0	1	0	0	0	0	0
21:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0

499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)															
JUNE 2021 Channel: Northbound															
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	475	8	446	17	0	1	1	0	2	0	0	0	0	0	
16H,6-22	541	8	511	17	0	1	1	0	3	0	0	0	0	0	
18H,6-24	551	8	521	17	0	1	1	0	3	0	0	0	0	0	
24H,0-24	581	8	548	20	0	1	1	0	3	0	0	0	0	0	
Mon 28-Jun-21															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	12	0	9	2	0	0	0	0	1	0	0	0	0	0	
07:00	31	0	25	5	0	0	0	0	1	0	0	0	0	0	
08:00	71	0	63	6	1	0	1	0	0	0	0	0	0	0	
09:00	55	0	49	5	0	0	1	0	0	0	0	0	0	0	
10:00	48	1	38	7	0	1	1	0	0	0	0	0	0	0	
11:00	31	0	28	3	0	0	0	0	0	0	0	0	0	0	
12:00	44	1	37	6	0	0	0	0	0	0	0	0	0	0	
13:00	48	1	39	6	0	0	2	0	0	0	0	0	0	0	
14:00	49	0	47	2	0	0	0	0	0	0	0	0	0	0	
15:00	57	1	51	5	0	0	0	0	0	0	0	0	0	0	
16:00	70	0	66	4	0	0	0	0	0	0	0	0	0	0	
17:00	78	0	74	3	0	0	0	0	1	0	0	0	0	0	
18:00	46	0	45	1	0	0	0	0	0	0	0	0	0	0	
19:00	34	0	32	2	0	0	0	0	0	0	0	0	0	0	
20:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0
22:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	628	4	562	53	1	1	5	0	2	0	0	0	0	0
16H,6-22	709	4	635	60	1	1	5	0	3	0	0	0	0	0
18H,6-24	722	4	647	61	1	1	5	0	3	0	0	0	0	0
24H,0-24	728	4	653	61	1	1	5	0	3	0	0	0	0	0
Daily Totals														
Tue 22-Jun-21	836	17	739	74	0	3	1	0	2	0	0	0	0	0
Wed 23-Jun-21	822	17	717	74	1	4	3	0	5	0	0	1	0	0
Thu 24-Jun-21	844	9	736	86	1	1	5	0	5	0	1	0	0	0
Fri 25-Jun-21	864	4	788	65	1	2	3	0	1	0	0	0	0	0
Sat 26-Jun-21	690	18	621	45	0	2	1	1	1	0	0	1	0	0
Sun 27-Jun-21	581	8	548	20	0	1	1	0	3	0	0	0	0	0
Mon 28-Jun-21	728	4	653	61	1	1	5	0	3	0	0	0	0	0
Total Vehicles														
[--]	5365	77	4802	425	4	14	19	1	20	0	1	2	0	0





TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 22-Jun-21											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	11	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
07:00	41	0	0.0	36	87.8	5	12.2	0	0.0	0	0.0
08:00	87	0	0.0	66	75.9	18	20.7	3	3.5	0	0.0
09:00	49	0	0.0	42	85.7	7	14.3	0	0.0	0	0.0
10:00	49	2	4.1	41	83.7	6	12.2	0	0.0	0	0.0
11:00	45	0	0.0	38	84.4	7	15.6	0	0.0	0	0.0
12:00	62	3	4.8	54	87.1	5	8.1	0	0.0	0	0.0
13:00	34	1	2.9	30	88.2	2	5.9	1	2.9	0	0.0
14:00	48	0	0.0	43	89.6	4	8.3	1	2.1	0	0.0
15:00	62	3	4.8	53	85.5	5	8.1	1	1.6	0	0.0
16:00	78	2	2.6	73	93.6	3	3.9	0	0.0	0	0.0
17:00	71	0	0.0	64	90.1	7	9.9	0	0.0	0	0.0
18:00	67	2	3.0	65	97.0	0	0.0	0	0.0	0	0.0
19:00	53	2	3.8	49	92.5	2	3.8	0	0.0	0	0.0
20:00	34	1	2.9	32	94.1	1	2.9	0	0.0	0	0.0
21:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
22:00	19	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
23:00	6	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
12H,7-19	693	13	1.9	605	87.3	69	10.0	6	0.9	0	0.0
16H,6-22	801	16	2.0	705	88.0	74	9.2	6	0.8	0	0.0
18H,6-24	826	17	2.1	729	88.3	74	9.0	6	0.7	0	0.0

499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)											
JUNE 2021 Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	836	17	2.0	739	88.4	74	8.9	6	0.7	0	0.0
Wed 23-Jun-21											
00:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	9	1	11.1	7	77.8	1	11.1	0	0.0	0	0.0
07:00	39	0	0.0	35	89.7	3	7.7	1	2.6	0	0.0
08:00	59	1	1.7	50	84.8	7	11.9	0	0.0	1	1.7
09:00	53	0	0.0	43	81.1	9	17.0	1	1.9	0	0.0
10:00	54	0	0.0	43	79.6	10	18.5	1	1.9	0	0.0
11:00	45	1	2.2	34	75.6	7	15.6	3	6.7	0	0.0
12:00	58	2	3.5	52	89.7	3	5.2	1	1.7	0	0.0
13:00	59	5	8.5	42	71.2	9	15.3	3	5.1	0	0.0
14:00	44	1	2.3	42	95.5	1	2.3	0	0.0	0	0.0
15:00	62	0	0.0	56	90.3	5	8.1	1	1.6	0	0.0
16:00	79	3	3.8	70	88.6	6	7.6	0	0.0	0	0.0
17:00	73	0	0.0	70	95.9	2	2.7	1	1.4	0	0.0
18:00	64	0	0.0	62	96.9	2	3.1	0	0.0	0	0.0
19:00	40	1	2.5	38	95.0	0	0.0	1	2.5	0	0.0
20:00	31	1	3.2	26	83.9	4	12.9	0	0.0	0	0.0
21:00	21	1	4.8	19	90.5	1	4.8	0	0.0	0	0.0
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H,7-19	689	13	1.9	599	86.9	64	9.3	12	1.7	1	0.2
16H,6-22	790	17	2.2	689	87.2	70	8.9	13	1.7	1	0.1

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
18H,6-24	808	17	2.1	706	87.4	71	8.8	13	1.6	1	0.1
24H,0-24	822	17	2.1	717	87.2	74	9.0	13	1.6	1	0.1
Thu 24-Jun-21											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	12	1	8.3	6	50.0	3	25.0	2	16.7	0	0.0
07:00	38	0	0.0	33	86.8	5	13.2	0	0.0	0	0.0
08:00	63	0	0.0	54	85.7	6	9.5	2	3.2	1	1.6
09:00	47	0	0.0	42	89.4	5	10.6	0	0.0	0	0.0
10:00	55	0	0.0	45	81.8	9	16.4	1	1.8	0	0.0
11:00	59	0	0.0	50	84.8	8	13.6	1	1.7	0	0.0
12:00	49	0	0.0	37	75.5	12	24.5	0	0.0	0	0.0
13:00	52	2	3.9	42	80.8	8	15.4	0	0.0	0	0.0
14:00	47	0	0.0	43	91.5	4	8.5	0	0.0	0	0.0
15:00	66	1	1.5	56	84.9	9	13.6	0	0.0	0	0.0
16:00	72	0	0.0	65	90.3	5	6.9	2	2.8	0	0.0
17:00	73	2	2.7	70	95.9	1	1.4	0	0.0	0	0.0
18:00	87	0	0.0	83	95.4	3	3.5	1	1.2	0	0.0
19:00	37	1	2.7	32	86.5	3	8.1	1	2.7	0	0.0
20:00	39	1	2.6	33	84.6	3	7.7	2	5.1	0	0.0
21:00	26	1	3.9	24	92.3	1	3.9	0	0.0	0	0.0
22:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	708	5	0.7	620	87.6	75	10.6	7	1.0	1	0.1

499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)
 JUNE 2021 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
16H,6-22	822	9	1.1	715	87.0	85	10.3	12	1.5	1	0.1
18H,6-24	837	9	1.1	729	87.1	86	10.3	12	1.4	1	0.1
24H,0-24	844	9	1.1	736	87.2	86	10.2	12	1.4	1	0.1
Fri 25-Jun-21											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
07:00	38	0	0.0	35	92.1	3	7.9	0	0.0	0	0.0
08:00	59	0	0.0	50	84.8	7	11.9	1	1.7	1	1.7
09:00	69	0	0.0	61	88.4	8	11.6	0	0.0	0	0.0
10:00	65	0	0.0	57	87.7	8	12.3	0	0.0	0	0.0
11:00	54	0	0.0	46	85.2	7	13.0	1	1.9	0	0.0
12:00	58	1	1.7	52	89.7	5	8.6	0	0.0	0	0.0
13:00	46	0	0.0	42	91.3	4	8.7	0	0.0	0	0.0
14:00	65	0	0.0	59	90.8	6	9.2	0	0.0	0	0.0
15:00	80	1	1.3	75	93.8	3	3.8	1	1.3	0	0.0
16:00	75	0	0.0	71	94.7	3	4.0	1	1.3	0	0.0
17:00	64	0	0.0	60	93.8	4	6.3	0	0.0	0	0.0
18:00	70	2	2.9	65	92.9	1	1.4	2	2.9	0	0.0
19:00	36	0	0.0	34	94.4	2	5.6	0	0.0	0	0.0
20:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
21:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
22:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
23:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12H,7-19	743	4	0.5	673	90.6	59	7.9	6	0.8	1	0.1
16H,6-22	822	4	0.5	748	91.0	63	7.7	6	0.7	1	0.1
18H,6-24	853	4	0.5	777	91.1	65	7.6	6	0.7	1	0.1
24H,0-24	864	4	0.5	788	91.2	65	7.5	6	0.7	1	0.1
Sat 26-Jun-21											
00:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
07:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
08:00	26	0	0.0	21	80.8	4	15.4	1	3.9	0	0.0
09:00	48	1	2.1	43	89.6	4	8.3	0	0.0	0	0.0
10:00	47	0	0.0	38	80.9	9	19.2	0	0.0	0	0.0
11:00	64	0	0.0	56	87.5	8	12.5	0	0.0	0	0.0
12:00	57	2	3.5	52	91.2	3	5.3	0	0.0	0	0.0
13:00	64	2	3.1	57	89.1	3	4.7	2	3.1	0	0.0
14:00	51	0	0.0	49	96.1	2	3.9	0	0.0	0	0.0
15:00	57	6	10.5	48	84.2	3	5.3	0	0.0	0	0.0
16:00	53	1	1.9	50	94.3	2	3.8	0	0.0	0	0.0
17:00	48	2	4.2	44	91.7	2	4.2	0	0.0	0	0.0
18:00	40	1	2.5	36	90.0	1	2.5	2	5.0	0	0.0
19:00	35	2	5.7	32	91.4	0	0.0	1	2.9	0	0.0
20:00	22	0	0.0	22	100.0	0	0.0	0	0.0	0	0.0
21:00	20	1	5.0	19	95.0	0	0.0	0	0.0	0	0.0
22:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0

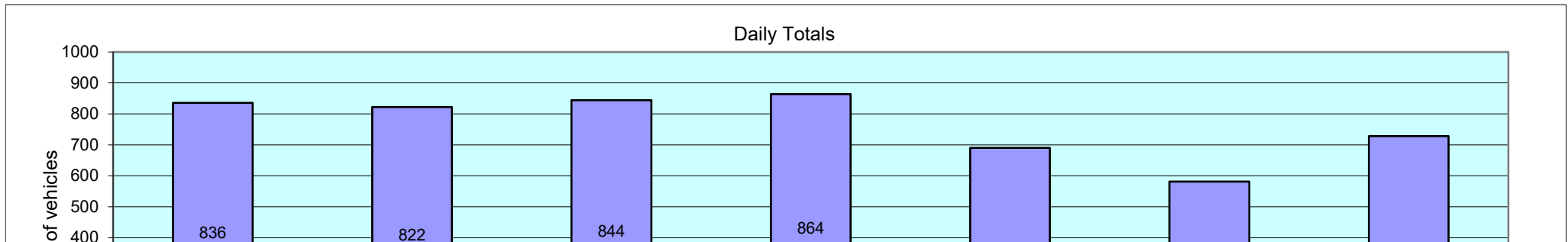
1499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)
 JUNE 2021 Channel: Northbound

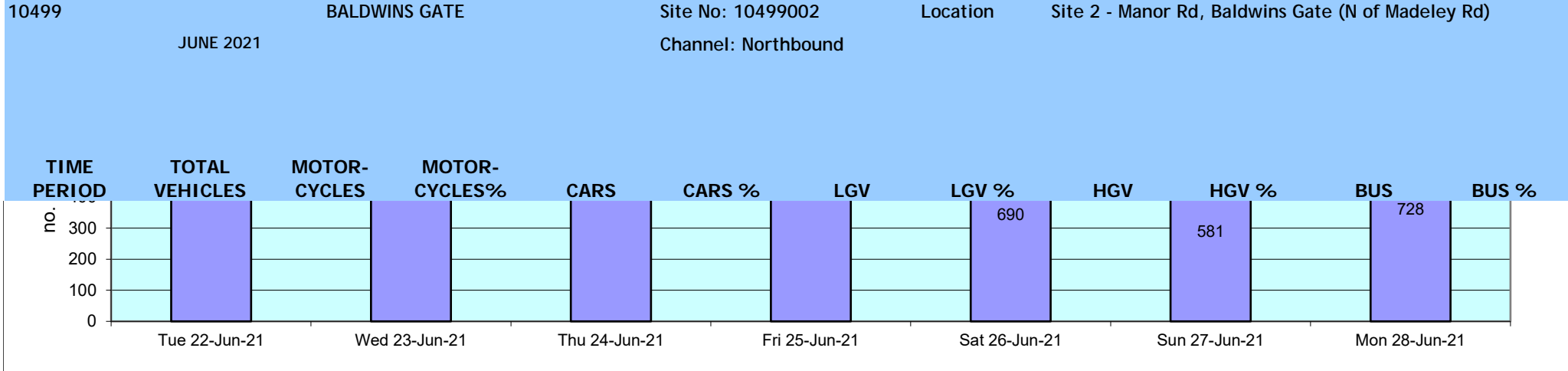
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
23:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
12H,7-19	563	15	2.7	501	89.0	42	7.5	5	0.9	0	0.0
16H,6-22	646	18	2.8	580	89.8	42	6.5	6	0.9	0	0.0
18H,6-24	672	18	2.7	603	89.7	45	6.7	6	0.9	0	0.0
24H,0-24	690	18	2.6	621	90.0	45	6.5	6	0.9	0	0.0
Sun 27-Jun-21											
00:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
01:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
07:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
08:00	19	1	5.3	18	94.7	0	0.0	0	0.0	0	0.0
09:00	57	0	0.0	54	94.7	2	3.5	1	1.8	0	0.0
10:00	33	0	0.0	31	93.9	2	6.1	0	0.0	0	0.0
11:00	50	2	4.0	44	88.0	4	8.0	0	0.0	0	0.0
12:00	46	1	2.2	43	93.5	1	2.2	1	2.2	0	0.0
13:00	40	2	5.0	33	82.5	5	12.5	0	0.0	0	0.0
14:00	42	0	0.0	42	100.0	0	0.0	0	0.0	0	0.0
15:00	31	0	0.0	30	96.8	0	0.0	1	3.2	0	0.0
16:00	48	1	2.1	46	95.8	1	2.1	0	0.0	0	0.0
17:00	55	0	0.0	54	98.2	0	0.0	1	1.8	0	0.0
18:00	44	1	2.3	41	93.2	2	4.6	0	0.0	0	0.0
19:00	26	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0
20:00	27	0	0.0	26	96.3	0	0.0	1	3.7	0	0.0
21:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
22:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	475	8	1.7	446	93.9	17	3.6	4	0.8	0	0.0
16H,6-22	541	8	1.5	511	94.5	17	3.1	5	0.9	0	0.0
18H,6-24	551	8	1.5	521	94.6	17	3.1	5	0.9	0	0.0
24H,0-24	581	8	1.4	548	94.3	20	3.4	5	0.9	0	0.0
Mon 28-Jun-21											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	12	0	0.0	9	75.0	2	16.7	1	8.3	0	0.0
07:00	31	0	0.0	25	80.7	5	16.1	1	3.2	0	0.0
08:00	71	0	0.0	63	88.7	6	8.5	1	1.4	1	1.4
09:00	55	0	0.0	49	89.1	5	9.1	1	1.8	0	0.0
10:00	48	1	2.1	38	79.2	7	14.6	2	4.2	0	0.0
11:00	31	0	0.0	28	90.3	3	9.7	0	0.0	0	0.0
12:00	44	1	2.3	37	84.1	6	13.6	0	0.0	0	0.0
13:00	48	1	2.1	39	81.3	6	12.5	2	4.2	0	0.0
14:00	49	0	0.0	47	95.9	2	4.1	0	0.0	0	0.0
15:00	57	1	1.8	51	89.5	5	8.8	0	0.0	0	0.0
16:00	70	0	0.0	66	94.3	4	5.7	0	0.0	0	0.0
17:00	78	0	0.0	74	94.9	3	3.9	1	1.3	0	0.0
18:00	46	0	0.0	45	97.8	1	2.2	0	0.0	0	0.0
19:00	34	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
20:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0

10499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)
 JUNE 2021 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
21:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
22:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	628	4	0.6	562	89.5	53	8.4	8	1.3	1	0.2
16H,6-22	709	4	0.6	635	89.6	60	8.5	9	1.3	1	0.1
18H,6-24	722	4	0.6	647	89.6	61	8.5	9	1.3	1	0.1
24H,0-24	728	4	0.6	653	89.7	61	8.4	9	1.2	1	0.1
Daily Totals											
Tue 22-Jun-21	836	17	2.0	739	88.4	74	8.9	6	0.7	0	0.0
Wed 23-Jun-21	822	17	2.1	717	87.2	74	9.0	13	1.6	1	0.1
Thu 24-Jun-21	844	9	1.1	736	87.2	86	10.2	12	1.4	1	0.1
Fri 25-Jun-21	864	4	0.5	788	91.2	65	7.5	6	0.7	1	0.1
Sat 26-Jun-21	690	18	2.6	621	90.0	45	6.5	6	0.9	0	0.0
Sun 27-Jun-21	581	8	1.4	548	94.3	20	3.4	5	0.9	0	0.0
Mon 28-Jun-21	728	4	0.6	653	89.7	61	8.4	9	1.2	1	0.1
Total Vehicles											
[--]	5365	77	1.5	4802	89.7	425	7.7	57	1.1	4	0.1





1499	BALDWINS GATE				Site No: 10499002	Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)										
JUNE 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Tue 22-Jun-21																
00:00	5	-	34	5.3	0	0	1	4	0	0	0	0	0	0	0	0
01:00	3	-	29.3	6.3	0	0	2	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	11	30.3	27.8	5	0	0	9	2	0	0	0	0	0	0	0	0
07:00	41	32.7	27.5	5.6	0	2	31	8	0	0	0	0	0	0	0	0
08:00	87	33.5	27.3	6.1	1	5	63	18	0	0	0	0	0	0	0	0
09:00	49	30.3	25.9	5.8	1	4	39	5	0	0	0	0	0	0	0	0
10:00	49	30.8	27	5.7	0	3	39	6	1	0	0	0	0	0	0	0
11:00	45	30.4	26.7	4.9	0	2	38	5	0	0	0	0	0	0	0	0
12:00	62	30.1	26.2	5	1	2	54	5	0	0	0	0	0	0	0	0
13:00	34	33	27.3	6.3	1	1	25	7	0	0	0	0	0	0	0	0
14:00	48	33.3	27.7	5.6	0	2	36	10	0	0	0	0	0	0	0	0
15:00	62	30.2	25.7	5.6	0	8	48	6	0	0	0	0	0	0	0	0
16:00	78	33.4	27.7	5.5	0	3	59	16	0	0	0	0	0	0	0	0
17:00	71	34.8	28.5	5.3	0	0	53	18	0	0	0	0	0	0	0	0
18:00	67	30.7	27.2	5.2	0	2	56	8	1	0	0	0	0	0	0	0
19:00	53	34.5	28.1	5.7	0	2	38	13	0	0	0	0	0	0	0	0
20:00	34	33.8	28.4	7.9	0	2	25	5	0	1	1	0	0	0	0	0
21:00	10	31	27	6.3	0	1	7	2	0	0	0	0	0	0	0	0
22:00	19	34.3	28.6	5.4	0	0	14	5	0	0	0	0	0	0	0	0
23:00	6	-	27.7	5	0	0	5	1	0	0	0	0	0	0	0	0
12H,7-19	693	31.9	27.1	5.5	4	34	541	112	2	0	0	0	0	0	0	0
16H,6-22	801	32.3	27.2	5.7	4	39	620	134	2	1	1	0	0	0	0	0
18H,6-24	826	32.4	27.2	5.7	4	39	639	140	2	1	1	0	0	0	0	0
24H,0-24	836	32.6	27.3	5.7	4	39	644	145	2	1	1	0	0	0	0	0

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

Wed 23-Jun-21

00:00	6	-	27.7	8	0	1	3	2	0	0	0	0	0	0	0	0
01:00	3	-	32.7	6.3	0	0	1	2	0	0	0	0	0	0	0	0
02:00	2	-	26	3.5	0	0	2	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
05:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	9	-	27.1	6.6	0	1	6	2	0	0	0	0	0	0	0	0
07:00	39	31.9	27.5	5.2	0	1	31	7	0	0	0	0	0	0	0	0
08:00	59	30.6	27.2	5.1	0	2	48	9	0	0	0	0	0	0	0	0
09:00	53	31.6	27.7	4.8	0	0	44	9	0	0	0	0	0	0	0	0
10:00	54	30.9	27.1	5.1	0	2	44	8	0	0	0	0	0	0	0	0
11:00	45	29.8	25.3	5.3	0	6	36	3	0	0	0	0	0	0	0	0
12:00	58	30.7	26.5	5.6	0	5	45	8	0	0	0	0	0	0	0	0
13:00	59	30.3	26.1	5.7	0	6	47	5	1	0	0	0	0	0	0	0
14:00	44	32.1	27.4	5.5	0	2	34	8	0	0	0	0	0	0	0	0
15:00	62	30.7	27	4.9	0	2	52	8	0	0	0	0	0	0	0	0
16:00	79	30.7	27.3	5.6	0	3	64	11	0	1	0	0	0	0	0	0
17:00	73	32.2	27.6	5	0	1	59	13	0	0	0	0	0	0	0	0
18:00	64	34.3	27.9	5.8	0	3	46	15	0	0	0	0	0	0	0	0
19:00	40	31.8	27.2	6.1	0	3	30	6	1	0	0	0	0	0	0	0
20:00	31	36.4	29.5	6	0	0	21	9	1	0	0	0	0	0	0	0
21:00	21	30.6	27	5.2	0	1	17	3	0	0	0	0	0	0	0	0
22:00	12	36.4	30.2	5.9	0	0	7	5	0	0	0	0	0	0	0	0
23:00	6	-	29.3	6	0	0	4	2	0	0	0	0	0	0	0	0
12H,7-19	689	31.2	27.1	5.3	0	33	550	104	1	1	0	0	0	0	0	0
16H,6-22	790	31.7	27.2	5.4	0	38	624	124	3	1	0	0	0	0	0	0
18H,6-24	808	32	27.2	5.4	0	38	635	131	3	1	0	0	0	0	0	0
24H,0-24	822	32.2	27.3	5.5	0	39	643	136	3	1	0	0	0	0	0	0

1499	BALDWINS GATE				Site No: 10499002	Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)										
JUNE 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Thu 24-Jun-21																
00:00	3	-	29.3	6.3	0	0	2	1	0	0	0	0	0	0	0	0
01:00	2	-	34.8	12.4	0	0	1	0	1	0	0	0	0	0	0	0
02:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	12	29.7	26	5.1	0	1	10	1	0	0	0	0	0	0	0	0
07:00	38	30.3	26.5	4.9	0	2	32	4	0	0	0	0	0	0	0	0
08:00	63	30.3	26.3	4.9	0	4	53	6	0	0	0	0	0	0	0	0
09:00	47	29.9	26.4	4.1	0	1	43	3	0	0	0	0	0	0	0	0
10:00	55	30.8	26.7	5.5	0	4	43	8	0	0	0	0	0	0	0	0
11:00	59	30.3	26.5	4.9	0	3	50	6	0	0	0	0	0	0	0	0
12:00	49	30.5	26.8	4.9	0	2	41	6	0	0	0	0	0	0	0	0
13:00	52	33.5	27.7	5.6	0	2	39	11	0	0	0	0	0	0	0	0
14:00	47	30.4	26.6	4.8	0	2	40	5	0	0	0	0	0	0	0	0
15:00	66	30.6	27.1	4.6	0	1	57	8	0	0	0	0	0	0	0	0
16:00	72	34.9	28.2	6	0	3	51	17	1	0	0	0	0	0	0	0
17:00	73	34.6	28.2	5.6	0	2	53	18	0	0	0	0	0	0	0	0
18:00	87	33.9	28.1	5.2	0	1	67	19	0	0	0	0	0	0	0	0
19:00	37	30.7	26.9	5.4	1	0	31	5	0	0	0	0	0	0	0	0
20:00	39	33.9	28.1	5.5	0	1	29	9	0	0	0	0	0	0	0	0
21:00	26	35.5	28.7	6.1	0	1	17	8	0	0	0	0	0	0	0	0
22:00	10	31	27	6.3	0	1	7	2	0	0	0	0	0	0	0	0
23:00	5	-	26	7.5	0	1	3	1	0	0	0	0	0	0	0	0
12H,7-19	708	31.5	27.2	5.2	0	27	569	111	1	0	0	0	0	0	0	0
16H,6-22	822	31.8	27.3	5.2	1	30	656	134	1	0	0	0	0	0	0	0
18H,6-24	837	31.9	27.3	5.3	1	32	666	137	1	0	0	0	0	0	0	0
24H,0-24	844	31.9	27.3	5.3	1	32	671	138	2	0	0	0	0	0	0	0

10499	BALDWINS GATE				Site No: 10499002	Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)										
JUNE 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Fri 25-Jun-21																
00:00	4	-	31	6.5	0	0	2	2	0	0	0	0	0	0	0	0
01:00	4	-	26	8.4	0	1	2	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	29.3	6.3	0	0	2	1	0	0	0	0	0	0	0	0
06:00	7	-	26	3.1	0	0	7	0	0	0	0	0	0	0	0	0
07:00	38	30.6	26.7	5.9	0	3	30	4	1	0	0	0	0	0	0	0
08:00	59	30.5	26.5	5.2	0	4	48	7	0	0	0	0	0	0	0	0
09:00	69	30.7	27	4.8	0	2	58	9	0	0	0	0	0	0	0	0
10:00	65	30.8	26.8	5.3	0	4	52	9	0	0	0	0	0	0	0	0
11:00	54	29.7	25.3	5.2	0	7	44	3	0	0	0	0	0	0	0	0
12:00	58	33.9	27.9	5.6	0	2	43	13	0	0	0	0	0	0	0	0
13:00	46	30.7	27.3	4.5	0	0	40	6	0	0	0	0	0	0	0	0
14:00	65	32.6	27.7	5.5	0	2	51	11	1	0	0	0	0	0	0	0
15:00	80	34.1	28	5.4	0	2	60	18	0	0	0	0	0	0	0	0
16:00	75	34.5	28	5.7	0	3	54	18	0	0	0	0	0	0	0	0
17:00	64	30.3	26.9	5.2	0	2	56	4	2	0	0	0	0	0	0	0
18:00	70	35.6	28.9	6	0	0	53	13	4	0	0	0	0	0	0	0
19:00	36	31.2	26.8	5.8	0	3	27	6	0	0	0	0	0	0	0	0
20:00	21	35.7	29.2	6.1	0	0	15	5	1	0	0	0	0	0	0	0
21:00	15	29.8	27.2	5.4	0	0	14	0	1	0	0	0	0	0	0	0
22:00	18	30.3	27.7	4.8	0	0	15	3	0	0	0	0	0	0	0	0
23:00	13	28.8	27.5	4.8	0	0	11	2	0	0	0	0	0	0	0	0
12H,7-19	743	32	27.3	5.4	0	31	589	115	8	0	0	0	0	0	0	0
16H,6-22	822	32	27.3	5.5	0	34	652	126	10	0	0	0	0	0	0	0
18H,6-24	853	32	27.3	5.4	0	34	678	131	10	0	0	0	0	0	0	0
24H,0-24	864	32.1	27.4	5.4	0	35	684	135	10	0	0	0	0	0	0	0

1499	BALDWINS GATE				Site No: 10499002	Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)										
JUNE 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Sat 26-Jun-21																
00:00	8	-	27.3	4.5	0	0	7	1	0	0	0	0	0	0	0	0
01:00	4	-	26	3.2	0	0	4	0	0	0	0	0	0	0	0	0
02:00	3	-	26	3.3	0	0	3	0	0	0	0	0	0	0	0	0
03:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	6	-	29.3	6	0	0	4	2	0	0	0	0	0	0	0	0
07:00	8	-	27.3	4.5	0	0	7	1	0	0	0	0	0	0	0	0
08:00	26	30	26.8	5.6	0	2	20	4	0	0	0	0	0	0	0	0
09:00	48	30.5	26.2	5.6	0	5	37	6	0	0	0	0	0	0	0	0
10:00	47	30.4	26.9	4.5	0	1	41	5	0	0	0	0	0	0	0	0
11:00	64	30.6	27.1	4.6	0	1	55	8	0	0	0	0	0	0	0	0
12:00	57	30.8	27.2	4.8	0	1	48	8	0	0	0	0	0	0	0	0
13:00	64	30.9	26.9	5.9	0	5	49	9	1	0	0	0	0	0	0	0
14:00	51	37.6	30.2	6.2	0	0	31	18	2	0	0	0	0	0	0	0
15:00	57	32.8	26.7	6.3	0	7	39	11	0	0	0	0	0	0	0	0
16:00	53	30.4	27.3	4.9	0	1	44	8	0	0	0	0	0	0	0	0
17:00	48	31.4	27.3	5.3	0	2	38	8	0	0	0	0	0	0	0	0
18:00	40	34.1	28.1	6.5	0	2	29	8	0	1	0	0	0	0	0	0
19:00	35	35.7	28.5	6.6	0	2	23	9	1	0	0	0	0	0	0	0
20:00	22	36.3	29.1	6.8	0	1	14	6	1	0	0	0	0	0	0	0
21:00	20	34.8	28.9	6.1	0	0	15	4	1	0	0	0	0	0	0	0
22:00	10	29.9	27	4.3	0	0	9	1	0	0	0	0	0	0	0	0
23:00	16	31.3	27.3	5.8	0	1	12	3	0	0	0	0	0	0	0	0
12H,7-19	563	32.4	27.3	5.5	0	27	438	94	3	1	0	0	0	0	0	0
16H,6-22	646	33.1	27.5	5.7	0	30	494	115	6	1	0	0	0	0	0	0
18H,6-24	672	33.1	27.5	5.6	0	31	515	119	6	1	0	0	0	0	0	0
24H,0-24	690	33	27.5	5.6	0	31	531	121	6	1	0	0	0	0	0	0

10499	BALDWINS GATE				Site No: 10499002	Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)										
JUNE 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Sun 27-Jun-21

00:00	9	-	30.4	6.1	0	0	5	4	0	0	0	0	0	0	0	0
01:00	10	37.7	30.8	7.1	0	0	6	3	1	0	0	0	0	0	0	0
02:00	3	-	29.3	6.3	0	0	2	1	0	0	0	0	0	0	0	0
03:00	4	-	28.5	5.7	0	0	3	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	28.5	5.7	0	0	3	1	0	0	0	0	0	0	0	0
06:00	3	-	26	3.3	0	0	3	0	0	0	0	0	0	0	0	0
07:00	10	29	26	3	0	0	10	0	0	0	0	0	0	0	0	0
08:00	19	35.4	28.6	6.3	0	1	12	6	0	0	0	0	0	0	0	0
09:00	57	33.7	28.2	5.3	0	0	45	11	1	0	0	0	0	0	0	0
10:00	33	30.1	26	6.3	0	5	23	5	0	0	0	0	0	0	0	0
11:00	50	30.7	26.4	5.7	0	5	38	7	0	0	0	0	0	0	0	0
12:00	46	33	27.7	6	1	0	36	8	1	0	0	0	0	0	0	0
13:00	40	31.8	27.4	5.9	0	2	31	6	1	0	0	0	0	0	0	0
14:00	42	31.3	27.4	5.1	0	1	34	7	0	0	0	0	0	0	0	0
15:00	31	30.7	27.3	5.2	0	1	25	5	0	0	0	0	0	0	0	0
16:00	48	30.1	26.1	5.2	1	2	41	4	0	0	0	0	0	0	0	0
17:00	55	30.8	27.1	5.1	0	2	45	8	0	0	0	0	0	0	0	0
18:00	44	30.9	27.6	4.7	0	0	37	7	0	0	0	0	0	0	0	0
19:00	26	35.3	29	5.9	0	0	19	6	1	0	0	0	0	0	0	0
20:00	27	35.9	29.1	6.4	0	0	20	5	2	0	0	0	0	0	0	0
21:00	10	37	31	6.1	0	0	5	5	0	0	0	0	0	0	0	0
22:00	5	-	26	3.2	0	0	5	0	0	0	0	0	0	0	0	0
23:00	5	-	24	8.7	0	2	2	1	0	0	0	0	0	0	0	0
12H,7-19	475	31.7	27.2	5.4	2	19	377	74	3	0	0	0	0	0	0	0
16H,6-22	541	32.6	27.4	5.6	2	19	424	90	6	0	0	0	0	0	0	0
18H,6-24	551	32.5	27.4	5.6	2	21	431	91	6	0	0	0	0	0	0	0
24H,0-24	581	33	27.5	5.6	2	21	450	101	7	0	0	0	0	0	0	0

1499	BALDWINS GATE				Site No: 10499002	Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)										
JUNE 2021					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

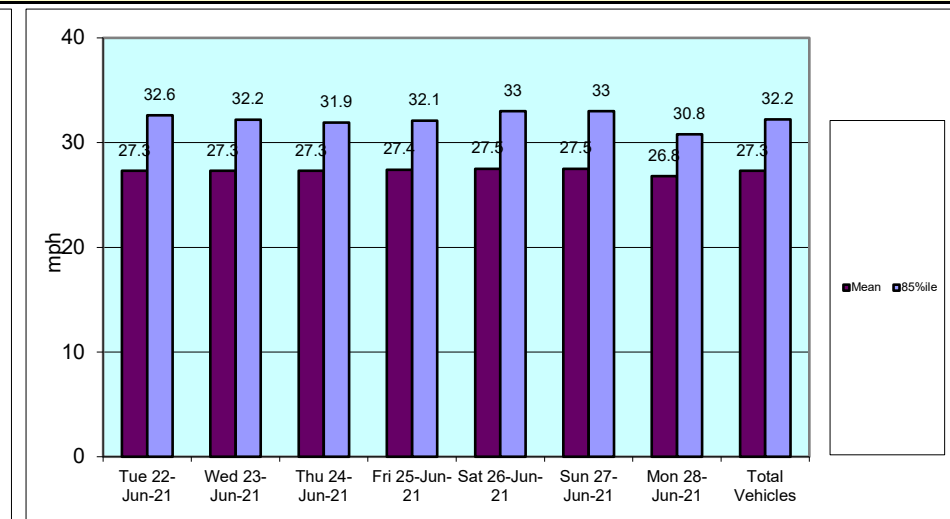
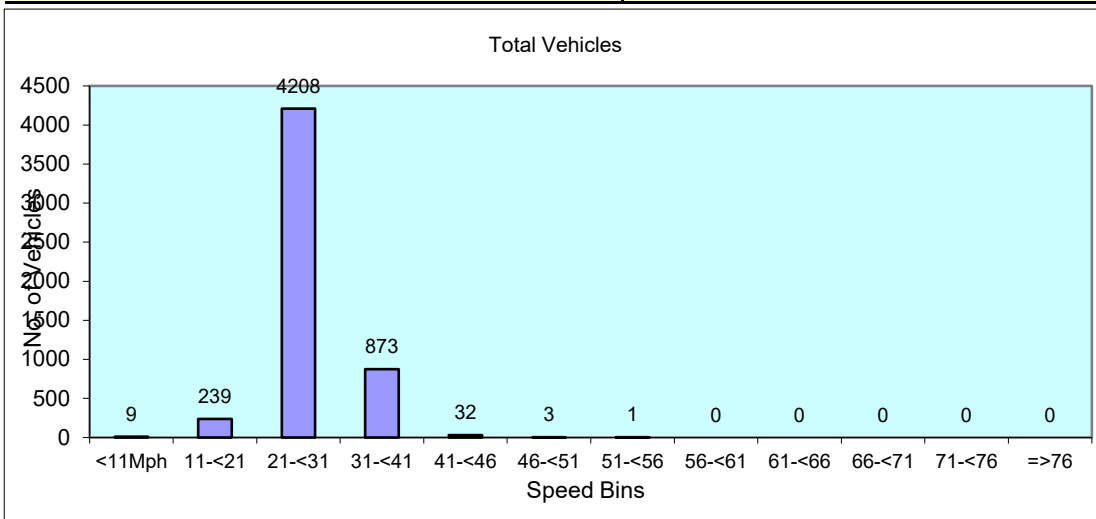
Mon 28-Jun-21																
00:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	2	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	1	-	16	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	12	29.5	25.4	7.8	1	1	8	2	0	0	0	0	0	0	0	0
07:00	31	32.4	27.6	5.4	0	1	24	6	0	0	0	0	0	0	0	0
08:00	71	33	27.7	5.3	0	2	55	14	0	0	0	0	0	0	0	0
09:00	55	30.4	26.2	5.4	0	5	44	6	0	0	0	0	0	0	0	0
10:00	48	30.1	26.2	4.8	0	3	41	4	0	0	0	0	0	0	0	0
11:00	31	29.4	24.8	5.4	1	3	26	1	0	0	0	0	0	0	0	0
12:00	44	30.9	26.9	5.6	0	3	34	7	0	0	0	0	0	0	0	0
13:00	48	30.1	26	5	0	4	40	4	0	0	0	0	0	0	0	0
14:00	49	30.8	27	5.1	0	2	40	7	0	0	0	0	0	0	0	0
15:00	57	29.8	26.2	4.2	0	2	52	3	0	0	0	0	0	0	0	0
16:00	70	30.6	26.4	5.5	0	6	55	9	0	0	0	0	0	0	0	0
17:00	78	30.7	27	4.8	0	2	66	10	0	0	0	0	0	0	0	0
18:00	46	31.8	26.9	5.9	0	4	34	8	0	0	0	0	0	0	0	0
19:00	34	30.8	26.9	5.4	0	2	27	5	0	0	0	0	0	0	0	0
20:00	21	32.2	28.3	5.8	0	0	17	3	1	0	0	0	0	0	0	0
21:00	14	33	28.7	6.3	0	0	11	2	1	0	0	0	0	0	0	0
22:00	9	-	27.1	6.6	0	1	6	2	0	0	0	0	0	0	0	0
23:00	4	-	31	6.5	0	0	2	2	0	0	0	0	0	0	0	0
12H,7-19	628	30.7	26.6	5.2	1	37	511	79	0	0	0	0	0	0	0	0
16H,6-22	709	30.8	26.7	5.3	2	40	574	91	2	0	0	0	0	0	0	0
18H,6-24	722	30.8	26.7	5.3	2	41	582	95	2	0	0	0	0	0	0	0
24H,0-24	728	30.8	26.8	5.3	2	42	585	97	2	0	0	0	0	0	0	0

10499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)
 JUNE 2021 Channel: Northbound

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

Daily Totals																
Tue 22-Jun-21	836	32.6	27.3	5.7	4	39	644	145	2	1	1	0	0	0	0	0
Wed 23-Jun-21	822	32.2	27.3	5.5	0	39	643	136	3	1	0	0	0	0	0	0
Thu 24-Jun-21	844	31.9	27.3	5.3	1	32	671	138	2	0	0	0	0	0	0	0
Fri 25-Jun-21	864	32.1	27.4	5.4	0	35	684	135	10	0	0	0	0	0	0	0
Sat 26-Jun-21	690	33	27.5	5.6	0	31	531	121	6	1	0	0	0	0	0	0
Sun 27-Jun-21	581	33	27.5	5.6	2	21	450	101	7	0	0	0	0	0	0	0
Mon 28-Jun-21	728	30.8	26.8	5.3	2	42	585	97	2	0	0	0	0	0	0	0

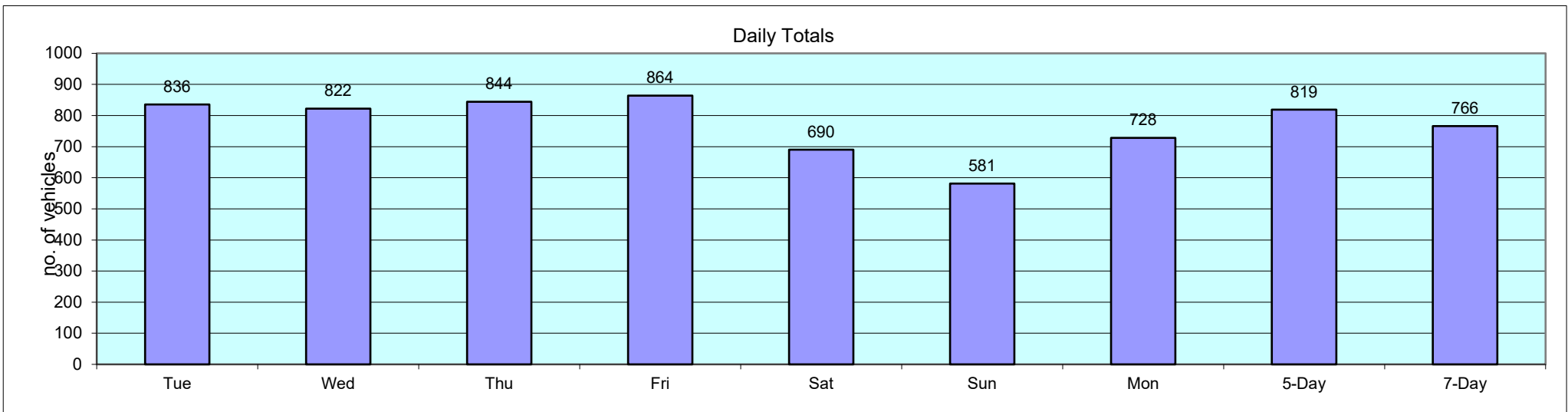
Total Vehicles																
[--]	5365	32.2	27.3	5.5	9	239	4208	873	32	3	1	0	0	0	0	0



499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)									
JUNE 2021 Channel: Northbound									
TIME PERIOD	Tue 22/06/2021	Wed 23/06/2021	Thu 24/06/2021	Fri 25/06/2021	Sat 26/06/2021	Sun 27/06/2021	Mon 28/06/2021	5-Day Av	7-Day Av
Week Begin: 22-Jun-21									
00:00	5	6	3	4	8	9	1	4	5
01:00	3	3	2	4	4	10	2	3	4
02:00	0	2	1	0	3	3	0	1	1
03:00	1	0	1	0	1	4	1	1	1
04:00	0	2	0	0	1	0	1	1	1
05:00	1	1	0	3	1	4	1	1	2
06:00	11	9	12	7	6	3	12	10	9
07:00	41	39	38	38	8	10	31	37	29
08:00	87	59	63	59	26	19	71	68	55
09:00	49	53	47	69	48	57	55	55	54
10:00	49	54	55	65	47	33	48	54	50
11:00	45	45	59	54	64	50	31	47	50
12:00	62	58	49	58	57	46	44	54	53
13:00	34	59	52	46	64	40	48	48	49
14:00	48	44	47	65	51	42	49	51	49
15:00	62	62	66	80	57	31	57	65	59
16:00	78	79	72	75	53	48	70	75	68
17:00	71	73	73	64	48	55	78	72	66
18:00	67	64	87	70	40	44	46	67	60
19:00	53	40	37	36	35	26	34	40	37
20:00	34	31	39	21	22	27	21	29	28
21:00	10	21	26	15	20	10	14	17	17
22:00	19	12	10	18	10	5	9	14	12
23:00	6	6	5	13	16	5	4	7	8
12H,7-19	693	689	708	743	563	475	628	692	643
16H,6-22	801	790	822	822	646	541	709	789	733
18H,6-24	826	808	837	853	672	551	722	809	753
24H,0-24	836	822	844	864	690	581	728	819	766
Am	08:00	08:00	08:00	09:00	11:00	09:00	08:00		

10499 BALDWINS GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)
 JUNE 2021 Channel: Northbound

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	22/06/2021	23/06/2021	24/06/2021	25/06/2021	26/06/2021	27/06/2021	28/06/2021	Av	Av
Peak	87	59	63	69	64	57	71		
Pm	16:00	16:00	18:00	15:00	13:00	17:00	17:00		
Peak	78	79	87	80	64	55	78		



1499		BALDWINS GATE				Site No: 10499002		Location		Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)						
JUNE 2021		Channel: Southbound														
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Tue 22-Jun-21																
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0	
07:00	56	0	52	4	0	0	0	0	0	0	0	0	0	0	0	
08:00	98	1	89	5	0	1	1	0	1	0	0	0	0	0	0	
09:00	68	1	57	9	0	0	1	0	0	0	0	0	0	0	0	
10:00	53	0	41	11	0	0	0	0	0	1	0	0	0	0	0	
11:00	72	2	63	7	0	0	0	0	0	0	0	0	0	0	0	
12:00	53	1	48	2	0	0	1	0	1	0	0	0	0	0	0	
13:00	44	1	34	7	0	1	0	0	0	0	1	0	0	0	0	
14:00	40	0	31	9	0	0	0	0	0	0	0	0	0	0	0	
15:00	91	0	82	8	1	0	0	0	0	0	0	0	0	0	0	
16:00	69	0	62	7	0	0	0	0	0	0	0	0	0	0	0	
17:00	70	3	62	5	0	0	0	0	0	0	0	0	0	0	0	
18:00	44	2	41	1	0	0	0	0	0	0	0	0	0	0	0	
19:00	47	1	42	4	0	0	0	0	0	0	0	0	0	0	0	
20:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	16	1	15	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	758	11	662	75	1	2	3	0	2	1	1	0	0	0	0	
16H,6-22	859	13	754	82	1	2	3	0	2	1	1	0	0	0	0	
18H,6-24	878	13	773	82	1	2	3	0	2	1	1	0	0	0	0	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	893	14	787	82	1	2	3	0	2	1	1	0	0	0
Wed 23-Jun-21														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
05:00	7	1	6	0	0	0	0	0	0	0	0	0	0	0
06:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
07:00	57	0	55	2	0	0	0	0	0	0	0	0	0	0
08:00	95	0	91	4	0	0	0	0	0	0	0	0	0	0
09:00	60	1	52	6	0	0	1	0	0	0	0	0	0	0
10:00	58	2	47	8	0	0	1	0	0	0	0	0	0	0
11:00	59	1	51	7	0	0	0	0	0	0	0	0	0	0
12:00	61	1	56	3	0	1	0	0	0	0	0	0	0	0
13:00	58	2	44	7	0	2	1	0	2	0	0	0	0	0
14:00	46	1	33	11	0	0	1	0	0	0	0	0	0	0
15:00	81	1	70	9	1	0	0	0	0	0	0	0	0	0
16:00	74	1	69	4	0	0	0	0	0	0	0	0	0	0
17:00	49	5	41	3	0	0	0	0	0	0	0	0	0	0
18:00	44	0	40	4	0	0	0	0	0	0	0	0	0	0
19:00	38	2	36	0	0	0	0	0	0	0	0	0	0	0
20:00	31	1	28	2	0	0	0	0	0	0	0	0	0	0
21:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0
22:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2H,7-19	742	15	649	68	1	3	4	0	2	0	0	0	0	0
16H,6-22	842	18	743	71	1	3	4	0	2	0	0	0	0	0

499		BALDWINS GATE				Site No: 10499002		Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)							
JUNE 2021		Channel: Southbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
18H,6-24	855	18	756	71	1	3	4	0	2	0	0	0	0	0	
24H,0-24	876	19	771	76	1	3	4	0	2	0	0	0	0	0	
Thu 24-Jun-21															
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0	
06:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
07:00	62	0	55	6	0	0	0	0	1	0	0	0	0	0	
08:00	93	0	88	5	0	0	0	0	0	0	0	0	0	0	
09:00	56	0	47	7	0	0	1	0	1	0	0	0	0	0	
10:00	70	0	61	7	0	0	1	0	1	0	0	0	0	0	
11:00	57	0	42	12	0	0	0	0	2	0	0	0	1	0	
12:00	60	1	49	10	0	0	0	0	0	0	0	0	0	0	
13:00	50	1	40	9	0	0	0	0	0	0	0	0	0	0	
14:00	42	1	36	5	0	0	0	0	0	0	0	0	0	0	
15:00	76	1	63	10	1	1	0	0	0	0	0	0	0	0	
16:00	81	0	73	7	0	0	0	0	0	0	1	0	0	0	
17:00	58	2	54	1	0	0	1	0	0	0	0	0	0	0	
18:00	70	4	63	3	0	0	0	0	0	0	0	0	0	0	
19:00	32	2	29	1	0	0	0	0	0	0	0	0	0	0	
20:00	25	2	20	2	0	0	0	1	0	0	0	0	0	0	
21:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	
22:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	775	10	671	82	1	1	3	0	5	0	0	1	1	0	

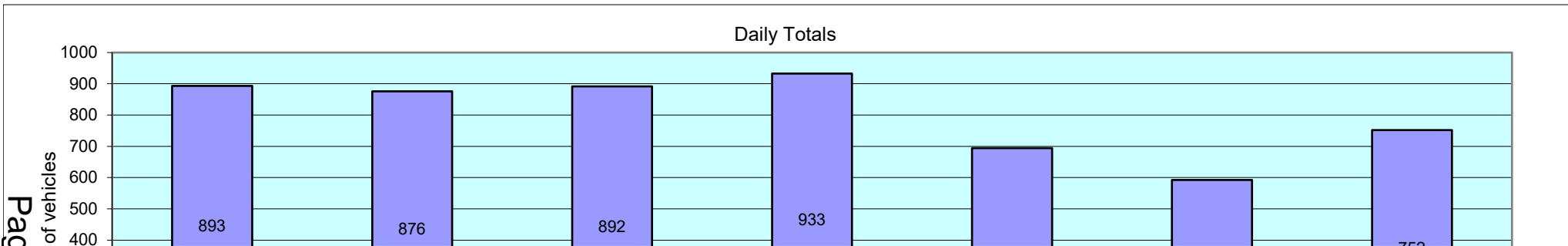
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
16H,6-22	866	14	753	86	1	1	3	1	5	0	0	1	1	0
18H,6-24	882	14	768	87	1	1	3	1	5	0	0	1	1	0
24H,0-24	892	15	777	87	1	1	3	1	5	0	0	1	1	0
Fri 25-Jun-21														
00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0
06:00	18	0	16	1	0	0	1	0	0	0	0	0	0	0
07:00	50	0	49	1	0	0	0	0	0	0	0	0	0	0
08:00	85	0	78	4	0	2	1	0	0	0	0	0	0	0
09:00	68	0	62	4	1	0	1	0	0	0	0	0	0	0
10:00	66	1	55	10	0	0	0	0	0	0	0	0	0	0
11:00	57	2	42	13	0	0	0	0	0	0	0	0	0	0
12:00	57	0	48	8	0	0	1	0	0	0	0	0	0	0
13:00	55	0	49	6	0	0	0	0	0	0	0	0	0	0
14:00	65	0	59	6	0	0	0	0	0	0	0	0	0	0
15:00	88	2	74	11	1	0	0	0	0	0	0	0	0	0
16:00	75	0	73	2	0	0	0	0	0	0	0	0	0	0
17:00	79	1	73	5	0	0	0	0	0	0	0	0	0	0
18:00	63	0	60	3	0	0	0	0	0	0	0	0	0	0
19:00	38	0	35	2	0	0	1	0	0	0	0	0	0	0
20:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
21:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0
22:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
23:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0

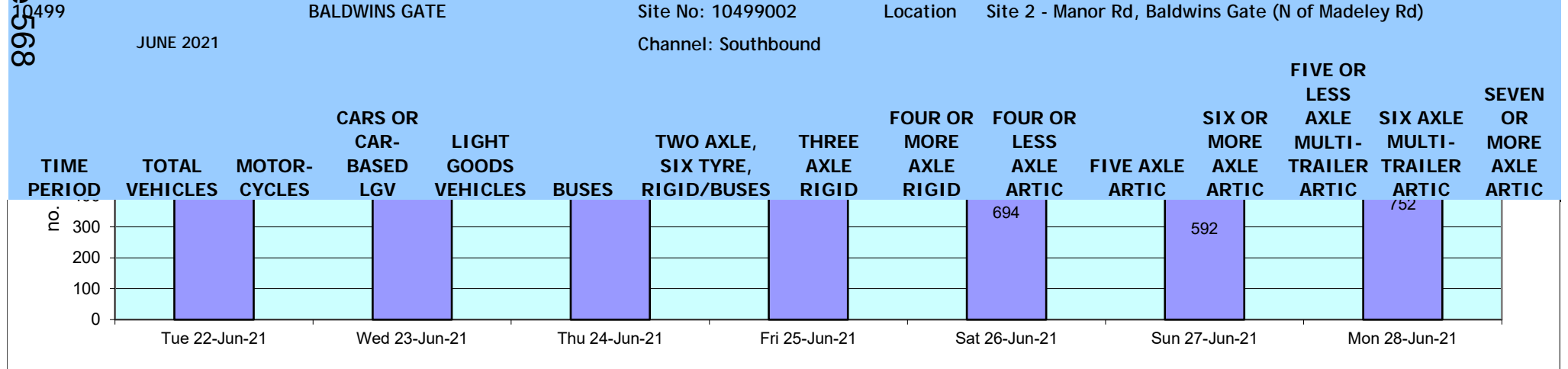
499		BALDWINS GATE				Site No: 10499002		Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)							
JUNE 2021		Channel: Southbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
12H,7-19	808	6	722	73	2	2	3	0	0	0	0	0	0	0	
16H,6-22	897	6	805	77	2	2	5	0	0	0	0	0	0	0	
18H,6-24	915	6	823	77	2	2	5	0	0	0	0	0	0	0	
24H,0-24	933	7	839	78	2	2	5	0	0	0	0	0	0	0	
Sat 26-Jun-21															
00:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
06:00	9	1	6	2	0	0	0	0	0	0	0	0	0	0	
07:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	
08:00	37	0	34	1	0	0	0	0	1	0	0	1	0	0	
09:00	56	1	50	5	0	0	0	0	0	0	0	0	0	0	
10:00	68	10	55	3	0	0	0	0	0	0	0	0	0	0	
11:00	81	1	74	5	0	0	0	0	0	0	1	0	0	0	
12:00	49	4	40	4	0	0	0	1	0	0	0	0	0	0	
13:00	44	0	41	3	0	0	0	0	0	0	0	0	0	0	
14:00	53	3	45	4	0	1	0	0	0	0	0	0	0	0	
15:00	48	2	43	3	0	0	0	0	0	0	0	0	0	0	
16:00	42	1	39	2	0	0	0	0	0	0	0	0	0	0	
17:00	46	0	43	3	0	0	0	0	0	0	0	0	0	0	
18:00	30	0	29	1	0	0	0	0	0	0	0	0	0	0	
19:00	37	1	35	1	0	0	0	0	0	0	0	0	0	0	
20:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	
21:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	
22:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	572	22	509	36	0	1	0	1	1	0	1	1	0	0
16H,6-22	658	24	590	39	0	1	0	1	1	0	1	1	0	0
18H,6-24	672	24	603	40	0	1	0	1	1	0	1	1	0	0
24H,0-24	694	24	625	40	0	1	0	1	1	0	1	1	0	0
Sun 27-Jun-21														
00:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0
07:00	9	1	8	0	0	0	0	0	0	0	0	0	0	0
08:00	25	1	24	0	0	0	0	0	0	0	0	0	0	0
09:00	29	2	25	1	0	1	0	0	0	0	0	0	0	0
10:00	49	1	46	1	0	0	0	0	0	0	1	0	0	0
11:00	58	1	55	2	0	0	0	0	0	0	0	0	0	0
12:00	46	0	45	1	0	0	0	0	0	0	0	0	0	0
13:00	58	4	52	2	0	0	0	0	0	0	0	0	0	0
14:00	36	1	33	2	0	0	0	0	0	0	0	0	0	0
15:00	36	2	34	0	0	0	0	0	0	0	0	0	0	0
16:00	51	2	48	1	0	0	0	0	0	0	0	0	0	0
17:00	55	0	53	2	0	0	0	0	0	0	0	0	0	0
18:00	51	0	50	1	0	0	0	0	0	0	0	0	0	0
19:00	19	1	18	0	0	0	0	0	0	0	0	0	0	0
20:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
21:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE	SIX AXLE	SEVEN OR MORE AXLE
													TRAILER ARTIC	TRAILER ARTIC	OR MORE AXLE ARTIC
22:00	5	0	5		0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
12H,7-19	503	15	473		13	0	1	0	0	0	0	1	0	0	0
16H,6-22	569	16	535		16	0	1	0	0	0	0	1	0	0	0
18H,6-24	575	16	541		16	0	1	0	0	0	0	1	0	0	0
24H,0-24	592	16	555		19	0	1	0	0	0	0	1	0	0	0
Mon 28-Jun-21															
00:00	4	0	4		0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	3		1	0	0	0	0	0	0	0	0	0	0
05:00	11	0	11		0	0	0	0	0	0	0	0	0	0	0
06:00	21	0	18		3	0	0	0	0	0	0	0	0	0	0
07:00	53	0	47		6	0	0	0	0	0	0	0	0	0	0
08:00	95	0	89		4	0	0	0	2	0	0	0	0	0	0
09:00	44	0	37		5	0	0	1	0	1	0	0	0	0	0
10:00	48	0	41		6	0	1	0	0	0	0	0	0	0	0
11:00	60	0	51		9	0	0	0	0	0	0	0	0	0	0
12:00	44	0	39		5	0	0	0	0	0	0	0	0	0	0
13:00	38	1	30		6	0	1	0	0	0	0	0	0	0	0
14:00	43	1	35		5	1	0	1	0	0	0	0	0	0	0
15:00	83	0	80		2	0	1	0	0	0	0	0	0	0	0
16:00	57	0	46		10	0	0	0	0	1	0	0	0	0	0
17:00	44	0	41		3	0	0	0	0	0	0	0	0	0	0
18:00	39	1	36		2	0	0	0	0	0	0	0	0	0	0
19:00	24	0	23		1	0	0	0	0	0	0	0	0	0	0
20:00	12	0	11		1	0	0	0	0	0	0	0	0	0	0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
22:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
23:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	648	3	572	63	1	3	2	0	4	0	0	0	0	0
16H,6-22	714	3	632	69	1	3	2	0	4	0	0	0	0	0
18H,6-24	732	3	649	70	1	3	2	0	4	0	0	0	0	0
24H,0-24	752	3	668	71	1	3	2	0	4	0	0	0	0	0
Daily Totals														
Tue 22-Jun-21	893	14	787	82	1	2	3	0	2	1	1	0	0	0
Wed 23-Jun-21	876	19	771	76	1	3	4	0	2	0	0	0	0	0
Thu 24-Jun-21	892	15	777	87	1	1	3	1	5	0	0	1	1	0
Fri 25-Jun-21	933	7	839	78	2	2	5	0	0	0	0	0	0	0
Sat 26-Jun-21	694	24	625	40	0	1	0	1	1	0	1	1	0	0
Sun 27-Jun-21	592	16	555	19	0	1	0	0	0	0	1	0	0	0
Mon 28-Jun-21	752	3	668	71	1	3	2	0	4	0	0	0	0	0
Total Vehicles														
[--]	5632	98	5022	453	6	13	17	2	14	1	3	2	1	0





TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 22-Jun-21											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	10	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0
06:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
07:00	56	0	0.0	52	92.9	4	7.1	0	0.0	0	0.0
08:00	98	1	1.0	89	90.8	5	5.1	3	3.1	0	0.0
09:00	68	1	1.5	57	83.8	9	13.2	1	1.5	0	0.0
10:00	53	0	0.0	41	77.4	11	20.8	1	1.9	0	0.0
11:00	72	2	2.8	63	87.5	7	9.7	0	0.0	0	0.0
12:00	53	1	1.9	48	90.6	2	3.8	2	3.8	0	0.0
13:00	44	1	2.3	34	77.3	7	15.9	2	4.6	0	0.0
14:00	40	0	0.0	31	77.5	9	22.5	0	0.0	0	0.0
15:00	91	0	0.0	82	90.1	8	8.8	0	0.0	1	1.1
16:00	69	0	0.0	62	89.9	7	10.1	0	0.0	0	0.0
17:00	70	3	4.3	62	88.6	5	7.1	0	0.0	0	0.0
18:00	44	2	4.6	41	93.2	1	2.3	0	0.0	0	0.0
19:00	47	1	2.1	42	89.4	4	8.5	0	0.0	0	0.0
20:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
21:00	16	1	6.3	15	93.8	0	0.0	0	0.0	0	0.0
22:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	758	11	1.5	662	87.3	75	9.9	9	1.2	1	0.1
16H,6-22	859	13	1.5	754	87.8	82	9.6	9	1.1	1	0.1
18H,6-24	878	13	1.5	773	88.0	82	9.3	9	1.0	1	0.1

499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)											
JUNE 2021 Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	893	14	1.6	787	88.1	82	9.2	9	1.0	1	0.1
Wed 23-Jun-21											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	0	0.0	3	100.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
05:00	7	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
06:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
07:00	57	0	0.0	55	96.5	2	3.5	0	0.0	0	0.0
08:00	95	0	0.0	91	95.8	4	4.2	0	0.0	0	0.0
09:00	60	1	1.7	52	86.7	6	10.0	1	1.7	0	0.0
10:00	58	2	3.5	47	81.0	8	13.8	1	1.7	0	0.0
11:00	59	1	1.7	51	86.4	7	11.9	0	0.0	0	0.0
12:00	61	1	1.6	56	91.8	3	4.9	1	1.6	0	0.0
13:00	58	2	3.5	44	75.9	7	12.1	5	8.6	0	0.0
14:00	46	1	2.2	33	71.7	11	23.9	1	2.2	0	0.0
15:00	81	1	1.2	70	86.4	9	11.1	0	0.0	1	1.2
16:00	74	1	1.4	69	93.2	4	5.4	0	0.0	0	0.0
17:00	49	5	10.2	41	83.7	3	6.1	0	0.0	0	0.0
18:00	44	0	0.0	40	90.9	4	9.1	0	0.0	0	0.0
19:00	38	2	5.3	36	94.7	0	0.0	0	0.0	0	0.0
20:00	31	1	3.2	28	90.3	2	6.5	0	0.0	0	0.0
21:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	742	15	2.0	649	87.5	68	9.2	9	1.2	1	0.1
16H,6-22	842	18	2.1	743	88.2	71	8.4	9	1.1	1	0.1

10499		BALDWINS GATE		Site No: 10499002		Location		Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)			
JUNE 2021		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
18H,6-24	855	18	2.1	756	88.4	71	8.3	9	1.1	1	0.1
24H,0-24	876	19	2.2	771	88.0	76	8.7	9	1.0	1	0.1
Thu 24-Jun-21											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	5	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
06:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
07:00	62	0	0.0	55	88.7	6	9.7	1	1.6	0	0.0
08:00	93	0	0.0	88	94.6	5	5.4	0	0.0	0	0.0
09:00	56	0	0.0	47	83.9	7	12.5	2	3.6	0	0.0
10:00	70	0	0.0	61	87.1	7	10.0	2	2.9	0	0.0
11:00	57	0	0.0	42	73.7	12	21.1	3	5.3	0	0.0
12:00	60	1	1.7	49	81.7	10	16.7	0	0.0	0	0.0
13:00	50	1	2.0	40	80.0	9	18.0	0	0.0	0	0.0
14:00	42	1	2.4	36	85.7	5	11.9	0	0.0	0	0.0
15:00	76	1	1.3	63	82.9	10	13.2	1	1.3	1	1.3
16:00	81	0	0.0	73	90.1	7	8.6	1	1.2	0	0.0
17:00	58	2	3.5	54	93.1	1	1.7	1	1.7	0	0.0
18:00	70	4	5.7	63	90.0	3	4.3	0	0.0	0	0.0
19:00	32	2	6.3	29	90.6	1	3.1	0	0.0	0	0.0
20:00	25	2	8.0	20	80.0	2	8.0	1	4.0	0	0.0
21:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
22:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
23:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	775	10	1.3	671	86.6	82	10.6	11	1.4	1	0.1

1499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)
 JUNE 2021 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
16H,6-22	866	14	1.6	753	87.0	86	9.9	12	1.4	1	0.1
18H,6-24	882	14	1.6	768	87.1	87	9.9	12	1.4	1	0.1
24H,0-24	892	15	1.7	777	87.1	87	9.8	12	1.4	1	0.1
Fri 25-Jun-21											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	10	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0
06:00	18	0	0.0	16	88.9	1	5.6	1	5.6	0	0.0
07:00	50	0	0.0	49	98.0	1	2.0	0	0.0	0	0.0
08:00	85	0	0.0	78	91.8	4	4.7	3	3.5	0	0.0
09:00	68	0	0.0	62	91.2	4	5.9	1	1.5	1	1.5
10:00	66	1	1.5	55	83.3	10	15.2	0	0.0	0	0.0
11:00	57	2	3.5	42	73.7	13	22.8	0	0.0	0	0.0
12:00	57	0	0.0	48	84.2	8	14.0	1	1.8	0	0.0
13:00	55	0	0.0	49	89.1	6	10.9	0	0.0	0	0.0
14:00	65	0	0.0	59	90.8	6	9.2	0	0.0	0	0.0
15:00	88	2	2.3	74	84.1	11	12.5	0	0.0	1	1.1
16:00	75	0	0.0	73	97.3	2	2.7	0	0.0	0	0.0
17:00	79	1	1.3	73	92.4	5	6.3	0	0.0	0	0.0
18:00	63	0	0.0	60	95.2	3	4.8	0	0.0	0	0.0
19:00	38	0	0.0	35	92.1	2	5.3	1	2.6	0	0.0
20:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
21:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
22:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
23:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12H,7-19	808	6	0.7	722	89.4	73	9.0	5	0.6	2	0.3
16H,6-22	897	6	0.7	805	89.7	77	8.6	7	0.8	2	0.2
18H,6-24	915	6	0.7	823	90.0	77	8.4	7	0.8	2	0.2
24H,0-24	933	7	0.8	839	89.9	78	8.4	7	0.8	2	0.2
Sat 26-Jun-21											
00:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
06:00	9	1	11.1	6	66.7	2	22.2	0	0.0	0	0.0
07:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
08:00	37	0	0.0	34	91.9	1	2.7	2	5.4	0	0.0
09:00	56	1	1.8	50	89.3	5	8.9	0	0.0	0	0.0
10:00	68	10	14.7	55	80.9	3	4.4	0	0.0	0	0.0
11:00	81	1	1.2	74	91.4	5	6.2	1	1.2	0	0.0
12:00	49	4	8.2	40	81.6	4	8.2	1	2.0	0	0.0
13:00	44	0	0.0	41	93.2	3	6.8	0	0.0	0	0.0
14:00	53	3	5.7	45	84.9	4	7.6	1	1.9	0	0.0
15:00	48	2	4.2	43	89.6	3	6.3	0	0.0	0	0.0
16:00	42	1	2.4	39	92.9	2	4.8	0	0.0	0	0.0
17:00	46	0	0.0	43	93.5	3	6.5	0	0.0	0	0.0
18:00	30	0	0.0	29	96.7	1	3.3	0	0.0	0	0.0
19:00	37	1	2.7	35	94.6	1	2.7	0	0.0	0	0.0
20:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
21:00	19	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
22:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0

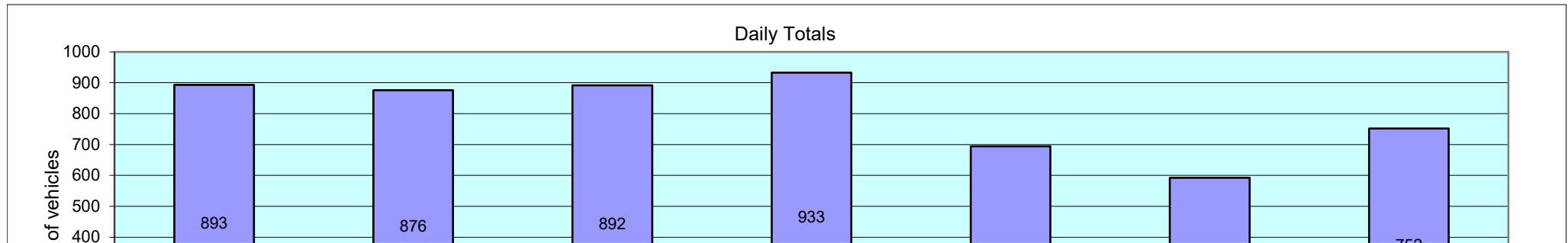
1499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)
 JUNE 2021 Channel: Southbound

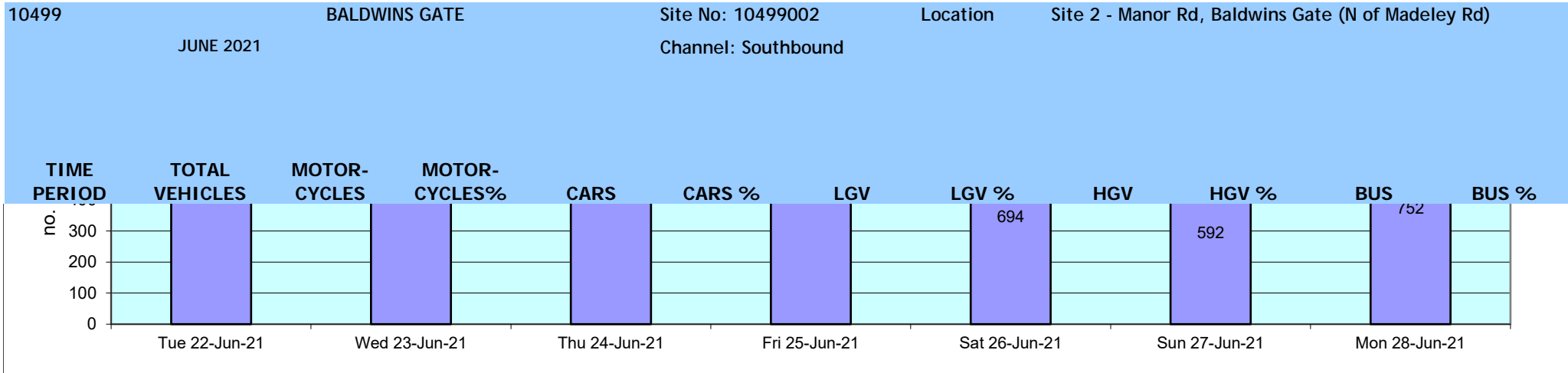
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
23:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	572	22	3.9	509	89.0	36	6.3	5	0.9	0	0.0
16H,6-22	658	24	3.7	590	89.7	39	5.9	5	0.8	0	0.0
18H,6-24	672	24	3.6	603	89.7	40	6.0	5	0.7	0	0.0
24H,0-24	694	24	3.5	625	90.1	40	5.8	5	0.7	0	0.0
Sun 27-Jun-21											
00:00	8	0	0.0	5	62.5	3	37.5	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	15	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
07:00	9	1	11.1	8	88.9	0	0.0	0	0.0	0	0.0
08:00	25	1	4.0	24	96.0	0	0.0	0	0.0	0	0.0
09:00	29	2	6.9	25	86.2	1	3.5	1	3.5	0	0.0
10:00	49	1	2.0	46	93.9	1	2.0	1	2.0	0	0.0
11:00	58	1	1.7	55	94.8	2	3.5	0	0.0	0	0.0
12:00	46	0	0.0	45	97.8	1	2.2	0	0.0	0	0.0
13:00	58	4	6.9	52	89.7	2	3.5	0	0.0	0	0.0
14:00	36	1	2.8	33	91.7	2	5.6	0	0.0	0	0.0
15:00	36	2	5.6	34	94.4	0	0.0	0	0.0	0	0.0
16:00	51	2	3.9	48	94.1	1	2.0	0	0.0	0	0.0
17:00	55	0	0.0	53	96.4	2	3.6	0	0.0	0	0.0
18:00	51	0	0.0	50	98.0	1	2.0	0	0.0	0	0.0
19:00	19	1	5.3	18	94.7	0	0.0	0	0.0	0	0.0
20:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
21:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
22:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	503	15	3.0	473	94.0	13	2.6	2	0.4	0	0.0
16H,6-22	569	16	2.8	535	94.0	16	2.8	2	0.4	0	0.0
18H,6-24	575	16	2.8	541	94.1	16	2.8	2	0.4	0	0.0
24H,0-24	592	16	2.7	555	93.8	19	3.2	2	0.3	0	0.0
Mon 28-Jun-21											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
05:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
06:00	21	0	0.0	18	85.7	3	14.3	0	0.0	0	0.0
07:00	53	0	0.0	47	88.7	6	11.3	0	0.0	0	0.0
08:00	95	0	0.0	89	93.7	4	4.2	2	2.1	0	0.0
09:00	44	0	0.0	37	84.1	5	11.4	2	4.6	0	0.0
10:00	48	0	0.0	41	85.4	6	12.5	1	2.1	0	0.0
11:00	60	0	0.0	51	85.0	9	15.0	0	0.0	0	0.0
12:00	44	0	0.0	39	88.6	5	11.4	0	0.0	0	0.0
13:00	38	1	2.6	30	79.0	6	15.8	1	2.6	0	0.0
14:00	43	1	2.3	35	81.4	5	11.6	1	2.3	1	2.3
15:00	83	0	0.0	80	96.4	2	2.4	1	1.2	0	0.0
16:00	57	0	0.0	46	80.7	10	17.5	1	1.8	0	0.0
17:00	44	0	0.0	41	93.2	3	6.8	0	0.0	0	0.0
18:00	39	1	2.6	36	92.3	2	5.1	0	0.0	0	0.0
19:00	24	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
20:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0

1499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)
 JUNE 2021 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
21:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
22:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
23:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	648	3	0.5	572	88.3	63	9.7	9	1.4	1	0.2
16H,6-22	714	3	0.4	632	88.5	69	9.7	9	1.3	1	0.1
18H,6-24	732	3	0.4	649	88.7	70	9.6	9	1.2	1	0.1
24H,0-24	752	3	0.4	668	88.8	71	9.4	9	1.2	1	0.1
Daily Totals											
Tue 22-Jun-21	893	14	1.6	787	88.1	82	9.2	9	1.0	1	0.1
Wed 23-Jun-21	876	19	2.2	771	88.0	76	8.7	9	1.0	1	0.1
Thu 24-Jun-21	892	15	1.7	777	87.1	87	9.8	12	1.4	1	0.1
Fri 25-Jun-21	933	7	0.8	839	89.9	78	8.4	7	0.8	2	0.2
Sat 26-Jun-21	694	24	3.5	625	90.1	40	5.8	5	0.7	0	0.0
Sun 27-Jun-21	592	16	2.7	555	93.8	19	3.2	2	0.3	0	0.0
Mon 28-Jun-21	752	3	0.4	668	88.8	71	9.4	9	1.2	1	0.1
Total Vehicles											
[--]	5632	98	1.8	5022	89.4	453	7.8	53	0.9	6	0.1





10499	BALDWINS GATE				Site No: 10499002	Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)										
JUNE 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Tue 22-Jun-21																
00:00	2	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
01:00	2	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
02:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	10	37.7	32	6	0	0	4	6	0	0	0	0	0	0	0	0
06:00	18	37.3	30	7.8	0	1	10	6	0	1	0	0	0	0	0	0
07:00	56	38.9	32.7	6.5	0	0	21	33	1	0	1	0	0	0	0	0
08:00	98	38.2	30.9	6.1	0	0	52	43	3	0	0	0	0	0	0	0
09:00	68	36.7	29.2	6.3	0	3	40	25	0	0	0	0	0	0	0	0
10:00	53	35	28.1	6.1	0	3	36	14	0	0	0	0	0	0	0	0
11:00	72	36.6	28.9	6.8	0	4	45	21	1	1	0	0	0	0	0	0
12:00	53	36.6	28.8	6.7	0	4	30	19	0	0	0	0	0	0	0	0
13:00	44	37.9	30.5	6.9	0	3	18	23	0	0	0	0	0	0	0	0
14:00	40	31.8	27.7	5.6	0	1	32	6	1	0	0	0	0	0	0	0
15:00	91	36.9	29.8	5.9	0	0	58	32	0	1	0	0	0	0	0	0
16:00	69	36.1	28.5	6.5	0	5	42	22	0	0	0	0	0	0	0	0
17:00	70	37.9	30	7.2	0	4	37	26	2	1	0	0	0	0	0	0
18:00	44	38.1	30.7	6.8	0	2	20	21	1	0	0	0	0	0	0	0
19:00	47	37.6	30.3	6.5	0	2	23	22	0	0	0	0	0	0	0	0
20:00	20	38	29.8	7.5	0	1	12	5	2	0	0	0	0	0	0	0
21:00	16	37.8	31.2	7.3	0	0	9	6	0	1	0	0	0	0	0	0
22:00	13	38.1	31.6	7.6	0	0	7	5	0	1	0	0	0	0	0	0
23:00	6	-	31.4	9.6	0	0	4	1	0	1	0	0	0	0	0	0
12H,7-19	758	37.4	29.7	6.5	0	29	431	285	9	3	1	0	0	0	0	0
16H,6-22	859	37.5	29.8	6.6	0	33	485	324	11	5	1	0	0	0	0	0
18H,6-24	878	37.6	29.8	6.6	0	33	496	330	11	7	1	0	0	0	0	0
24H,0-24	893	37.6	29.8	6.6	0	33	503	338	11	7	1	0	0	0	0	0

10499	BALDWINS GATE				Site No: 10499002	Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)										
JUNE 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Wed 23-Jun-21

00:00	4	-	31	6.5	0	0	2	2	0	0	0	0	0	0	0	0
01:00	3	-	19.3	6.3	0	2	1	0	0	0	0	0	0	0	0	0
02:00	2	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
03:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	4	-	31	6.5	0	0	2	2	0	0	0	0	0	0	0	0
05:00	7	-	28.9	5.7	0	0	5	2	0	0	0	0	0	0	0	0
06:00	14	38.4	32.4	6.9	0	1	3	10	0	0	0	0	0	0	0	0
07:00	57	39	32.4	6.6	0	2	18	35	2	0	0	0	0	0	0	0
08:00	95	38.1	31	6.3	0	2	44	48	1	0	0	0	0	0	0	0
09:00	60	36.9	29.2	6.6	0	4	33	23	0	0	0	0	0	0	0	0
10:00	58	36.9	29.2	6.6	0	3	34	20	1	0	0	0	0	0	0	0
11:00	59	32.5	27	5.9	0	5	43	11	0	0	0	0	0	0	0	0
12:00	61	33.6	27.8	5.5	0	2	46	13	0	0	0	0	0	0	0	0
13:00	58	33.3	27.4	5.9	0	4	42	12	0	0	0	0	0	0	0	0
14:00	46	37.4	29.8	6.5	0	1	28	15	2	0	0	0	0	0	0	0
15:00	81	37.1	28.9	7.1	0	7	45	27	2	0	0	0	0	0	0	0
16:00	74	35.7	28.3	6.4	0	5	48	20	1	0	0	0	0	0	0	0
17:00	49	37.3	28.4	8.3	0	8	23	16	1	1	0	0	0	0	0	0
18:00	44	37.6	30.5	6.1	0	0	25	18	1	0	0	0	0	0	0	0
19:00	38	37	28.6	7.6	0	5	19	13	1	0	0	0	0	0	0	0
20:00	31	34.6	28.6	5.3	0	0	23	8	0	0	0	0	0	0	0	0
21:00	17	36.6	30.1	5.9	0	0	10	7	0	0	0	0	0	0	0	0
22:00	12	35.3	28.5	6.8	0	1	7	4	0	0	0	0	0	0	0	0
23:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	742	37.1	29.2	6.6	0	43	429	258	11	1	0	0	0	0	0	0
16H,6-22	842	37.2	29.2	6.6	0	49	484	296	12	1	0	0	0	0	0	0
18H,6-24	855	37.2	29.2	6.6	0	50	491	301	12	1	0	0	0	0	0	0
24H,0-24	876	37.2	29.2	6.6	0	52	502	309	12	1	0	0	0	0	0	0

10499	BALDWINS GATE	Site No: 10499002	Location	Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)												
JUNE 2021		Channel: Southbound														
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Thu 24-Jun-21																
00:00	4	-	28.5	5.7	0	0	3	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	-	26	3.2	0	0	5	0	0	0	0	0	0	0	0	0
06:00	15	34.1	28	6.3	0	1	10	4	0	0	0	0	0	0	0	0
07:00	62	37.2	29.2	7.1	0	6	30	26	0	0	0	0	0	0	0	0
08:00	93	37.4	30	6.2	0	2	53	37	1	0	0	0	0	0	0	0
09:00	56	35.8	28.9	5.7	0	1	38	17	0	0	0	0	0	0	0	0
10:00	70	35.8	28.1	6.5	0	6	43	21	0	0	0	0	0	0	0	0
11:00	57	34	27.3	6.5	1	4	39	13	0	0	0	0	0	0	0	0
12:00	60	35.7	28	6.8	0	6	37	16	1	0	0	0	0	0	0	0
13:00	50	34.3	27.9	6.1	1	1	36	12	0	0	0	0	0	0	0	0
14:00	42	38.1	30.7	6.8	0	2	19	20	1	0	0	0	0	0	0	0
15:00	76	36.3	29.1	5.9	0	1	51	23	1	0	0	0	0	0	0	0
16:00	81	37.8	30.5	6.1	0	1	43	36	1	0	0	0	0	0	0	0
17:00	58	38	29.8	7.7	0	7	23	27	1	0	0	0	0	0	0	0
18:00	70	37.4	29.7	6.7	0	2	43	22	2	1	0	0	0	0	0	0
19:00	32	38.3	31.5	6.2	0	0	15	16	1	0	0	0	0	0	0	0
20:00	25	36.9	29.1	7.2	0	2	14	8	1	0	0	0	0	0	0	0
21:00	19	37.6	29.6	7.9	0	2	9	7	1	0	0	0	0	0	0	0
22:00	9	-	29.6	8.3	0	0	7	1	0	1	0	0	0	0	0	0
23:00	7	-	31.7	6.1	0	0	3	4	0	0	0	0	0	0	0	0
12H,7-19	775	37	29.1	6.5	2	39	455	270	8	1	0	0	0	0	0	0
16H,6-22	866	37.1	29.2	6.6	2	44	503	305	11	1	0	0	0	0	0	0
18H,6-24	882	37.1	29.2	6.6	2	44	513	310	11	2	0	0	0	0	0	0
24H,0-24	892	37.1	29.2	6.6	2	44	522	311	11	2	0	0	0	0	0	0

10499	BALDWINS GATE				Site No: 10499002	Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)										
JUNE 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Fri 25-Jun-21																
00:00	5	-	28	5.3	0	0	4	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	26	3.3	0	0	3	0	0	0	0	0	0	0	0	0
05:00	10	36	30	6	0	0	6	4	0	0	0	0	0	0	0	0
06:00	18	38.1	30.6	8.6	1	1	5	11	0	0	0	0	0	0	0	0
07:00	50	36.6	29.6	5.7	0	0	32	18	0	0	0	0	0	0	0	0
08:00	85	37.1	29.5	6.4	0	4	47	34	0	0	0	0	0	0	0	0
09:00	68	36.3	28.8	6.4	0	4	41	23	0	0	0	0	0	0	0	0
10:00	66	34.1	28.1	5.3	0	1	50	15	0	0	0	0	0	0	0	0
11:00	57	34	27.6	6.1	1	2	41	13	0	0	0	0	0	0	0	0
12:00	57	36.3	28.5	7.1	0	5	34	17	0	1	0	0	0	0	0	0
13:00	55	36.1	28.2	6.9	0	6	31	18	0	0	0	0	0	0	0	0
14:00	65	35.6	28.7	5.8	0	1	46	17	1	0	0	0	0	0	0	0
15:00	88	33.5	27.6	6.5	1	4	65	17	0	0	1	0	0	0	0	0
16:00	75	36.8	29.3	6.2	0	3	44	28	0	0	0	0	0	0	0	0
17:00	79	36.6	29.3	6.1	0	2	50	26	1	0	0	0	0	0	0	0
18:00	63	35.7	29	5.6	0	0	45	17	1	0	0	0	0	0	0	0
19:00	38	30.6	27.8	5.2	0	0	32	5	1	0	0	0	0	0	0	0
20:00	16	30.4	27.7	5.6	0	0	14	1	1	0	0	0	0	0	0	0
21:00	17	34.9	28.9	5.5	0	0	12	5	0	0	0	0	0	0	0	0
22:00	9	-	30.4	6.1	0	0	5	4	0	0	0	0	0	0	0	0
23:00	9	-	29.1	11.9	0	2	4	2	0	0	1	0	0	0	0	0
12H,7-19	808	36.2	28.7	6.2	2	32	526	243	3	1	1	0	0	0	0	0
16H,6-22	897	36.2	28.7	6.2	3	33	589	265	5	1	1	0	0	0	0	0
18H,6-24	915	36.2	28.7	6.3	3	35	598	271	5	1	2	0	0	0	0	0
24H,0-24	933	36.2	28.7	6.2	3	35	611	276	5	1	2	0	0	0	0	0

10499	BALDWINS GATE				Site No: 10499002	Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)										
JUNE 2021					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Sat 26-Jun-21																
00:00	12	38.4	31.6	9.8	0	1	5	5	0	0	1	0	0	0	0	0
01:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	2	-	26	3.5	0	0	2	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	-	30.3	6.1	0	0	4	3	0	0	0	0	0	0	0	0
06:00	9	-	32.4	8.6	0	1	2	5	1	0	0	0	0	0	0	0
07:00	18	38.1	32.1	5.8	0	0	7	11	0	0	0	0	0	0	0	0
08:00	37	37.8	30.6	6.7	0	2	16	19	0	0	0	0	0	0	0	0
09:00	56	37.3	29.9	6.3	0	2	30	24	0	0	0	0	0	0	0	0
10:00	68	34.3	26.9	6.8	0	10	42	16	0	0	0	0	0	0	0	0
11:00	81	37	29.4	6.3	0	3	48	29	1	0	0	0	0	0	0	0
12:00	49	35.7	27.8	7.4	1	4	31	11	2	0	0	0	0	0	0	0
13:00	44	37.6	30.3	6.4	0	1	24	18	1	0	0	0	0	0	0	0
14:00	53	38.7	31.3	7.4	0	2	24	24	2	0	1	0	0	0	0	0
15:00	48	37.5	30.4	6.1	0	1	25	22	0	0	0	0	0	0	0	0
16:00	42	38.2	30.6	7.6	0	2	21	17	1	0	1	0	0	0	0	0
17:00	46	36.6	29.5	6	0	1	28	17	0	0	0	0	0	0	0	0
18:00	30	38.6	31.9	6.7	0	1	11	17	1	0	0	0	0	0	0	0
19:00	37	38.2	31.3	6.1	0	0	18	18	1	0	0	0	0	0	0	0
20:00	21	37.2	30.4	6.9	0	0	13	7	0	1	0	0	0	0	0	0
21:00	19	36.8	29.2	7.3	0	2	9	8	0	0	0	0	0	0	0	0
22:00	5	-	28	5.3	0	0	4	1	0	0	0	0	0	0	0	0
23:00	9	-	29.3	5.8	0	0	6	3	0	0	0	0	0	0	0	0
12H,7-19	572	37.6	29.7	6.8	1	29	307	225	8	0	2	0	0	0	0	0
16H,6-22	658	37.7	29.9	6.8	1	32	349	263	10	1	2	0	0	0	0	0
18H,6-24	672	37.7	29.8	6.8	1	32	359	267	10	1	2	0	0	0	0	0
24H,0-24	694	37.7	29.9	6.8	1	33	371	275	10	1	3	0	0	0	0	0

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

Sun 27-Jun-21

00:00	8	-	33.8	11.5	0	0	4	3	0	0	0	1	0	0	0	0
01:00	4	-	35.4	13.1	0	0	2	1	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	26	3.5	0	0	2	0	0	0	0	0	0	0	0	0
04:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	2	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
06:00	15	38.3	32	6.9	0	1	4	10	0	0	0	0	0	0	0	0
07:00	9	-	34.6	6.1	0	0	2	6	1	0	0	0	0	0	0	0
08:00	25	37.7	30.8	6.5	0	1	11	13	0	0	0	0	0	0	0	0
09:00	29	36.2	28.4	7	0	3	16	10	0	0	0	0	0	0	0	0
10:00	49	36.7	28.2	7.6	0	7	25	16	1	0	0	0	0	0	0	0
11:00	58	36.6	29	6.7	1	2	34	21	0	0	0	0	0	0	0	0
12:00	46	37.1	30.1	5.8	0	0	27	19	0	0	0	0	0	0	0	0
13:00	58	37.3	29.3	7.2	1	3	31	22	1	0	0	0	0	0	0	0
14:00	36	36.9	29.8	7.2	0	1	22	12	0	0	1	0	0	0	0	0
15:00	36	36.5	29.1	6.5	0	2	21	13	0	0	0	0	0	0	0	0
16:00	51	37.9	30.7	6.3	0	1	26	23	1	0	0	0	0	0	0	0
17:00	55	37.3	29.5	7.1	0	3	32	18	1	1	0	0	0	0	0	0
18:00	51	38.2	30.7	7.1	0	2	25	22	1	1	0	0	0	0	0	0
19:00	19	36.8	29.7	6.6	0	1	10	8	0	0	0	0	0	0	0	0
20:00	13	36.1	29.1	6.9	0	1	7	5	0	0	0	0	0	0	0	0
21:00	19	36.2	29.7	5.8	0	0	12	7	0	0	0	0	0	0	0	0
22:00	5	-	32	6.2	0	0	2	3	0	0	0	0	0	0	0	0
23:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	503	37.6	29.7	6.8	2	25	272	195	6	2	1	0	0	0	0	0
16H,6-22	569	37.6	29.7	6.8	2	28	305	225	6	2	1	0	0	0	0	0
18H,6-24	575	37.6	29.7	6.8	2	28	308	228	6	2	1	0	0	0	0	0
24H,0-24	592	37.7	29.8	6.9	2	28	317	234	6	2	2	1	0	0	0	0

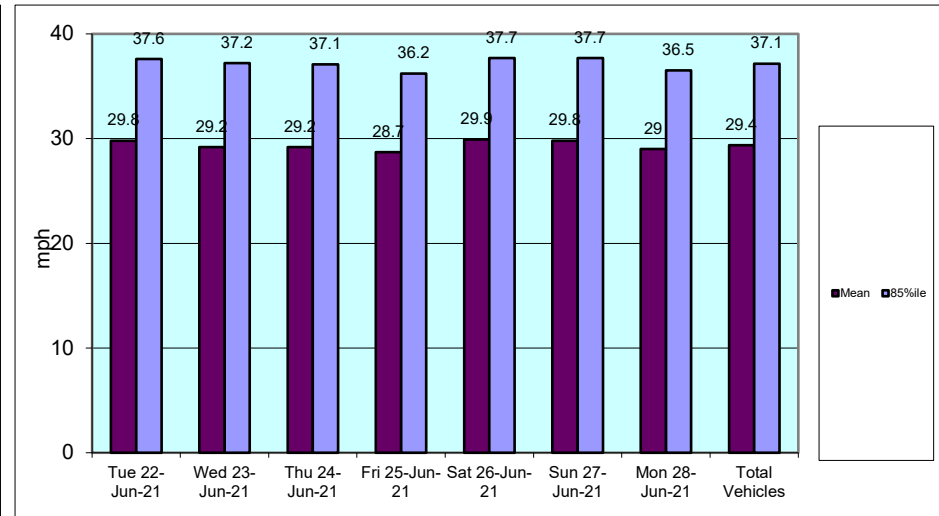
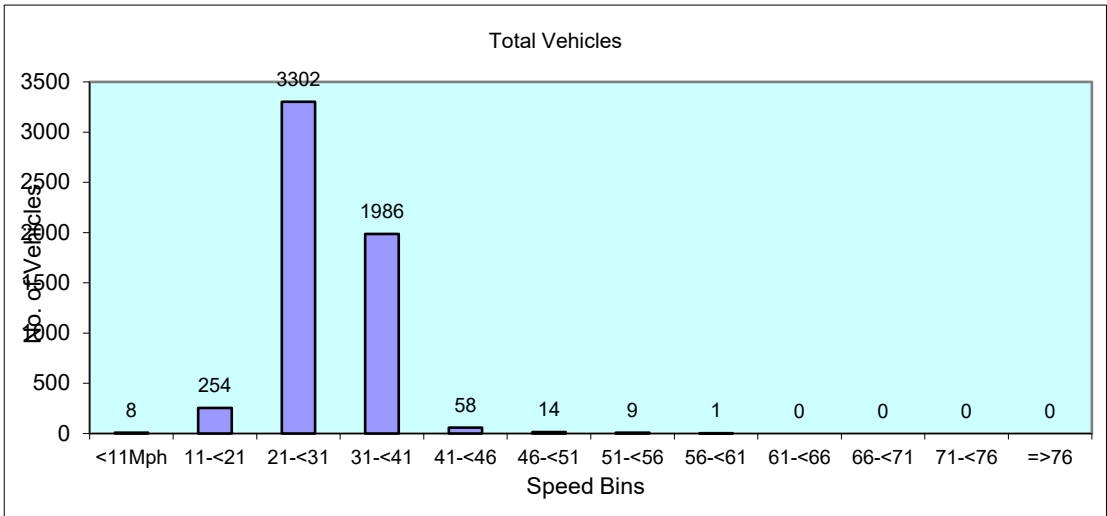
10499	BALDWINS GATE	Site No: 10499002	Location	Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)												
JUNE 2021		Channel: Southbound														
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Mon 28-Jun-21																
00:00	4	-	35.4	7.5	0	0	1	2	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	28.5	5.7	0	0	3	1	0	0	0	0	0	0	0	0
05:00	11	38.6	34.2	5	0	0	2	9	0	0	0	0	0	0	0	0
06:00	21	37.7	30.8	6.7	0	1	9	11	0	0	0	0	0	0	0	0
07:00	53	37	29.4	6.5	0	3	29	21	0	0	0	0	0	0	0	0
08:00	95	37	29.7	6	0	2	56	37	0	0	0	0	0	0	0	0
09:00	44	37.3	30.1	6.1	0	1	24	19	0	0	0	0	0	0	0	0
10:00	48	35.5	28.7	5.7	0	1	33	14	0	0	0	0	0	0	0	0
11:00	60	31.5	26.3	6.2	0	8	42	10	0	0	0	0	0	0	0	0
12:00	44	36.3	29.4	5.8	0	0	30	13	1	0	0	0	0	0	0	0
13:00	38	36.7	29.4	6.3	0	1	24	12	1	0	0	0	0	0	0	0
14:00	43	32.3	26.9	6	0	4	31	8	0	0	0	0	0	0	0	0
15:00	83	35.4	28.8	5.4	0	0	60	23	0	0	0	0	0	0	0	0
16:00	57	35.3	27.9	6.5	0	5	36	16	0	0	0	0	0	0	0	0
17:00	44	33.1	27.6	5.6	0	2	33	9	0	0	0	0	0	0	0	0
18:00	39	33.1	28.1	5	0	0	31	8	0	0	0	0	0	0	0	0
19:00	24	37.3	30.6	5.9	0	0	13	11	0	0	0	0	0	0	0	0
20:00	12	37.2	30.2	7.3	0	1	5	6	0	0	0	0	0	0	0	0
21:00	9	-	29.3	5.8	0	0	6	3	0	0	0	0	0	0	0	0
22:00	9	-	28.2	5.3	0	0	7	2	0	0	0	0	0	0	0	0
23:00	9	-	36.8	7.6	0	0	1	7	0	0	1	0	0	0	0	0
12H,7-19	648	36	28.6	6	0	27	429	190	2	0	0	0	0	0	0	0
16H,6-22	714	36.2	28.7	6.1	0	29	462	221	2	0	0	0	0	0	0	0
18H,6-24	732	36.3	28.8	6.1	0	29	470	230	2	0	1	0	0	0	0	0
24H,0-24	752	36.5	29	6.2	0	29	476	243	3	0	1	0	0	0	0	0

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

Daily Totals																
Tue 22-Jun-21	893	37.6	29.8	6.6	0	33	503	338	11	7	1	0	0	0	0	0
Wed 23-Jun-21	876	37.2	29.2	6.6	0	52	502	309	12	1	0	0	0	0	0	0
Thu 24-Jun-21	892	37.1	29.2	6.6	2	44	522	311	11	2	0	0	0	0	0	0
Fri 25-Jun-21	933	36.2	28.7	6.2	3	35	611	276	5	1	2	0	0	0	0	0
Sat 26-Jun-21	694	37.7	29.9	6.8	1	33	371	275	10	1	3	0	0	0	0	0
Sun 27-Jun-21	592	37.7	29.8	6.9	2	28	317	234	6	2	2	1	0	0	0	0
Mon 28-Jun-21	752	36.5	29	6.2	0	29	476	243	3	0	1	0	0	0	0	0

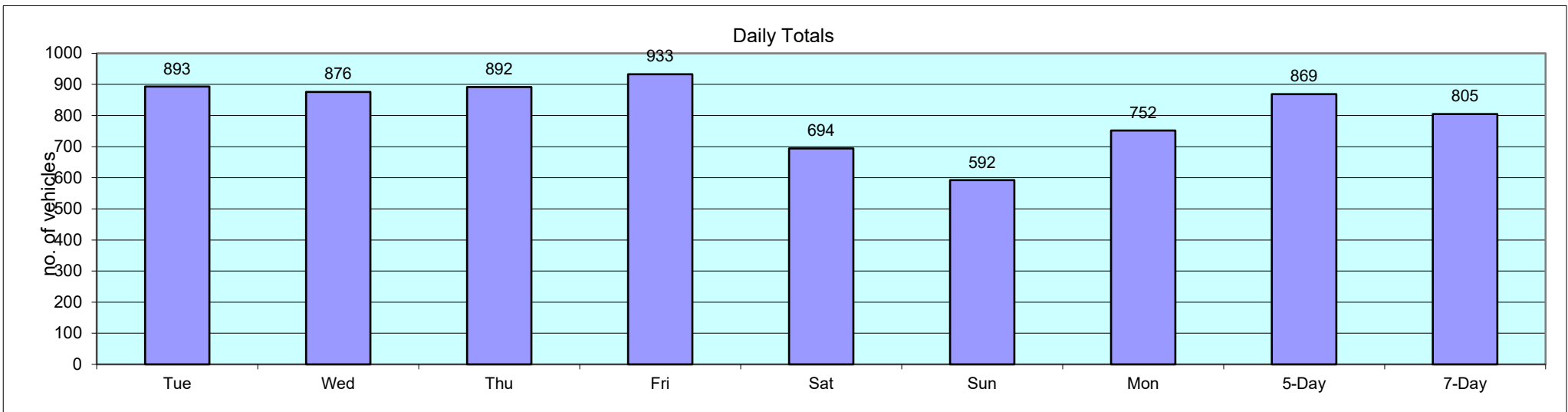
Total Vehicles																
[--]	5632	37.1	29.4	6.6	8	254	3302	1986	58	14	9	1	0	0	0	0



1499	BALDWIN'S GATE			Site No: 10499002	Location	Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)			
	JUNE 2021			Channel: Southbound					
TIME PERIOD	Tue 22/06/2021	Wed 23/06/2021	Thu 24/06/2021	Fri 25/06/2021	Sat 26/06/2021	Sun 27/06/2021	Mon 28/06/2021	5-Day Av	7-Day Av
Week Begin: 22-Jun-21									
00:00	2	4	4	5	12	8	4	4	6
01:00	2	3	0	0	1	4	0	1	1
02:00	1	2	1	0	2	0	1	1	1
03:00	0	1	0	0	0	2	0	0	0
04:00	0	4	0	3	0	1	4	2	2
05:00	10	7	5	10	7	2	11	9	7
06:00	18	14	15	18	9	15	21	17	16
07:00	56	57	62	50	18	9	53	56	44
08:00	98	95	93	85	37	25	95	93	75
09:00	68	60	56	68	56	29	44	59	54
10:00	53	58	70	66	68	49	48	59	59
11:00	72	59	57	57	81	58	60	61	63
12:00	53	61	60	57	49	46	44	55	53
13:00	44	58	50	55	44	58	38	49	50
14:00	40	46	42	65	53	36	43	47	46
15:00	91	81	76	88	48	36	83	84	72
16:00	69	74	81	75	42	51	57	71	64
17:00	70	49	58	79	46	55	44	60	57
18:00	44	44	70	63	30	51	39	52	49
19:00	47	38	32	38	37	19	24	36	34
20:00	20	31	25	16	21	13	12	21	20
21:00	16	17	19	17	19	19	9	16	17
22:00	13	12	9	9	5	5	9	10	9
23:00	6	1	7	9	9	1	9	6	6
12H,7-19	758	742	775	808	572	503	648	746	687
16H,6-22	859	842	866	897	658	569	714	836	772
18H,6-24	878	855	882	915	672	575	732	852	787
24H,0-24	893	876	892	933	694	592	752	869	805
Am	08:00	08:00	08:00	08:00	11:00	11:00	08:00		

10499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)
 JUNE 2021 Channel: Southbound

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	22/06/2021	23/06/2021	24/06/2021	25/06/2021	26/06/2021	27/06/2021	28/06/2021	Av	Av
Peak	98	95	93	85	81	58	95		
Pm	15:00	15:00	16:00	15:00	14:00	13:00	15:00		
Peak	91	81	81	88	53	58	83		



Classification Schemes

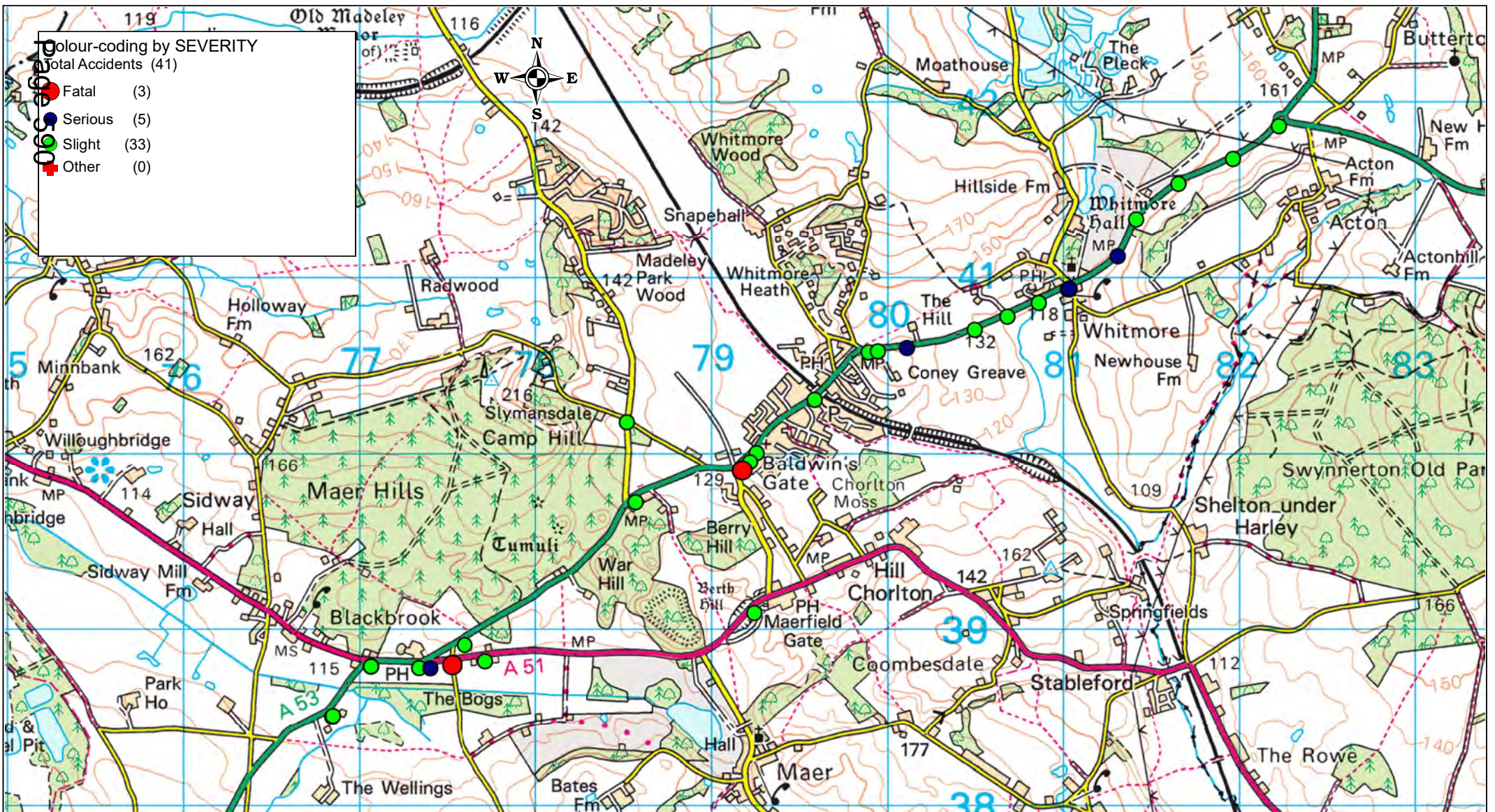
Scheme F Classification Scheme (Non-metric)

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

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

Appendix B

SCC Traffic Accident Data



Baldwins Gate Area Map

(C) Crown Copyright and database rights 2019. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

SCALE	1 : 30000
DATE	15/07/2021
DRAWING No.	
DRAWN BY	

AccsMap - Accident Analysis System

Accidents between dates **01/01/2015** and **19/06/2021** (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 15000441 **Road:** A 53 **Grid Reference:** 379256 340014
District Council: Newcastle-under-Lyme **Time:** 2110 **Sunday** 18-January-2015
Lighting: Darkness: street lights present and lit **Weather:** Fine without high winds **Speed limit:** 30
Severity: SLIGHT **Road surface:** Wet/Damp
Location: NEWCASTLE RD BALDWINS GATE JW LAKESIDE CLOSE

The accident occurred at a T or staggered junction on the A53, a single carriageway at its junction with the Unclassified600 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 26 lived in ST5 .

Casualty 1 (Vehicle 1) A male driver aged 26 suffered a slight injury.

Contributory Factors

- Vehicle 1 Exceeding speed limit
- Vehicle 1 Loss of control
- Vehicle 1 Careless/Reckless/In a hurry
- Vehicle 1 Impaired by alcohol
- Vehicle 1 Stolen vehicle

Acc. Ref. No: 15000879 **Road:** A 51 **Grid Reference:** 377066 338802
District Council: Newcastle-under-Lyme **Time:** 0925 **Saturday** 14-February-2015
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 60
Severity: SLIGHT **Road surface:** Wet/Damp
Location: NANTWICH RD BLACKBROOK J/W NEWCASTLE RD

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to E was turning right on the main carriageway. The vehicle was entering main road. The female driver aged 54 lived in CH7 .

Vehicle 2 Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 43 lived in ST7 .

Vehicle 3 Car, travelling from NW to E was going ahead on a left bend on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 55 lived in SY13.

Casualty 1 (Vehicle 3) A male driver aged 55 suffered a slight injury.

Contributory Factors

- Vehicle 1 Junction overshoot
- Vehicle 1 Failed to look properly
- Vehicle 1 Failed to judge other persons path or speed
- Vehicle 1 Road layout (eg bend, hill crest)
- Vehicle 1 Disobeyed Give Way or Stop sign or markings
- Vehicle 1 Poor turn or manoeuvre

AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 19/06/2021 (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 1525449 Road: A 53 Grid Reference: 381965 341686
 District Council: Newcastle-under-Lyme Time: 1820 Thursday 11-June-2015
 Lighting: Daylight Weather: Fine without high winds Speed limit: 60
 Severity: SLIGHT Road surface Dry
 Location: WHITMORE ROAD APPROX 310MTS SW J/W TRENTAM RD

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from NE to SW was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was not at, or within 21 of a junction. The male driver aged 52 lived in TF9.

Vehicle 2 Motorcycle over 500cc, travelling from NE to SW was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was at, or within 20M of a junction. The male driver aged 70 lived in ST5.

Casualty 2 (Vehicle 2) A male rider aged 70 suffered a slight injury.

Contributory Factors

Vehicle 1 Poor turn or manoeuvre

Acc. Ref. No: 1529989 Road: A 51 Grid Reference: 377339 338791
 District Council: Newcastle-under-Lyme Time: 0650 Wednesday 30-September-2015
 Lighting: Darkness: street lighting unknown Weather: Fog or mist Speed limit: 60
 Severity: SLIGHT Road surface Dry
 Location: NANTWICH ROAD J/W ENT SWAN FARM BLACKBROOK

The accident occurred at a private drive on the A51, a single carriageway controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Agricultural vehicle, travelling from NE to N was turning right on the main carriageway. The vehicle was leaving main road. The male driver aged 21.

Vehicle 2 Goods vehicle - unknown weight, travelling from E to W was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 33.

Casualty 1 (Vehicle 2) A male driver aged 33 suffered a slight injury.

Contributory Factors

Vehicle 1 Defective lights or indicators

Vehicle 2 Following too close

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Failed to signal/Misleading signal

Vehicle 2 Failed to judge other persons path or speed

Vehicle 1 Rain, sleet, snow, or fog

Acc. Ref. No: 1534935 Road: A 51 Grid Reference: 379244 339103
 District Council: Newcastle-under-Lyme Time: 0826 Friday 04-December-2015
 Lighting: Daylight Weather: Fine without high winds Speed limit: 40
 Severity: SLIGHT Road surface Dry
 Location: STONE ROAD BLACKBROOK APPROX 150MTS SW 'SLATERS'

The accident occurred on the A51, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from E to SW was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. male driver aged 24.

Vehicle 2 Car, travelling from SW to E was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 23 lived in TF9.

Casualty 2 (Vehicle 2) A male driver aged 23 suffered a slight injury.

Casualty 3 (Vehicle 1) A male driver aged 24 suffered a slight injury.

Contributory Factors

Vehicle 1 Aggressive driving

Vehicle 1 Careless/Reckless/In a hurry

AccsMap - Accident Analysis System

Accidents between dates **01/01/2015** and **19/06/2021** (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 1535810 **Road:** A 53 **Grid Reference:** 381031 340944
District Council: Newcastle-under-Lyme **Time:** 1400 **Thursday** 10-December-2015
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 40
Severity: SLIGHT **Road surface:** Wet/Damp
Location: NEWCSATLE RD WHITMORE J/W BENT LANE

The accident occurred at a crossroads on the A53, a single carriageway at its junction with the C219 controlled by a stop sign. There was a pelican/puffin/toucan within 50 metres..

Special conditions and hazards: None

Vehicle 1 Goods 7.5 tonnes mgw and over, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 47 lived in ST2.

Vehicle 2 Car, travelling from SW to SE was waiting to turn right on the main carriageway. The vehicle was approaching junction or waiting/parked a junction approach. The female driver aged 52 lived in ST5.

Casualty 1 (Vehicle 2) A female driver aged 52 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to judge other persons path or speed
 Vehicle 1 Following too close

Acc. Ref. No: 1535944 **Road:** A 53 **Grid Reference:** 381654 341545
District Council: Newcastle-under-Lyme **Time:** 0615 **Friday** 11-December-2015
Lighting: Darkness: street lighting unknown **Weather:** Raining with high winds **Speed limit:** 60
Severity: SLIGHT **Road surface:** Wet/Damp
Location: WHITMORE ROAD BTWN NEWCASTLE AND WHITMORE

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from NE to SW was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was not at, or within 21 of a junction. The male driver aged 22 lived in ST4.

Vehicle 2 Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 56 lived in TF9.

Vehicle 3 Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 27 lived in ST5.

Vehicle 4 Goods 7.5 tonnes mgw and over, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 54 lived in TF9.

Casualty 1 (Vehicle 1) A male driver aged 22 suffered a slight injury.

Contributory Factors

Vehicle 1 Aggressive driving
 Vehicle 1 Careless/Reckless/In a hurry

Acc. Ref. No: 1536414 **Road:** A 51 **Grid Reference:** 377065 338799
District Council: Newcastle-under-Lyme **Time:** 1710 **Thursday** 17-December-2015
Lighting: Darkness: street lights present but unlit **Weather:** Fine without high winds **Speed limit:** 60
Severity: SLIGHT **Road surface:** Dry
Location: NANTWICH RD BLACKBROOK J/W NEWCASTLE ROAD

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to E was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 33 lived in TF9.

Vehicle 2 Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 23 lived in CW5.

Casualty 1 (Vehicle 2) A female driver aged 23 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly
 Vehicle 1 Failed to judge other persons path or speed

AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 19/06/2021 (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 1640596	Road: A 53	Grid Reference: 380861 340866
District Council: Newcastle-under-Lyme	Time: 1410	Tuesday 19-January-2016
Lighting: Daylight	Weather: Fine without high winds	Speed limit: 40
Severity: SLIGHT	Road surface: Dry	
Location: NEWCASTLE RD WHITMORE J/W ENT 'WHITMORE LEA'		

The accident occurred at a private drive on the A53, a single carriageway controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from NE to NW was turning right on the main carriageway. The vehicle was leaving main road. The male driver aged 65.
Vehicle 2 Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 37 lived in ST7.

Casualty 1 (Vehicle 2) A female vehicle or pillion passenger aged 32 suffered a slight injury.

Contributory Factors

Vehicle 1 Inexperience of driving on the left
 Vehicle 1 Failed to look properly
 Vehicle 2 Swerved
 Vehicle 1 Distraction in vehicle
 Vehicle 1 Poor turn or manoeuvre
 Vehicle 2 Failed to judge other persons path or speed

Acc. Ref. No: 1658291	Road: A 53	Grid Reference: 379892 340587
District Council: Newcastle-under-Lyme	Time: 1245	Friday 08-April-2016
Lighting: Daylight	Weather: Fine without high winds	Speed limit: 30
Severity: SLIGHT	Road surface: Wet/Damp	
Location: NEWCASTLE RD APPROX 10MTS E J/W COMMON LANE		

The accident occurred at a T or staggered junction on the A53, a single carriageway at its junction with the Unclassified97 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Goods vehicle - unknown weight, travelling from E to SW was going ahead on a left bend on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 44 lived in SY1.
Vehicle 2 Car, travelling from E to SW was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 40 lived in ST6.
Vehicle 3 Car, travelling from E to SW was stopping on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 31 lived in ST5.

Casualty 1 (Vehicle 2) A male driver aged 40 suffered a slight injury.
Casualty 2 (Vehicle 2) A male vehicle or pillion passenger aged 8 suffered a slight injury.
Casualty 3 (Vehicle 2) A female vehicle or pillion passenger aged 14 suffered a slight injury.
Casualty 4 (Vehicle 2) A female vehicle or pillion passenger aged 48 suffered a slight injury.

Contributory Factors

Vehicle 1 Following too close
 Vehicle 2 Sudden braking
 Vehicle 1 Travelling too fast for conditions

Accidents between dates **01/01/2015** and **19/06/2021** (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No:	1692362	Road:	A 53	Grid Reference:	379176	339916
District Council:	Newcastle-under-Lyme	Time:	1859	Thursday	21-July-2016	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	30
Severity:	SERIOUS	Road surface	Dry			
Location:	NEWCASTLE RD APPROX 24MTS NE J/W SANDY LANE					

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Motorcycle over 500cc, travelling from W to NE was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 42 lived in ST3.

Casualty 1 (Vehicle 1) A male rider aged 42 suffered a serious injury.

Contributory Factors

Vehicle 1 Other
Vehicle 1 Sudden braking

Acc. Ref. No:	1688917	Road:	A 53	Grid Reference:	379173	339916
District Council:	Newcastle-under-Lyme	Time:	2155	Sunday	24-July-2016	
Lighting:	Darkness: street lights present and lit	Weather:	Fine without high winds		Speed limit:	30
Severity:	FATAL	Road surface	Dry			
Location:	NEWCASTLE RD BALDWINS GATE APPROX 21MTS NE J/W WOODSIDE					

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from W to NE was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction : skidded and overturned. The male driver aged 21.

Vehicle 2 Car, travelling from NE to W was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 38 lived in ST2.

Vehicle 3 Car, travelling from W to NE was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. female driver of an unknown age .

Vehicle 4 Car, travelling from W to NE was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. male driver of an unknown age .

Casualty 1 (Vehicle 1) A male driver aged 21 suffered a fatal injury.

Casualty 2 (Vehicle 2) A male driver aged 38 suffered a slight injury.

Casualty 3 (Vehicle 1) A male vehicle or pillion passenger aged 21 suffered a serious injury.

Casualty 4 (Vehicle 1) A male vehicle or pillion passenger aged 23 suffered a serious injury.

Acc. Ref. No:	16114902	Road:	A 53	Grid Reference:	380498	340714
District Council:	Newcastle-under-Lyme	Time:	1905	Friday	07-October-2016	
Lighting:	Darkness: no street lighting	Weather:	Fine without high winds		Speed limit:	60
Severity:	SLIGHT	Road surface	Dry			
Location:	NEWCASTLE RD WHITMORE APPROX 580MTS SW MAINWARING ARMS					

The accident occurred at a private drive on the A53, a single carriageway controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 31 lived in ST4.

Vehicle 2 Agricultural vehicle, travelling from NW to SW was turning right on the main carriageway. The vehicle was entering main road. The male d aged 29 lived in TF9.

Casualty 1 (Vehicle 1) A female driver aged 31 suffered a slight injury.

Contributory Factors

Vehicle 2 Failed to signal/Misleading signal
Vehicle 2 Failed to look properly
Vehicle 1 Failed to look properly
Vehicle 1 Failed to judge other persons path or speed

AccsMap - Accident Analysis System

Accidents between dates **01/01/2015** and **19/06/2021** (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 16124654 **Road:** A 53 **Grid Reference:** 381414 341343
District Council: Newcastle-under-Lyme **Time:** 0115 **Friday** 04-November-2016
Lighting: Darkness: street lights present and lit **Weather:** Raining without high winds **Speed limit:** 60
Severity: SLIGHT **Road surface:** Wet/Damp
Location: A53 WHITMORE

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from S to NE was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. male driver aged 20 lived in ST4.

Casualty 1 (Vehicle 1) A male driver aged 20 suffered a slight injury.

Contributory Factors

Vehicle 1 Slippery road (due to weather)
 Vehicle 1 Travelling too fast for conditions
 Vehicle 1 Loss of control

Acc. Ref. No: 16126881 **Road:** A 51 **Grid Reference:** 379944 340592
District Council: Newcastle-under-Lyme **Time:** 1545 **Friday** 11-November-2016
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 30
Severity: SLIGHT **Road surface:** Dry
Location: NEWCASTLE RD APPROX 65MTS NE COMMON LANE

The accident occurred on the A51, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from NE to W was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 18 lived in ST5.

Vehicle 2 Car, travelling from SW to E was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 18 lived in ST5.

Casualty 1 (Vehicle 2) A male driver aged 18 suffered a slight injury.

Contributory Factors

Vehicle 2 Inexperienced or learner driver/rider
 Vehicle 1 Careless/Reckless/In a hurry
 Vehicle 2 Swerved

Acc. Ref. No: 16130477 **Road:** A 53 **Grid Reference:** 379220 339962
District Council: Newcastle-under-Lyme **Time:** 1010 **Sunday** 20-November-2016
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 60
Severity: SLIGHT **Road surface:** Dry
Location: NEWCASTLE RD BALDWINS GATE

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Van or Goods 3.5 tonnes mgw and under, travelling from NE to SW was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 41 lived in WV3.

Vehicle 2 Pedal Cycle, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 54 lived in ST5.

Casualty 1 (Vehicle 2) A male rider aged 54 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly
 Vehicle 1 Failed to judge other persons path or speed
 Vehicle 1 Poor turn or manoeuvre

AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 19/06/2021 (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 16134490 **Road:** A 53 **Grid Reference:** 381036 340947
District Council: Newcastle-under-Lyme **Time:** 2240 **Sunday** 04-December-2016
Lighting: Darkness: street lights present and lit **Weather:** Fine without high winds **Speed limit:** 40
Severity: SLIGHT **Road surface:** Wet/Damp
Location: WHITMORE ROAD J/W THREE MILE LANE

The accident occurred at a crossroads on the A53, a single carriageway at its junction with the C119 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was entering main road. The male driver aged lived in B75.

Vehicle 2 Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 18 lived in ST5.

Casualty 1 (Vehicle 1) A male driver aged 19 suffered a slight injury.

Casualty 2 (Vehicle 2) A male driver aged 18 suffered a slight injury.

Contributory Factors

Vehicle 1 Careless/Reckless/In a hurry
 Vehicle 1 Impaired by alcohol

Acc. Ref. No: 17184019 **Road:** A 53 **Grid Reference:** 379586 340317
District Council: Newcastle-under-Lyme **Time:** 1020 **Tuesday** 16-May-2017
Lighting: Daylight **Weather:** Raining without high winds **Speed limit:** 30
Severity: SLIGHT **Road surface:** Wet/Damp
Location: NEWCASTLE RD A53 J/W FAIRGREEN ROAD

The accident occurred at a T or staggered junction on the A53, a single carriageway controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SE to NE was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 68 live in ST5.

Vehicle 2 Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 93 lived in ST3.

Casualty 1 (Vehicle 2) A male driver aged 93 suffered a slight injury.

Contributory Factors

Vehicle 1 Junction restart
 Vehicle 1 Failed to look properly
 Vehicle 1 Failed to judge other persons path or speed
 Vehicle 1 Rain, sleet, snow, or fog
 Vehicle 1 Spray from other vehicles

Acc. Ref. No: 17190661 **Road:** A 51 **Grid Reference:** 377065 338800
District Council: Newcastle-under-Lyme **Time:** 0845 **Sunday** 04-June-2017
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 50
Severity: SLIGHT **Road surface:** Dry
Location: NANTWICH RD BLACKBROOK J/W NEWCASTLE RD

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to E was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 60 lives in TF9.

Vehicle 2 Pedal Cycle, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 57 lived in ST21.

Casualty 1 (Vehicle 2) A male rider aged 57 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly

Accidents between dates 01/01/2015 and 19/06/2021 (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 17201544	Road: A 53	Grid Reference: 376846 338513
District Council: Newcastle-under-Lyme	Time: 1605	Monday 10-July-2017
Lighting: Daylight	Weather: Raining without high winds	Speed limit: 50
Severity: SLIGHT	Road surface: Wet/Damp	
Location: NEWCASTLE RD ASHLEY BY PUMPING STATION		

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from W to NE was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. male driver aged 20 lived in TF9.

Vehicle 2 Car, travelling from W to NE was going ahead but held up on the main carriageway. The vehicle was not at, or within 20M of a junction. Th female driver aged 22 lived in CW2.

Vehicle 3 Car, travelling from W to NE was going ahead but held up on the main carriageway. The vehicle was not at, or within 20M of a junction. Th untraced driver of an unknown age .

Casualty 1 (Vehicle 1) A male driver aged 20 suffered a slight injury.

Contributory Factors

Vehicle 1 Careless/Reckless/In a hurry
Vehicle 1 Rain, sleet, snow, or fog

Acc. Ref. No: 17253628	Road: A 53	Grid Reference: 377600 338922
District Council: Newcastle-under-Lyme	Time: 1743	Saturday 16-September-2017
Lighting: Daylight	Weather: Fine without high winds	Speed limit: 60
Severity: SLIGHT	Road surface: Dry	
Location: A53 PIPEGATE		

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from NE to SW was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was not at, or within 20M of a junction. The untraced driver of an unknown age .

Vehicle 2 Motorcycle over 500cc, travelling from NE to SW was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was at, or within 20M of a junction and skidded. The female driver aged 53 lived in KY12.

Casualty 1 (Vehicle 2) A female rider aged 53 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly
Vehicle 1 Vehicle blind spot

Acc. Ref. No: 17229870	Road: A 53	Grid Reference: 381035 340942
District Council: Newcastle-under-Lyme	Time: 1720	Saturday 07-October-2017
Lighting: Daylight	Weather: Fine without high winds	Speed limit: 40
Severity: SLIGHT	Road surface: Dry	
Location: A53 AT JN WITH BENT LANE		

The accident occurred at a crossroads on the A53, a single carriageway at its junction with the C119 controlled by a stop sign..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to SE was turning right on the main carriageway. The vehicle was leaving main road. The female driver aged 66.

Vehicle 2 Motor Cycle over 125 cc and up to 500cc, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 20.

Casualty 1 (Vehicle 2) A male rider aged 20 suffered a slight injury.

Casualty 2 (Vehicle 2) A female vehicle or pillion passenger aged 14 suffered a slight injury.

Contributory Factors

Vehicle 1 Poor turn or manoeuvre
Vehicle 1 Failed to look properly

AccsMap - Accident Analysis System

Accidents between dates **01/01/2015** and **19/06/2021** (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 17274799 **Road:** A 53 **Grid Reference:** 381310 341130
District Council: Newcastle-under-Lyme **Time:** 1535 **Thursday** 14-December-2017
Lighting: Daylight **Weather:** Raining without high winds **Speed limit:** 50
Severity: SERIOUS **Road surface:** Wet/Damp
Location: TRENTHAM RD A53 APPROX 330MTS NE J/W THREE MILE LANE

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to N was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction ; skidded and overturned. The male driver aged 78 lived in ST5.

Casualty 1 (Vehicle 1) A male vehicle or pillion passenger aged 69 suffered a serious injury.

Contributory Factors

Vehicle 1 Loss of control
 Vehicle 1 Failed to look properly

Acc. Ref. No: 18281237 **Road:** A 51 **Grid Reference:** 377403 338789
District Council: Newcastle-under-Lyme **Time:** 0806 **Thursday** 25-January-2018
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 50
Severity: SERIOUS **Road surface:** Wet/Damp
Location: STONE RD A51 AT JN WITH NEWCASTLE RD A53

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from N to W was turning right on the main carriageway. The vehicle was entering main road. The female driver aged 45 live M34.

Vehicle 2 Van or Goods 3.5 tonnes mgw and under, travelling from E to W was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 32 lived in WS7.

Vehicle 3 Car, travelling from W to E was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 35 lived in CW3.

Casualty 1 (Vehicle 1) A female driver aged 45 suffered a slight injury.

Casualty 2 (Vehicle 3) A female driver aged 35 suffered a serious injury.

Contributory Factors

Vehicle 1 Failed to look properly
 Vehicle 1 Poor turn or manoeuvre
 Vehicle 1 Failed to judge other persons path or speed
 Vehicle 1 Careless/Reckless/In a hurry

Acc. Ref. No: 18284823 **Road:** A 53 **Grid Reference:** 376845 338514
District Council: Newcastle-under-Lyme **Time:** 1240 **Sunday** 28-January-2018
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 60
Severity: SLIGHT **Road surface:** Dry
Location: NEWCASTLE ROAD A53 APPROX 360MTS SW J/W A51

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Motorcycle over 500cc, travelling from W to NE was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded. The male driver aged 27.

Vehicle 2 Car, travelling from NE to W was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction The female driver aged 38.

Casualty 1 (Vehicle 1) A male rider aged 27 suffered a slight injury.

Contributory Factors

Vehicle 1 Deposit on road (eg oil, mud, chippings)
 Vehicle 1 Slippery road (due to weather)
 Vehicle 1 Loss of control

Accidents between dates 01/01/2015 and 19/06/2021 (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 18275235 Road: A 51 Grid Reference: 377529 338809
 District Council: Newcastle-under-Lyme Time: 0843 Wednesday 28-February-2018
 Lighting: Daylight Weather: Fine without high winds Speed limit: 50
 Severity: SLIGHT Road surface Dry
 Location: STONE ROAD A51 AT JN WITH WHARMADINE LANE

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the Unclassified102 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from N to W was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 23 lived in ST5.

Vehicle 2 Goods vehicle - unknown weight, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - or roundabout or main road. The male driver aged 47 lived in ST3.

Casualty 1 (Vehicle 2) A male driver aged 47 suffered a slight injury.

Casualty 2 (Vehicle 2) A male vehicle or pillion passenger aged 37 suffered a slight injury.

Contributory Factors

Vehicle 1 Illegal turn or direction of travel
 Vehicle 1 Poor turn or manoeuvre
 Vehicle 1 Failed to look properly

Acc. Ref. No: 18296023 Road: A 53 Grid Reference: 378570 339732
 District Council: Newcastle-under-Lyme Time: 1103 Saturday 28-April-2018
 Lighting: Daylight Weather: Fine without high winds Speed limit: 60
 Severity: SLIGHT Road surface Dry
 Location: NEWCASTLE RD A53 NR J/W HOLLYBUSH LANE

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from NE to S was stopping on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 30 lived in TF9.

Vehicle 2 Car, travelling from NE to S was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. 1 male driver aged 27 lived in TF9.

Vehicle 3 Car, travelling from NE to S was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. 1 male driver aged 49.

Casualty 1 (Vehicle 3) A female vehicle or pillion passenger aged 49 suffered a slight injury.

Contributory Factors

Vehicle 1 Animal or object in carriageway
 Vehicle 1 Sudden braking

AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 19/06/2021 (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 18338561 **Road:** A 53 **Grid Reference:** 376850 338518
District Council: Newcastle-under-Lyme **Time:** 1805 **Wednesday** 06-June-2018
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 60
Severity: SLIGHT **Road surface:** Dry
Location: NEWCASTLE ROAD A53

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to N was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. male driver aged 26 lived in ST1.

Vehicle 2 Car, travelling from N to SW was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 49 lived in TF9.

Casualty 1 (Vehicle 2) A male driver aged 49 suffered a slight injury.

Contributory Factors

Vehicle 1 Sudden braking
 Vehicle 1 Swerved
 Vehicle 1 Failed to judge other persons path or speed
 Vehicle 1 Travelling too fast for conditions

Acc. Ref. No: 18304308 **Road:** A 53 **Grid Reference:** 379175 339916
District Council: Newcastle-under-Lyme **Time:** 1825 **Saturday** 23-June-2018
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 30
Severity: FATAL **Road surface:** Dry
Location: BALDWINS GATE A53 APPROX 30MTS NE J/W WOODSIDE

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Motorcycle over 500cc, travelling from W to NE was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded. The male driver aged 33 lived in PE9.

Vehicle 2 Car, travelling from NE to W was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 52 lived in CW5.

Vehicle 3 Car, travelling from NE to W was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 41 lived in TF9.

Casualty 1 (Vehicle 1) A male rider aged 33 suffered a fatal injury.

Contributory Factors

Vehicle 1 Poor turn or manoeuvre
 Vehicle 1 Exceeding speed limit

Acc. Ref. No: 18347831 **Road:** A 53 **Grid Reference:** 381037 340943
District Council: Newcastle-under-Lyme **Time:** 1642 **Monday** 26-November-2018
Lighting: Darkness: street lights present and lit **Weather:** Fine without high winds **Speed limit:** 40
Severity: SLIGHT **Road surface:** Dry
Location: A53 AT JN WITH THREE MILE LANE

The accident occurred at a crossroads on the A53, a single carriageway at its junction with the C119 controlled by a stop sign. There was a pelican/puffin/toucan within 50 metres..

Special conditions and hazards: None

Vehicle 1 Car, travelling from NW to SE was starting on the main carriageway. The vehicle was entering main road. The male driver aged 24 lived in ST5.

Vehicle 2 Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 28 lived in CW2.

Casualty 1 (Vehicle 2) A female driver aged 28 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly
 Vehicle 1 Failed to judge other persons path or speed

AccsMap - Accident Analysis System

Accidents between dates **01/01/2015** and **19/06/2021** (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 18353354 **Road:** A 51 **Grid Reference:** 377067 338800
District Council: Newcastle-under-Lyme **Time:** 0810 **Monday** 10-December-2018
Lighting: Daylight **Weather:** Raining without high winds **Speed limit:** 50
Severity: SLIGHT **Road surface:** Wet/Damp
Location: NANTWICH RD BLACKBROOK A51 AT JN WITH NEWCASTLE RD A53

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a stop sign..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to E was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 20 lives SY13.

Vehicle 2 Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. T female driver aged 20 lived in DY8.

Vehicle 3 Goods 7.5 tonnes mgw and over, travelling from W to E was going ahead but held up on the main carriageway. The vehicle was approach junction or waiting/parked at junction approach. The male driver aged 30 lived in WA9.

Casualty 1 (Vehicle 1) A male driver aged 20 suffered a slight injury.

Casualty 2 (Vehicle 2) A female driver aged 20 suffered a slight injury.

Contributory Factors

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Failed to look properly

Vehicle 1 Failed to judge other persons path or speed

Vehicle 1 Road layout (eg bend, hill crest)

Acc. Ref. No: 19864347 **Road:** A 53 **Grid Reference:** 380684 340789
District Council: Newcastle-under-Lyme **Time:** 1410 **Friday** 22-February-2019
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 60
Severity: SLIGHT **Road surface:** Dry
Location: NEWCASTLE ROAD (A53) AT JUNCTION WITH ENT THE OLD RECTORY

The accident occurred at a private drive on the A53, a single carriageway controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from NE to SW was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 23 lived in ST5.

Vehicle 2 Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 23 lived in DE15.

Vehicle 3 Car, travelling from NE to NW was waiting to turn right on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 64 lived in LL14.

Casualty 1 (Vehicle 2) A female driver aged 23 suffered a slight injury.

Casualty 2 (Vehicle 3) A male driver aged 64 suffered a slight injury.

Casualty 3 (Vehicle 3) A female vehicle or pillion passenger aged 64 suffered a slight injury.

AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 19/06/2021 (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 19842256 **Road:** A 51 **Grid Reference:** 377066 338800
District Council: Newcastle-under-Lyme **Time:** 1353 **Saturday** 27-April-2019
Lighting: Daylight **Weather:** Raining without high winds **Speed limit:** 50
Severity: SLIGHT **Road surface** Wet/Damp
Location: NANTWICH ROAD (A51) JUNCTION WITH NEWCASTLE ROAD (A53)

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to E was starting on the main carriageway. The vehicle was entering main road. The male driver of an unknown age lived in SA16.

Vehicle 2 Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. T male driver aged 48 lived in ST3.

Casualty 1 (Vehicle 1) A female vehicle or pillion passenger aged 19 suffered a slight injury.

Casualty 2 (Vehicle 2) A female vehicle or pillion passenger aged 47 suffered a slight injury.

Contributory Factors

- Vehicle 1 Junction overshoot
- Vehicle 1 Failed to look properly
- Vehicle 1 Careless/Reckless/In a hurry

Acc. Ref. No: 19854256 **Road:** C 118 **Grid Reference:** 378521 340190
District Council: Newcastle-under-Lyme **Time:** 0921 **Tuesday** 18-June-2019
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 60
Severity: SLIGHT **Road surface** Dry
Location: MANOR ROAD AT JUNCTION WITH MADELEY RD

The accident occurred at a crossroads on the C118, a single carriageway at its junction with the C118 controlled by a give way or uncontrolled.

Special conditions and hazards: Permanent road signing defective or obscured

Vehicle 1 Car, travelling from SE to S was turning left on the main carriageway. The vehicle was entering main road. The female driver aged 49 lived in TF9.

Vehicle 2 Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. T female driver aged 25 lived in TF9.

Casualty 1 (Vehicle 2) A female driver aged 25 suffered a slight injury.

Contributory Factors

- Vehicle 1 Inadequate/Masked signs or road markings
- Vehicle 1 Failed to look properly

Acc. Ref. No: 19858958 **Road:** A 53 **Grid Reference:** 381027 340943
District Council: Newcastle-under-Lyme **Time:** 0831 **Wednesday** 26-June-2019
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 40
Severity: SLIGHT **Road surface** Dry
Location: NEWCASTLE RD J/WTHREE MILE LANE

The accident occurred at a T or staggered junction on the A53, a single carriageway at its junction with the C119 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 46 lived in ST5.

Vehicle 2 Car, travelling from NE to NW was turning right on the main carriageway. The vehicle was leaving main road. The female driver aged 34 lived in ST3.

Casualty 1 (Vehicle 1) A female driver aged 46 suffered a slight injury.

Contributory Factors

- Vehicle 2 Poor turn or manoeuvre
- Vehicle 2 Failed to look properly
- Vehicle 2 Failed to judge other persons path or speed
- Vehicle 1 Failed to signal/Misleading signal

AccsMap - Accident Analysis System

Accidents between dates **01/01/2015** and **19/06/2021** (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 19871572 **Road:** A 53 **Grid Reference:** 381033 340944
District Council: Newcastle-under-Lyme **Time:** 1955 **Wednesday** 14-August-2019
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 40
Severity: SLIGHT **Road surface** Wet/Damp
Location: WHITMORE ROAD (A53) J/W THREE MILE LANE

The accident occurred at a crossroads on the A53, a single carriageway at its junction with the C119 controlled by a stop sign. There was a pelican/puffin/toucan within 50 metres..

Special conditions and hazards: None

- Vehicle 1** Car, travelling from NW to S was starting on the main carriageway. The vehicle was entering main road. The male driver aged 32 lived in CW1.
Vehicle 2 Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 41 lived in ST5.
Casualty 1 (Vehicle 1) A male driver aged 32 suffered a slight injury.

Contributory Factors

- Vehicle 1 Failed to look properly
 Vehicle 1 Failed to judge other persons path or speed

Acc. Ref. No: 19929836 **Road:** A 51 **Grid Reference:** 377716 338829
District Council: Newcastle-under-Lyme **Time:** 1225 **Saturday** 02-November-2019
Lighting: Daylight **Weather:** Raining without high winds **Speed limit:** 60
Severity: SLIGHT **Road surface** Wet/Damp
Location: STONE ROAD (A51) OS BROOKFIELDS FARM SHOP

The accident occurred at a private drive on the A51, a single carriageway controlled by a give way or uncontrolled..

Special conditions and hazards: None

- Vehicle 1** Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 77 lived in ST14.
Vehicle 2 Car, travelling from E to N was turning right on the main carriageway. The vehicle was leaving main road. The male driver aged 73 lived in ST5.
Casualty 1 (Vehicle 2) A male driver aged 73 suffered a slight injury.

Contributory Factors

- Vehicle 1 Failed to judge other persons path or speed
 Vehicle 1 Sudden braking

Acc. Ref. No: 20928280 **Road:** A 53 **Grid Reference:** 381034 340947
District Council: Newcastle-under-Lyme **Time:** 1707 **Saturday** 08-February-2020
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 40
Severity: SERIOUS **Road surface** Dry
Location: WHITMORE ROAD (A53) AT JUNCTION WITH THREE MILE LANE

The accident occurred at a crossroads on the A53, a single carriageway at its junction with the C119 controlled by a stop sign. There was a pelican/puffin/toucan within 50 metres..

Special conditions and hazards: None

- Vehicle 1** Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was entering main road. The male driver aged lived in ST16.
Vehicle 2 Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 70 lived in ST5.
Casualty 1 (Vehicle 1) A female vehicle or pillion passenger aged 33 suffered a slight injury.
Casualty 2 (Vehicle 1) A male driver aged 35 suffered a serious injury.
Casualty 3 (Vehicle 2) A male driver aged 70 suffered a slight injury.

Contributory Factors

- Vehicle 1 Failed to look properly

AccsMap - Accident Analysis System

Accidents between dates 01/01/2015 and 19/06/2021 (78) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 20999987 Road: A 53 Grid Reference: 382225 341871
 District Council: Newcastle-under-Lyme Time: 1500 Monday 04-May-2020
 Lighting: Daylight Weather: Fine without high winds Speed limit: 60
 Severity: SLIGHT Road surface Dry
 Location: WHITMORE ROAD (A53) R'BT J/W A5182 TRENTHAM RD

The accident occurred at a roundabout on the A53, at its junction with the A5182 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Goods 7.5 tonnes mgw and over, travelling from E to SW was turning left on the main carriageway. The vehicle was entering roundabout. male driver aged 58 lived in ST2.

Vehicle 2 Pedal Cycle, travelling from E to NE was turning right on the main carriageway. The vehicle was entering roundabout. The male driver age lived in ST3.

Casualty 1 (Vehicle 2) A male rider aged 59 suffered a slight injury.

Contributory Factors

Vehicle 2 Failed to look properly

Acc. Ref. No: 211032590 Road: A 53 Grid Reference: 380109 340610
 District Council: Newcastle-under-Lyme Time: 1600 Friday 02-April-2021
 Lighting: Daylight Weather: Fine without high winds Speed limit: 60
 Severity: SERIOUS Road surface Dry
 Location: NEWCASTLE ROAD (A53) APPROX 230MTS EAST J/W COMMON LANE

The accident occurred on the A53, a single carriageway .

Special conditions and hazards: None

Vehicle 1 Motorcycle over 500cc, travelling from SW to NE was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was at, or within 20M of a junction and skidded. The male driver aged 53 lived in ST5.

Casualty 1 (Vehicle 1) A male rider aged 53 suffered a serious injury.

Contributory Factors

Vehicle 1 Poor turn or manoeuvre

Acc. Ref. No: 211038879 Road: A 51 Grid Reference: 377527 338808
 District Council: Newcastle-under-Lyme Time: 1404 Friday 23-April-2021
 Lighting: Daylight Weather: Fine without high winds Speed limit: 50
 Severity: FATAL Road surface Dry
 Location: STONE ROAD (A51) AT JUNCTION WITH WHARMARDINE LANE

The accident occurred at a crossroads on the A51, a single carriageway at its junction with the Unclassified102 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Motorcycle over 500cc, travelling from W to E was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 21 lived in ST3.

Vehicle 2 Goods 7.5 tonnes mgw and over, travelling from E to N was turning right on the main carriageway. The vehicle was leaving main road. The male driver aged 50 lived in ST6.

Casualty 1 (Vehicle 1) A male rider aged 21 suffered a fatal injury.

Contributory Factors

Vehicle 2 Failed to look properly

Vehicle 1 Failed to judge other persons path or speed

Vehicle 1 Fatigue

Vehicle 1 Exceeding speed limit

Appendix C

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	SC SURREY	2 days
	WS WEST SUSSEX	4 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 54 to 297 (units:)
 Range Selected by User: 50 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 08/10/20

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	5 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	2 days

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

Selected Locations:

Edge of Town	16
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	14
------------------	----

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

Secondary Filtering selection:

Use Class:

C3 20 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	7 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	6 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days

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

Car ownership within 5 miles:

1.1 to 1.5	17 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	8 days
No	12 days

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

PTAL Rating:

No PTAL Present	20 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-06 CRAFT'S WAY NEAR CAMBRIDGE BAR HILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 207 <i>Survey date: FRIDAY 22/06/18</i>	MIXED HOUSES	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
2	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>	SEMI -DETACHED & TERRACED	DURHAM	<i>Survey Type: MANUAL</i>
3	ES-03-A-03 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
4	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
5	HF-03-A-03 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>	MIXED HOUSES	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
6	KC-03-A-07 RECULVER ROAD HERNE BAY Edge of Town Residential Zone Total No of Dwellings: 288 <i>Survey date: WEDNESDAY 27/09/17</i>	MIXED HOUSES	KENT	<i>Survey Type: MANUAL</i>
7	KC-03-A-08 MAIDSTONE ROAD CHARING Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 <i>Survey date: TUESDAY 22/05/18</i>	MIXED HOUSES	KENT	<i>Survey Type: MANUAL</i>
8	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>	DETACHED & OTHERS	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		70	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/19</i>	<i>Survey Type: MANUAL</i>
10	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		297	
	<i>Survey date: FRIDAY</i>		<i>20/09/19</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
11	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		138	
	<i>Survey date: TUESDAY</i>		<i>20/10/15</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
12	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS		NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings:		71	
	<i>Survey date: TUESDAY</i>		<i>17/09/13</i>	<i>Survey Type: MANUAL</i>
13	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	<i>Survey date: THURSDAY</i>		<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
14	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	<i>Survey date: MONDAY</i>		<i>01/04/19</i>	<i>Survey Type: MANUAL</i>
15	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		54	
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
16	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 151 <i>11/12/14</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
18	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	BUNGALOWS 57 <i>19/10/17</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
19	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 180 <i>19/04/18</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
20	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 79 <i>07/11/18</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-04	Holiday Lets
SC-03-A-06	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	145	0.100	20	145	0.325	20	145	0.425
08:00 - 09:00	20	145	0.152	20	145	0.372	20	145	0.524
09:00 - 10:00	20	145	0.154	20	145	0.185	20	145	0.339
10:00 - 11:00	20	145	0.134	20	145	0.172	20	145	0.306
11:00 - 12:00	20	145	0.142	20	145	0.168	20	145	0.310
12:00 - 13:00	20	145	0.161	20	145	0.163	20	145	0.324
13:00 - 14:00	20	145	0.166	20	145	0.162	20	145	0.328
14:00 - 15:00	20	145	0.182	20	145	0.198	20	145	0.380
15:00 - 16:00	20	145	0.278	20	145	0.176	20	145	0.454
16:00 - 17:00	20	145	0.297	20	145	0.177	20	145	0.474
17:00 - 18:00	20	145	0.346	20	145	0.160	20	145	0.506
18:00 - 19:00	20	145	0.300	20	145	0.176	20	145	0.476
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.412			2.434			4.846

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 54 - 297 (units:)
 Survey date range: 01/01/13 - 08/10/20
 Number of weekdays (Monday-Friday): 24
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 2

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

Appendix D

2011 Census – Journey to Work Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 11 August 2021]

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van

place of work : 2011 census merged local authority district	usual residence			Assignment	Assignment	%
	E02006173 : Newcastle-under-Lyme 016	%	%/2			
Newcastle-under-Lyme	600				A53 (W) - A51 - A53	20.3%
Stoke-on-Trent	585				A53 (W) - Madeley Rd - Manor Rd	5.5%
Stafford	272	13.1%	6.6%	A53 (E) - Trentham Rd - M6 (S)	A53 (E) - A53	31.6%
				Sandy Ln (S) - A51 (E)	A53 (E) - Trentham Rd - M6 (N)	5.4%
Shropshire	252	12.2%	6.6%	A53 (W) - A51 - A53	A53 (E) - Trentham Rd - M6 (S)	10.0%
Cheshire East	151	7.3%	3.6%	A53 (W) - Madeley Rd - Manor Rd	A53 (E) - Trentham Rd - Queensway	15.2%
				A53 (E) - Trentham Rd - M6 (N)	A53 (E) - Three Mile Ln	5.4%
Telford and Wrekin	45	2.2%		A53 (W) - A51 - A53	Sandy Ln (S) - A51 (E)	6.6%
Staffordshire Moorlands	26	1.3%	0.6%	A53 (E) - A53		6.6%
			0.6%	A53 (E) - Trentham Rd - Queensway		100.0%
Birmingham	20	1.0%		A53 (E) - Trentham Rd - M6 (S)		
East Staffordshire	15	0.7%		A53 (E) - Trentham Rd - Queensway		
Cheshire West and Chester	12	0.6%	0.3%	A53 (W) - Madeley Rd - Manor Rd		
			0.3%	A53 (E) - Trentham Rd - M6 (N)		
Walsall	11	0.5%		A53 (E) - Trentham Rd - M6 (S)		
Wolverhampton	11	0.5%	0.3%	A53 (W) - A51 - A53		
			0.3%	A53 (E) - Trentham Rd - M6 (S)		
South Staffordshire	10	0.5%		A53 (E) - Trentham Rd - M6 (S)		
Manchester	9	0.4%		A53 (E) - Trentham Rd - M6 (N)		
Warrington	8	0.4%		A53 (E) - Trentham Rd - M6 (N)		
Sandwell	6	0.3%		A53 (E) - Trentham Rd - M6 (S)		
Solihull	6	0.3%		A53 (E) - Trentham Rd - M6 (S)		
Trafford	5	0.2%		A53 (E) - Trentham Rd - M6 (N)		
Cannock Chase	5	0.2%		A53 (E) - Trentham Rd - M6 (S)		
Wrexham	5	0.2%		A53 (W) - A51 - A53		
Stockport	4	0.2%		A53 (E) - Trentham Rd - M6 (N)		
Liverpool	4	0.2%		A53 (E) - Trentham Rd - M6 (N)		
Warwick	4	0.2%		A53 (E) - Trentham Rd - M6 (S)		
Coventry	4	0.2%		A53 (E) - Trentham Rd - M6 (S)		
E02006168 : Newcastle-under-Lyme 011	163	7.9%		A53 (E) - A53		
E02002968 : Stoke-on-Trent 018	131	6.3%		A53 (E) - A53		
E02006173 : Newcastle-under-Lyme 016	113	5.5%		A53 (W) - A51 - A53		
E02002965 : Stoke-on-Trent 015	111	5.4%		A53 (E) - A53		
E02006169 : Newcastle-under-Lyme 012	68	3.3%		A53 (E) - Three Mile Ln		
E02006164 : Newcastle-under-Lyme 007	51	2.5%	1.2%	A53 (E) - Three Mile Ln		
			1.2%	A53 (E) - A53		
E02002973 : Stoke-on-Trent 023	40	1.9%		A53 (E) - Trentham Rd - Queensway		
E02002969 : Stoke-on-Trent 019	35	1.7%		A53 (E) - Trentham Rd - Queensway		
E02002966 : Stoke-on-Trent 016	29	1.4%		A53 (E) - Trentham Rd - Queensway		
E02006170 : Newcastle-under-Lyme 013	27	1.3%		A53 (W) - Madeley Rd - Manor Rd		
E02002961 : Stoke-on-Trent 011	27	1.3%	0.7%	A53 (E) - A53		
			0.7%	A53 (E) - Trentham Rd - Queensway		
E02006167 : Newcastle-under-Lyme 010	26	1.3%	0.6%	A53 (E) - Three Mile Ln		
			0.6%	A53 (E) - A53		
E02002970 : Stoke-on-Trent 020	26	1.3%		A53 (E) - Trentham Rd - Queensway		
E02006163 : Newcastle-under-Lyme 006	25	1.2%		A53 (E) - A53		
E02006172 : Newcastle-under-Lyme 015	23	1.1%		A53 (E) - A53		
E02002982 : Stoke-on-Trent 032	23	1.1%		A53 (E) - Trentham Rd - Queensway		
E02006171 : Newcastle-under-Lyme 014	22	1.1%		A53 (E) - A53		
E02002959 : Stoke-on-Trent 009	22	1.1%	0.5%	A53 (E) - Trentham Rd - Queensway		
			0.5%	A53 (E) - A53		
E02002972 : Stoke-on-Trent 022	22	1.1%		A53 (E) - Trentham Rd - Queensway		
E02006161 : Newcastle-under-Lyme 004	17	0.8%		A53 (E) - A53		
E02006165 : Newcastle-under-Lyme 008	17	0.8%		A53 (E) - A53		
E02006166 : Newcastle-under-Lyme 009	14	0.7%		A53 (E) - A53		
E02006159 : Newcastle-under-Lyme 002	13	0.6%		A53 (E) - A53		
E02002956 : Stoke-on-Trent 006	13	0.6%	0.3%	A53 (E) - Trentham Rd - Queensway		
			0.3%	A53 (E) - A53		
E02002955 : Stoke-on-Trent 005	12	0.6%	0.3%	A53 (E) - Trentham Rd - Queensway		
			0.3%	A53 (E) - A53		
E02006162 : Newcastle-under-Lyme 005	10	0.5%	0.2%	A53 (E) - Three Mile Ln		
			0.2%	A53 (W) - Madeley Rd - Manor Rd		
E02002980 : Stoke-on-Trent 030	10	0.5%		A53 (E) - Trentham Rd - Queensway		
E02006160 : Newcastle-under-Lyme 003	9	0.4%		A53 (E) - A53		
E02002977 : Stoke-on-Trent 027	9	0.4%		A53 (E) - Trentham Rd - Queensway		
E02002952 : Stoke-on-Trent 002	8	0.4%	0.2%	A53 (E) - Trentham Rd - Queensway		
			0.2%	A53 (E) - A53		
E02002962 : Stoke-on-Trent 012	8	0.4%		A53 (E) - Trentham Rd - Queensway		
E02002963 : Stoke-on-Trent 013	7	0.3%	0.2%	A53 (E) - Trentham Rd - Queensway		
			0.2%	A53 (E) - A53		
E02002979 : Stoke-on-Trent 029	7	0.3%		A53 (E) - Trentham Rd - Queensway		
E02002976 : Stoke-on-Trent 026	6	0.3%		A53 (E) - Trentham Rd - Queensway		
E02002954 : Stoke-on-Trent 004	5	0.2%	0.1%	A53 (E) - Trentham Rd - Queensway		
			0.1%	A53 (E) - A53		
E02002957 : Stoke-on-Trent 007	5	0.2%		A53 (E) - A53		
E02002974 : Stoke-on-Trent 024	5	0.2%		A53 (E) - Trentham Rd - Queensway		
E02002984 : Stoke-on-Trent 034	5	0.2%		A53 (E) - Trentham Rd - Queensway		
E02002964 : Stoke-on-Trent 014	4	0.2%		A53 (E) - Trentham Rd - Queensway		
E02002958 : Stoke-on-Trent 008	3	0.1%		A53 (E) - A53		
E02006158 : Newcastle-under-Lyme 001	2	0.1%		A53 (E) - A53		
E02002951 : Stoke-on-Trent 001	2	0.1%	0.0%	A53 (E) - Trentham Rd - Queensway		
			0.0%	A53 (E) - A53		
E02002967 : Stoke-on-Trent 017	2	0.1%		A53 (E) - Trentham Rd - Queensway		
E02002971 : Stoke-on-Trent 021	2	0.1%		A53 (E) - Trentham Rd - Queensway		
E02002981 : Stoke-on-Trent 031	2	0.1%		A53 (E) - Trentham Rd - Queensway		
E02002960 : Stoke-on-Trent 010	1	0.0%	0.0%	A53 (E) - Trentham Rd - Queensway		
			0.0%	A53 (E) - A53		
E02002975 : Stoke-on-Trent 025	1	0.0%		A53 (E) - Trentham Rd - Queensway		
E02002978 : Stoke-on-Trent 028	1	0.0%		A53 (E) - Trentham Rd - Queensway		
E02002983 : Stoke-on-Trent 033	1	0.0%		A53 (E) - Trentham Rd - Queensway		
E02002953 : Stoke-on-Trent 003	0	0.0%		A53 (E) - Trentham Rd - Queensway		
	2,070					

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix E

Junctions 10 Output – Site Access Roundabout

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53 Site Access.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Arcady
Report generation date: 27/09/2021 16:47:23

- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2027 + Com + Dev								
Arm 1	D1	1.7	8.33	0.61	D2	2.6	10.65	0.72
Arm 2		0.2	5.62	0.13		0.2	5.86	0.13
Arm 3		2.3	9.26	0.68		1.4	7.13	0.57
Arm 4		0.1	5.32	0.10		0.0	4.47	0.04

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Sandy Lane - Site Access
Location	Baldwins Gate
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D2	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.47	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A53 (E)		
2	Sandy Lane		
3	A53 (W)		
4	Site Access		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.60	4.40	5.6	20.0	36.0	32.0		
2	2.90	4.00	10.6	15.0	36.0	28.0		
3	4.00	4.50	28.2	30.0	36.0	42.0		
4	3.00	4.45	12.4	25.0	36.0	20.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.557	312.107
2	0.529	279.586
3	0.566	330.255
4	0.579	320.842

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To				
		1	2	3	4	
08:00 - 08:15	From	1	0.00	21.00	127.00	5.00
		2	17.00	0.00	4.00	1.00
		3	203.00	12.00	0.00	2.00
		4	13.00	1.00	5.00	0.00

Demand (PCU/TS)

		To				
		1	2	3	4	
08:15 - 08:30	From	1	0.00	20.00	124.00	5.00
		2	9.00	0.00	6.00	1.00
		3	185.00	6.00	0.00	2.00
		4	13.00	1.00	5.00	0.00

Demand (PCU/TS)

		To				
		1	2	3	4	
08:30 - 08:45	From	1	0.00	17.00	107.00	5.00
		2	15.00	0.00	6.00	1.00
		3	170.00	9.00	0.00	2.00
		4	13.00	1.00	5.00	0.00

Demand (PCU/TS)

		To				
		1	2	3	4	
08:45 - 09:00	From	1	0.00	25.00	157.00	5.00
		2	21.00	0.00	3.00	1.00
		3	131.00	2.00	0.00	2.00
		4	13.00	1.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	16	0
	2	4	0	6	0
	3	8	4	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.61	8.33	1.7	A	154.50	618.00
2	0.13	5.62	0.2	A	21.25	85.00
3	0.68	9.26	2.3	A	181.50	726.00
4	0.10	5.32	0.1	A	19.00	76.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To				
		1	2	3	4	
17:00 - 17:15	From	1	0.00	46.00	154.00	12.00
		2	13.00	0.00	4.00	1.00
		3	162.00	4.00	0.00	4.00
		4	5.00	1.00	2.00	0.00

Demand (PCU/TS)

		To				
		1	2	3	4	
17:15 - 17:30	From	1	0.00	39.00	146.00	12.00
		2	12.00	0.00	13.00	1.00
		3	162.00	2.00	0.00	4.00
		4	5.00	1.00	2.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To			
		1	2	3	4
From	1	0.00	33.00	177.00	12.00
	2	17.00	0.00	2.00	1.00
	3	170.00	6.00	0.00	4.00
	4	5.00	1.00	2.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To			
		1	2	3	4
From	1	0.00	31.00	168.00	12.00
	2	9.00	0.00	4.00	1.00
	3	141.00	9.00	0.00	4.00
	4	5.00	1.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	3	0
	2	4	0	0	0
	3	6	11	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.72	10.65	2.6	B	210.50	842.00
2	0.13	5.86	0.2	A	19.50	78.00
3	0.57	7.13	1.4	A	168.00	672.00
4	0.04	4.47	0.0	A	8.00	32.00

Appendix F

Junctions 10 Output – A51/Newcastle Road (A53)

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A51-Newcastle Rd A53.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 16:49:00

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2021 Base								
Stream B-AC	D1	6.6	67.68	0.92	D2	19.1	174.44	1.06
Stream C-AB		0.0	5.98	0.03		0.0	5.74	0.03
2027 Base								
Stream B-AC	D3	9.5	91.13	0.98	D4	28.0	264.16	1.13
Stream C-AB		0.0	5.98	0.03		0.0	5.76	0.03
2027 + Committed								
Stream B-AC	D5	14.1	132.19	1.04	D6	36.1	372.91	1.18
Stream C-AB		0.0	5.49	0.03		0.0	5.34	0.03
2027 + Com + Dev								
Stream B-AC	D7	17.1	164.67	1.05	D8	45.7	461.06	1.23
Stream C-AB		0.0	5.51	0.03		0.0	5.35	0.03

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A51/Newcastle Road A53
Location	Baldwins Gate
Site number	
Date	26/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		19.09	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.09	C

Arms

Arms

Arm	Name	Description	Arm type
A	A51 (E)		Major
B	A53 (S)		Minor
C	A51 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.80	40	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	139.783	0.100	0.252	0.158	0.360
B-C	177.827	0.107	0.270	-	-
C-B	179.685	0.272	0.272	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
B-AC	✓	calibration	-12.50

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	98.00	38.00
		B	81.00	0.00	2.00
		C	101.00	3.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	105.00	26.00
		B	69.00	0.00	0.00
		C	94.00	2.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:30 - 08:45	From	A	0.00	94.00	28.00
		B	92.00	0.00	0.00
		C	70.00	0.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:45 - 09:00	From	A	0.00	103.00	31.00
		B	83.00	0.00	1.00
		C	44.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
08:00 - 08:15	From	A	0	18	6
		B	15	0	50
		C	2	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	12	21
	B	8	0	0
	C	7	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	16	15
	B	14	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	26	7
	B	18	0	100
	C	7	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.92	67.68	6.6	F	82.00	328.00
C-AB	0.03	5.98	0.0	A	2.69	10.75
C-A					76.06	304.25
A-B					100.00	400.00
A-C					30.75	123.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		45.36	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	45.36	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
From		A	B	C
	A	0.00	122.00	48.00
	B	67.00	0.00	0.00
	C	76.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
From		A	B	C
	A	0.00	110.00	61.00
	B	89.00	0.00	0.00
	C	76.00	1.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	131.00	49.00
	B	97.00	0.00	0.00
	C	60.00	3.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	129.00	52.00
	B	82.00	0.00	2.00
	C	41.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	3	0
	B	13	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	1	0
	B	6	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	7	0
	B	6	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	8	0
	B	4	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.06	174.44	19.1	F	84.25	337.00
C-AB	0.03	5.74	0.0	A	1.99	7.98
C-A					62.51	250.02
A-B					123.00	492.00
A-C					52.50	210.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		25.66	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.66	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	102.00	39.00
	B	84.00	0.00	2.00
	C	106.00	3.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	110.00	27.00
	B	72.00	0.00	0.00
	C	98.00	2.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	98.00	29.00
	B	97.00	0.00	0.00
	C	73.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	108.00	33.00
	B	86.00	0.00	1.00
	C	46.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	18	6
	B	15	0	50
	C	2	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	12	21
	B	8	0	0
	C	7	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	16	15
	B	14	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	26	7
	B	18	0	100
	C	7	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.98	91.13	9.5	F	85.50	342.00
C-AB	0.03	5.98	0.0	A	2.77	11.08
C-A					79.48	317.92
A-B					104.50	418.00
A-C					32.00	128.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		68.46	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	68.46	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	127.00	50.00
	B	70.00	0.00	0.00
	C	80.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	114.00	64.00
	B	93.00	0.00	0.00
	C	80.00	1.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	137.00	52.00
	B	101.00	0.00	0.00
	C	63.00	3.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	135.00	54.00
	B	85.00	0.00	2.00
	C	43.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	3	0
	B	13	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	1	0
	B	6	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	7	0
	B	6	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	8	0
	B	4	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.13	264.16	28.0	F	87.75	351.00
C-AB	0.03	5.76	0.0	A	2.05	8.21
C-A					65.70	262.79
A-B					128.25	513.00
A-C					55.00	220.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		35.37	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.37	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	103.00	39.00
	B	86.00	0.00	2.00
	C	126.00	3.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	111.00	27.00
	B	74.00	0.00	0.00
	C	118.00	2.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	98.00	29.00
	B	99.00	0.00	0.00
	C	94.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	109.00	33.00
	B	88.00	0.00	1.00
	C	67.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	18	6
	B	15	0	50
	C	2	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	12	21
	B	8	0	0
	C	7	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	16	15
	B	14	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	26	7
	B	18	0	100
	C	7	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.04	132.19	14.1	F	87.50	350.00
C-AB	0.03	5.49	0.0	A	3.14	12.55
C-A					99.61	398.45
A-B					105.25	421.00
A-C					32.00	128.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		92.36	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	92.36	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	128.00	50.00
	B	71.00	0.00	0.00
	C	99.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	116.00	64.00
	B	95.00	0.00	0.00
	C	99.00	1.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	138.00	52.00
	B	102.00	0.00	0.00
	C	82.00	3.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	136.00	54.00
	B	87.00	0.00	2.00
	C	62.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	3	0
	B	13	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	1	0
	B	6	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	7	0
	B	6	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	8	0
	B	4	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.18	372.91	36.1	F	89.25	357.00
C-AB	0.03	5.34	0.0	A	2.33	9.31
C-A					84.42	337.69
A-B					129.50	518.00
A-C					55.00	220.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		44.10	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	44.10	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	107.00	39.00
	B	88.00	0.00	2.00
	C	126.00	3.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	115.00	27.00
	B	75.00	0.00	0.00
	C	118.00	2.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	102.00	29.00
	B	100.00	0.00	0.00
	C	94.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	112.00	33.00
	B	90.00	0.00	1.00
	C	67.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	18	6
	B	15	0	50
	C	2	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	12	21
	B	8	0	0
	C	7	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	16	15
	B	14	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	26	7
	B	18	0	100
	C	7	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.05	164.67	17.1	F	89.00	356.00
C-AB	0.03	5.51	0.0	A	3.15	12.60
C-A					99.60	398.40
A-B					109.00	436.00
A-C					32.00	128.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		116.95	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	116.95	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	130.00	50.00
	B	75.00	0.00	0.00
	C	99.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	117.00	64.00
	B	98.00	0.00	0.00
	C	99.00	1.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	140.00	52.00
	B	106.00	0.00	0.00
	C	82.00	3.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	138.00	54.00
	B	90.00	0.00	2.00
	C	62.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	3	0
	B	13	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	1	0
	B	6	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	7	0
	B	6	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	8	0
	B	4	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.23	461.06	45.7	F	92.75	371.00
C-AB	0.03	5.35	0.0	A	2.33	9.33
C-A					84.42	337.67
A-B					131.25	525.00
A-C					55.00	220.00

Appendix G

Junctions 10 Output – A51/A53 (N)

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A51-A53 (N).j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 16:48:04

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2021 Base								
Stream B-AC	D1	3.6	33.81	0.79	D2	17.3	110.72	1.03
Stream C-AB		0.0	0.00	0.00		0.00	0.0	0.00
2027 Base								
Stream B-AC	D3	4.6	41.21	0.84	D4	24.8	150.20	1.08
Stream C-AB		0.0	0.00	0.00		0.00	0.0	0.00
2027 + Committed								
Stream B-AC	D5	18.2	132.88	1.02	D6	104.5	647.32	1.31
Stream C-AB		0.0	0.00	0.00		0.00	0.0	0.00
2027 + Com + Dev								
Stream B-AC	D7	24.5	170.30	1.06	D8	110.5	685.42	1.33
Stream C-AB		0.0	0.00	0.00		0.00	0.0	0.00

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A51/A53 (N)
Location	Baldwins Gate
Site number	
Date	26/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.89	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.89	B

Arms

Arms

Arm	Name	Description	Arm type
A	A51 (W)		Major
B	A53		Minor
C	A51 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.80	30	108

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	159.375	0.114	0.287	0.181	0.410
B-C	204.062	0.122	0.309	-	-
C-B	143.491	0.218	0.218	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
B-AC	✓	Calibration	-5.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	149.00	28.00
	B	89.00	0.00	3.00
	C	43.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	134.00	29.00
	B	87.00	0.00	0.00
	C	46.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	134.00	28.00
	B	89.00	0.00	0.00
	C	31.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	95.00	31.00
	B	102.00	0.00	0.00
	C	31.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	9	4
	B	14	0	67
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	6	11
	B	16	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	10	23
	B	14	0	0
	C	17	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	13	17
	B	21	0	0
	C	24	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.79	33.81	3.6	D	92.50	370.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					37.75	151.00
A-B					128.00	512.00
A-C					29.00	116.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		37.94	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	37.94	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
From		A	B	C
	A	0.00	110.00	34.00
	B	99.00	0.00	1.00
	C	69.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
From		A	B	C
	A	0.00	115.00	49.00
	B	100.00	0.00	1.00
	C	72.00	0.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	125.00	35.00
	B	110.00	0.00	0.00
	C	62.00	0.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	90.00	27.00
	B	128.00	0.00	2.00
	C	58.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	7	6
	B	4	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	4	2
	B	1	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	6	6
	B	7	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	5	0
	B	2	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.03	110.72	17.3	F	110.25	441.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					65.25	261.00
A-B					110.00	440.00
A-C					36.25	145.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		13.27	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.27	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	156.00	29.00
	B	93.00	0.00	3.00
	C	45.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	140.00	30.00
	B	91.00	0.00	0.00
	C	48.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	140.00	29.00
	B	93.00	0.00	0.00
	C	33.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	99.00	33.00
	B	107.00	0.00	0.00
	C	33.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	9	4
	B	14	0	67
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	6	11
	B	16	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	10	23
	B	14	0	0
	C	17	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	13	17
	B	21	0	0
	C	24	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.84	41.21	4.6	E	96.75	387.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					39.75	159.00
A-B					133.75	535.00
A-C					30.25	121.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		51.26	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	51.26	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	114.00	36.00
	B	103.00	0.00	1.00
	C	72.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	120.00	52.00
	B	104.00	0.00	1.00
	C	75.00	0.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	130.00	37.00
	B	114.00	0.00	0.00
	C	65.00	0.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	94.00	28.00
	B	133.00	0.00	2.00
	C	61.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	7	6
	B	4	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	4	2
	B	1	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	6	6
	B	7	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	5	0
	B	2	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.08	150.20	24.8	F	114.50	458.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					68.25	273.00
A-B					114.50	458.00
A-C					38.25	153.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		45.55	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	45.55	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
From		A	B	C
	A	0.00	179.00	29.00
	B	115.00	0.00	3.00
	C	45.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
From		A	B	C
	A	0.00	163.00	31.00
	B	112.00	0.00	0.00
	C	48.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	163.00	29.00
	B	115.00	0.00	0.00
	C	33.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	121.00	33.00
	B	128.00	0.00	0.00
	C	33.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	9	4
	B	14	0	67
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	6	11
	B	16	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	10	23
	B	14	0	0
	C	17	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	13	17
	B	21	0	0
	C	24	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.02	132.88	18.2	F	118.25	473.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					39.75	159.00
A-B					156.50	626.00
A-C					30.50	122.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		233.79	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	233.79	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	140.00	36.00
	B	128.00	0.00	1.00
	C	72.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	145.00	52.00
	B	129.00	0.00	1.00
	C	75.00	0.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	156.00	37.00
	B	139.00	0.00	0.00
	C	65.00	0.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	120.00	28.00
	B	158.00	0.00	2.00
	C	61.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	7	6
	B	4	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	4	2
	B	1	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	6	6
	B	7	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	5	0
	B	2	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.31	647.32	104.5	F	139.50	558.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					68.25	273.00
A-B					140.25	561.00
A-C					38.25	153.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		59.28	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	59.28	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	180.00	29.00
		B	118.00	0.00	3.00
		C	45.00	0.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	164.00	31.00
		B	116.00	0.00	0.00
		C	48.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	164.00	29.00
	B	118.00	0.00	0.00
	C	33.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	123.00	33.00
	B	132.00	0.00	0.00
	C	33.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	9	4
	B	14	0	67
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	6	11
	B	16	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	10	23
	B	14	0	0
	C	17	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	13	17
	B	21	0	0
	C	24	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.06	170.30	24.5	F	121.75	487.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					39.75	159.00
A-B					157.75	631.00
A-C					30.50	122.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		246.89	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	246.89	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	143.00	36.00
	B	129.00	0.00	1.00
	C	72.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	149.00	52.00
	B	130.00	0.00	1.00
	C	75.00	0.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	159.00	37.00
	B	140.00	0.00	0.00
	C	65.00	0.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	123.00	28.00
	B	160.00	0.00	2.00
	C	61.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	7	6
	B	4	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	4	2
	B	1	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	6	6
	B	7	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	5	0
	B	2	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	1.33	685.42	110.5	F	140.75	563.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					68.25	273.00
A-B					143.50	574.00
A-C					38.25	153.00

Appendix H

Junctions 10 Output – A51/Sandy Lane

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A51-Sandy Ln.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 16:49:27

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2021 Base								
Stream B-AC	D1	0.1	6.51	0.11	D2	0.1	7.08	0.08
Stream C-AB		0.1	5.60	0.09		0.1	5.16	0.08
2027 Base								
Stream B-AC	D3	0.1	6.42	0.11	D4	0.1	7.12	0.08
Stream C-AB		0.1	5.59	0.09		0.1	5.19	0.08
2027 + Committed								
Stream B-AC	D5	0.1	6.43	0.11	D6	0.1	7.12	0.08
Stream C-AB		0.1	5.59	0.09		0.1	5.19	0.08
2027 + Com + Dev								
Stream B-AC	D7	0.1	6.48	0.12	D8	0.1	7.12	0.08
Stream C-AB		0.1	5.59	0.09		0.1	5.21	0.09

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A51/Sandy Lane
Location	Baldwins Gate
Site number	
Date	26/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.99	A

Arms

Arms

Arm	Name	Description	Arm type
A	A51 (W)		Major
B	Sandy Lane		Minor
C	A51 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.16	40	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	130.234	0.093	0.235	0.148	0.335
B-C	165.679	0.099	0.251	-	-
C-B	179.685	0.272	0.272	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	0.00	23.00
	B	1.00	0.00	14.00
	C	30.00	8.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	29.00
	B	1.00	0.00	10.00
	C	35.00	9.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	0.00	29.00
	B	0.75	0.00	17.00
	C	28.00	13.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	0.00	28.00
	B	1.00	0.00	11.00
	C	27.00	14.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	11	14	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	19
	B	0	0	0
	C	15	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	28	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.11	6.51	0.1	A	13.94	55.75
C-AB	0.09	5.60	0.1	A	13.03	52.11
C-A					27.97	111.89
A-B					0.00	0.00
A-C					27.25	109.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	28.00
	B	0.00	0.00	10.00
	C	48.00	12.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	52.00
	B	3.00	0.00	8.00
	C	35.00	8.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	32.00
	B	0.00	0.00	4.00
	C	41.00	5.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	24.00
	B	0.00	0.00	8.00
	C	38.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	8	20	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.08	7.08	0.1	A	8.25	33.00
C-AB	0.08	5.16	0.1	A	9.23	36.91
C-A					38.52	154.09
A-B					0.25	1.00
A-C					34.00	136.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	0.00	24.00
	B	1.00	0.00	15.00
	C	31.00	8.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	30.00
	B	1.00	0.00	10.00
	C	37.00	9.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	0.00	30.00
	B	0.00	0.00	18.00
	C	29.00	13.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	0.00	29.00
	B	1.00	0.00	11.00
	C	28.00	15.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	11	14	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	19
	B	0	0	0
	C	15	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	28	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.11	6.42	0.1	A	14.25	57.00
C-AB	0.09	5.59	0.1	A	13.41	53.65
C-A					29.09	116.35
A-B					0.00	0.00
A-C					28.25	113.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	29.00
	B	0.00	0.00	10.00
	C	50.00	12.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	54.00
	B	3.00	0.00	8.00
	C	37.00	8.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	34.00
	B	0.00	0.00	4.00
	C	43.00	6.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	25.00
	B	0.00	0.00	8.00
	C	39.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	8	20	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.08	7.12	0.1	A	8.25	33.00
C-AB	0.08	5.19	0.1	A	9.65	38.60
C-A					40.10	160.40
A-B					0.25	1.00
A-C					35.50	142.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	0.00	24.00
	B	1.00	0.00	15.00
	C	31.00	8.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	31.00
	B	1.00	0.00	10.00
	C	37.00	9.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	0.00	31.00
	B	0.00	0.00	18.00
	C	29.00	13.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	0.00	29.00
	B	1.00	0.00	11.00
	C	28.00	15.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	11	14	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	19
	B	0	0	0
	C	15	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	28	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.11	6.43	0.1	A	14.25	57.00
C-AB	0.09	5.59	0.1	A	13.42	53.66
C-A					29.08	116.34
A-B					0.00	0.00
A-C					28.75	115.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	29.00
	B	0.00	0.00	10.00
	C	50.00	12.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	54.00
	B	3.00	0.00	8.00
	C	37.00	8.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	34.00
	B	0.00	0.00	4.00
	C	43.00	6.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	25.00
	B	0.00	0.00	8.00
	C	39.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	8	20	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.08	7.12	0.1	A	8.25	33.00
C-AB	0.08	5.19	0.1	A	9.65	38.60
C-A					40.10	160.40
A-B					0.25	1.00
A-C					35.50	142.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
From		A	B	C
	A	0.00	0.00	24.00
	B	1.00	0.00	16.00
	C	31.00	8.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
From		A	B	C
	A	0.00	0.00	31.00
	B	1.00	0.00	11.00
	C	37.00	9.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	0.00	31.00
	B	0.00	0.00	19.00
	C	29.00	14.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	0.00	29.00
	B	1.00	0.00	12.00
	C	28.00	15.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	11	14	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	19
	B	0	0	0
	C	15	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	28	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.12	6.48	0.1	A	15.25	61.00
C-AB	0.09	5.59	0.1	A	13.71	54.84
C-A					29.04	116.16
A-B					0.00	0.00
A-C					28.75	115.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	29.00
	B	0.00	0.00	11.00
	C	50.00	13.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	54.00
	B	3.00	0.00	8.00
	C	37.00	9.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	34.00
	B	0.00	0.00	5.00
	C	43.00	7.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	25.00
	B	0.00	0.00	8.00
	C	39.00	6.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	8	20	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.08	7.12	0.1	A	8.75	35.00
C-AB	0.09	5.21	0.1	A	11.24	44.95
C-A					39.76	159.05
A-B					0.25	1.00
A-C					35.50	142.00

Appendix I

Junctions 10 Output – A53/Holly Bush Lane

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Holly Bush Ln.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 17:03:50

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2021 Base								
Stream B-AC	D1	0.1	11.08	0.05	D2	0.1	10.74	0.05
Stream C-AB		0.0	0.00	0.00		0.0	4.37	0.01
2027 Base								
Stream B-AC	D3	0.1	11.38	0.07	D4	0.1	10.98	0.07
Stream C-AB		0.0	0.00	0.00		0.0	4.31	0.01
2027 + Committed								
Stream B-AC	D5	0.2	11.52	0.16	D6	0.5	14.56	0.34
Stream C-AB		0.1	5.50	0.06		0.5	5.33	0.18
2027 + Com + Dev								
Stream B-AC	D7	0.2	11.66	0.16	D8	0.5	14.86	0.34
Stream C-AB		0.1	5.43	0.06		0.5	5.33	0.18

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Holly Bush Lane
Location	Baldwins Gate
Site number	
Date	26/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.15	A

Arms

Arms

Arm	Name	Description	Arm type
A	A53 (W)		Major
B	Holly Bush Lane		Minor
C	A53 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.50			60.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.44	20	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	131.470	0.090	0.226	0.142	0.323
B-C	169.428	0.097	0.245	-	-
C-B	152.177	0.220	0.220	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	3.00	156.00
		B	1.00	0.00	0.00
		C	96.00	0.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	2.00	133.00
		B	1.00	0.00	1.00
		C	88.00	0.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:30 - 08:45	From	A	0.00	4.00	124.00
		B	5.00	0.00	0.00
		C	72.00	0.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:45 - 09:00	From	A	0.00	3.00	101.00
		B	4.00	0.00	0.00
		C	117.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
08:00 - 08:15	From	A	0	0	8
		B	0	0	0
		C	17	0	0

Heavy Vehicle Percentages

		To			
		A	B	C	
08:15 - 08:30	From	A	0	0	7
		B	0	0	0
		C	16	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	67	12
	B	0	0	0
	C	19	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.05	11.08	0.1	B	3.00	12.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					93.25	373.00
A-B					3.00	12.00
A-C					128.50	514.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	4.00	109.00
	B	2.00	0.00	0.00
	C	109.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	3.00	112.00
	B	0.00	0.00	0.00
	C	98.00	0.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	124.00
	B	2.00	0.00	0.00
	C	124.00	0.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	3.00	97.00
	B	5.00	0.00	0.00
	C	113.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.05	10.74	0.1	B	2.25	9.00
C-AB	0.01	4.37	0.0	A	0.54	2.16
C-A					110.71	442.84
A-B					2.50	10.00
A-C					110.50	442.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	3.00	163.00
	B	1.00	0.00	0.00
	C	100.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	2.00	139.00
	B	1.00	0.00	1.00
	C	92.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	4.00	129.00
	B	6.00	0.00	0.00
	C	75.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	3.00	106.00
	B	4.00	0.00	0.00
	C	122.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	17	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	16	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	67	12
	B	0	0	0
	C	19	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.07	11.38	0.1	B	3.25	13.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					97.25	389.00
A-B					3.00	12.00
A-C					134.25	537.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	4.00	113.00
	B	2.00	0.00	0.00
	C	113.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	3.00	117.00
	B	0.00	0.00	0.00
	C	102.00	0.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	129.00
	B	2.00	0.00	0.00
	C	129.00	0.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	3.00	101.00
	B	6.00	0.00	0.00
	C	118.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.07	10.98	0.1	B	2.50	10.00
C-AB	0.01	4.31	0.0	A	0.56	2.24
C-A					115.19	460.76
A-B					2.50	10.00
A-C					115.00	460.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	8.00	180.00
	B	6.00	0.00	5.00
	C	117.00	5.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	7.00	157.00
	B	6.00	0.00	6.00
	C	109.00	5.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	9.00	147.00
	B	10.00	0.00	5.00
	C	92.00	5.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	8.00	123.00
	B	9.00	0.00	5.00
	C	139.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	17	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	16	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	67	12
	B	0	0	0
	C	19	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.16	11.52	0.2	B	13.00	52.00
C-AB	0.06	5.50	0.1	A	11.65	46.58
C-A					107.60	430.42
A-B					8.00	32.00
A-C					151.75	607.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	18.00	130.00
	B	16.00	0.00	14.00
	C	130.00	14.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	17.00	133.00
	B	14.00	0.00	14.00
	C	119.00	14.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	14.00	145.00
	B	16.00	0.00	14.00
	C	145.00	14.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	17.00	117.00
	B	19.00	0.00	14.00
	C	134.00	15.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.34	14.56	0.5	B	30.25	121.00
C-AB	0.18	5.33	0.5	A	36.81	147.24
C-A					109.44	437.76
A-B					16.50	66.00
A-C					131.25	525.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	8.00	182.00
	B	6.00	0.00	5.00
	C	121.00	5.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	7.00	158.00
	B	6.00	0.00	6.00
	C	113.00	5.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	9.00	148.00
	B	10.00	0.00	5.00
	C	96.00	5.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	8.00	125.00
	B	9.00	0.00	5.00
	C	143.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	17	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	16	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	67	12
	B	0	0	0
	C	19	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.16	11.66	0.2	B	13.00	52.00
C-AB	0.06	5.43	0.1	A	11.98	47.92
C-A					111.27	445.08
A-B					8.00	32.00
A-C					153.25	613.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	18.00	133.00
	B	16.00	0.00	14.00
	C	131.00	14.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	17.00	136.00
	B	14.00	0.00	14.00
	C	120.00	14.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	14.00	149.00
	B	16.00	0.00	14.00
	C	147.00	14.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	17.00	121.00
	B	19.00	0.00	14.00
	C	136.00	15.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.34	14.86	0.5	B	30.25	121.00
C-AB	0.18	5.33	0.5	A	37.34	149.35
C-A					110.41	441.65
A-B					16.50	66.00
A-C					134.75	539.00

Appendix J

Junctions 10 Output – A53/Madeley Road (Existing Layout)

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Madeley Rd.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 17:04:46

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2021 Base								
Stream B-AC	D1	1.1	33.84	0.53	D2	0.3	18.65	0.25
Stream C-AB		0.5	6.42	0.20		0.7	6.47	0.29
2027 Base								
Stream B-AC	D3	1.2	36.69	0.56	D4	0.4	19.13	0.27
Stream C-AB		0.6	6.46	0.22		0.7	6.55	0.30
2027 + Committed								
Stream B-AC	D5	2.0	50.46	0.69	D6	0.9	29.22	0.49
Stream C-AB		0.8	6.51	0.28		1.5	8.33	0.48

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Madeley Road
Location	Baldwins Gate
Site number	
Date	26/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORTMax.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.50	A

Arms

Arms

Arm	Name	Description	Arm type
A	A53 (W)		Major
B	Madeley Road		Minor
C	A53 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			80.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.82	68	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	123.806	0.086	0.218	0.137	0.312
B-C	154.719	0.091	0.229	-	-
C-B	155.073	0.230	0.230	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
B-AC	✓	Calibration	-65.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	0.00	153.00
		B	0.00	0.00	29.00
		C	96.00	9.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	0.00	142.00
		B	0.00	0.00	17.00
		C	91.00	11.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:30 - 08:45	From	A	0.00	0.00	120.00
		B	0.00	0.00	28.00
		C	75.00	14.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:45 - 09:00	From	A	0.00	0.00	99.00
		B	0.00	0.00	12.00
		C	110.00	20.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
08:00 - 08:15	From	A	0	0	7
		B	0	0	4
		C	16	25	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	16	10	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	11
	B	0	0	4
	C	16	8	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	12
	B	0	0	9
	C	19	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.53	33.84	1.1	D	21.50	86.00
C-AB	0.20	6.42	0.5	A	26.43	105.71
C-A					80.07	320.29
A-B					0.00	0.00
A-C					128.50	514.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
From		A	B	C
	A	0.00	0.00	111.00
	B	0.00	0.00	16.00
	C	111.00	13.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
From		A	B	C
	A	0.00	0.00	112.00
	B	0.00	0.00	14.00
	C	97.00	29.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	122.00
	B	0.00	0.00	12.00
	C	123.00	19.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	96.00
	B	0.00	0.00	16.00
	C	115.00	19.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	9
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	6
	B	0	0	9
	C	5	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.25	18.65	0.3	C	14.50	58.00
C-AB	0.29	6.47	0.7	A	42.70	170.81
C-A					88.80	355.19
A-B					0.00	0.00
A-C					110.25	441.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	0.00	159.00
	B	0.00	0.00	30.00
	C	100.00	9.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	148.00
	B	0.00	0.00	18.00
	C	95.00	11.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	0.00	126.00
	B	0.00	0.00	29.00
	C	79.00	15.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	0.00	103.00
	B	0.00	0.00	12.00
	C	115.00	21.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	7
	B	0	0	4
	C	16	25	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	16	10	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	11
	B	0	0	4
	C	16	8	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	12
	B	0	0	9
	C	19	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.56	36.69	1.2	E	22.25	89.00
C-AB	0.22	6.46	0.6	A	28.31	113.25
C-A					82.94	331.75
A-B					0.00	0.00
A-C					134.00	536.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
From		A	B	C
	A	0.00	0.00	115.00
	B	0.00	0.00	17.00
	C	115.00	13.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
From		A	B	C
	A	0.00	0.00	117.00
	B	0.00	0.00	15.00
	C	101.00	30.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	127.00
	B	0.00	0.00	12.00
	C	128.00	20.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	100.00
	B	0.00	0.00	17.00
	C	120.00	20.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	9
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	6
	B	0	0	9
	C	5	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.27	19.13	0.4	C	15.25	61.00
C-AB	0.30	6.55	0.7	A	45.83	183.33
C-A					90.92	363.67
A-B					0.00	0.00
A-C					114.75	459.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	0.00	177.00
	B	0.00	0.00	34.00
	C	117.00	12.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	166.00
	B	0.00	0.00	21.00
	C	112.00	14.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	0.00	143.00
	B	0.00	0.00	33.00
	C	96.00	18.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	0.00	121.00
	B	0.00	0.00	16.00
	C	132.00	25.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	7
	B	0	0	4
	C	16	25	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	16	10	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	11
	B	0	0	4
	C	16	8	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	12
	B	0	0	9
	C	19	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.69	50.46	2.0	F	26.00	104.00
C-AB	0.28	6.51	0.8	A	39.74	158.94
C-A					91.76	367.06
A-B					0.00	0.00
A-C					151.75	607.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
From		A	B	C
	A	0.00	0.00	135.00
	B	0.00	0.00	29.00
	C	135.00	26.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
From		A	B	C
	A	0.00	0.00	136.00
	B	0.00	0.00	27.00
	C	120.00	43.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	146.00
	B	0.00	0.00	25.00
	C	147.00	33.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	119.00
	B	0.00	0.00	29.00
	C	139.00	33.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	9
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	6
	B	0	0	9
	C	5	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.49	29.22	0.9	D	27.50	110.00
C-AB	0.48	8.33	1.5	A	86.58	346.32
C-A					82.42	329.68
A-B					0.00	0.00
A-C					134.00	536.00

Appendix K

Junctions 10 Output – A53/Lakeside Close

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Lakeside Cl.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 16:24:35

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2021 Base								
Stream B-AC	0.2	23.05	0.19	C	0.2	22.09	0.15	C
Stream C-AB	0.0	6.31	0.01	A	0.0	6.79	0.02	A
2027 Base								
Stream B-AC	0.2	24.54	0.20	C	0.2	25.36	0.19	D
Stream C-AB	0.0	6.40	0.01	A	0.0	6.92	0.02	A
2027 + Committed								
Stream B-AC	0.3	32.05	0.25	D	0.3	39.15	0.26	E
Stream C-AB	0.0	6.68	0.01	A	0.0	7.44	0.02	A
2027 + Com + Dev								
Stream B-AC	0.3	35.80	0.27	E	0.4	46.06	0.30	E
Stream C-AB	0.0	6.75	0.01	A	0.0	7.63	0.02	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Lakeside Close
Location	Baldwins Gate
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.54	A

Arms

Arms

Arm	Name	Description	Arm type
A	A53 (E)		Major
B	Lakeside Close		Minor
C	A53 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50		✓	3.00	185.0	✓	4.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.49	27	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	130.901	0.093	0.236	0.148	0.337
B-C	167.929	0.101	0.255	-	-
C-B	185.100	0.281	0.281	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
B-AC	✓	Calibration	-30.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	2.00	123.00
		B	8.00	0.00	1.00
		C	187.00	1.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	1.00	116.00
		B	3.00	0.00	0.00
		C	169.00	0.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:30 - 08:45	From	A	0.00	5.00	101.00
		B	4.00	0.00	3.00
		C	153.00	1.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:45 - 09:00	From	A	0.00	2.00	146.00
		B	5.00	0.00	2.00
		C	119.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
08:00 - 08:15	From	A	0	0	14
		B	0	0	0
		C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.19	23.05	0.2	C	6.50	26.00
C-AB	0.01	6.31	0.0	A	0.75	3.00
C-A					157.00	628.00
A-B					2.50	10.00
A-C					121.50	486.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	1.00	160.00
	B	1.00	0.00	2.00
	C	135.00	3.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	0.00	145.00
	B	0.00	0.00	0.00
	C	132.00	3.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	6.00	174.00
	B	5.00	0.00	2.00
	C	143.00	2.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	2.00	155.00
	B	0.00	0.00	2.00
	C	110.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.15	22.09	0.2	C	3.00	12.00
C-AB	0.02	6.79	0.0	A	2.25	9.00
C-A					130.00	520.00
A-B					2.25	9.00
A-C					158.50	634.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	2.00	128.00
		B	8.00	0.00	1.00
		C	195.00	1.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	1.00	121.00
		B	3.00	0.00	0.00
		C	176.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	6.00	106.00
	B	4.00	0.00	3.00
	C	159.00	1.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	153.00
	B	6.00	0.00	2.00
	C	125.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.20	24.54	0.2	C	6.75	27.00
C-AB	0.01	6.40	0.0	A	0.75	3.00
C-A					163.75	655.00
A-B					2.75	11.00
A-C					127.00	508.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	1.00	167.00
	B	1.00	0.00	2.00
	C	141.00	3.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	0.00	151.00
	B	0.00	0.00	0.00
	C	138.00	3.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	7.00	182.00
	B	6.00	0.00	2.00
	C	149.00	2.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	2.00	161.00
	B	0.00	0.00	2.00
	C	114.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.19	25.36	0.2	D	3.25	13.00
C-AB	0.02	6.92	0.0	A	2.25	9.00
C-A					135.50	542.00
A-B					2.50	10.00
A-C					165.25	661.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	150.00
	B	8.00	0.00	1.00
	C	218.00	1.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	1.00	143.00
	B	3.00	0.00	0.00
	C	199.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	6.00	127.00
	B	4.00	0.00	3.00
	C	182.00	1.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	174.00
	B	6.00	0.00	2.00
	C	147.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.25	32.05	0.3	D	6.75	27.00
C-AB	0.01	6.68	0.0	A	0.75	3.00
C-A					186.50	746.00
A-B					2.75	11.00
A-C					148.50	594.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	1.00	199.00
	B	1.00	0.00	2.00
	C	173.00	3.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	0.00	183.00
	B	0.00	0.00	0.00
	C	170.00	3.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	7.00	214.00
	B	6.00	0.00	2.00
	C	181.00	2.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	2.00	193.00
	B	0.00	0.00	2.00
	C	146.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.26	39.15	0.3	E	3.25	13.00
C-AB	0.02	7.44	0.0	A	2.25	9.00
C-A					167.50	670.00
A-B					2.50	10.00
A-C					197.25	789.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	155.00
	B	8.00	0.00	1.00
	C	230.00	1.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	1.00	148.00
	B	3.00	0.00	0.00
	C	211.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	6.00	132.00
	B	4.00	0.00	3.00
	C	195.00	1.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	179.00
	B	6.00	0.00	2.00
	C	160.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	9	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.27	35.80	0.3	E	6.75	27.00
C-AB	0.01	6.75	0.0	A	0.75	3.00
C-A					199.00	796.00
A-B					2.75	11.00
A-C					153.50	614.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	1.00	211.00
	B	1.00	0.00	2.00
	C	178.00	3.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	0.00	195.00
	B	0.00	0.00	0.00
	C	175.00	3.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	7.00	225.00
	B	6.00	0.00	2.00
	C	186.00	2.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	2.00	205.00
	B	0.00	0.00	2.00
	C	152.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.30	46.06	0.4	E	3.25	13.00
C-AB	0.02	7.63	0.0	A	2.25	9.00
C-A					172.75	691.00
A-B					2.50	10.00
A-C					209.00	836.00

Appendix L

Junctions 10 Output – A53/Sandyfields

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Sandyfields.j10

Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady

Report generation date: 27/09/2021 16:46:42

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2021 Base								
Stream B-AC	D1	0.1	8.32	0.05	D2	0.0	9.91	0.02
Stream C-AB		0.1	4.86	0.04		0.0	4.06	0.03
2027 Base								
Stream B-AC	D3	0.1	8.48	0.05	D4	0.0	10.20	0.02
Stream C-AB		0.1	4.83	0.04		0.0	4.01	0.04
2027 + Committed								
Stream B-AC	D5	0.1	9.24	0.06	D6	0.0	12.05	0.03
Stream C-AB		0.1	4.59	0.04		0.1	3.75	0.04
2027 + Com + Dev								
Stream B-AC	D7	0.1	9.63	0.06	D8	0.0	12.60	0.03
Stream C-AB		0.1	4.57	0.04		0.1	3.65	0.05

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Sandyfields
Location	Baldwins Gate
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.14	A

Arms

Arms

Arm	Name	Description	Arm type
A	A53 (W)		Major
B	Sandyfields		Minor
C	A53 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			110.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.56	20	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	136.207	0.097	0.245	0.154	0.351
B-C	175.533	0.105	0.266	-	-
C-B	159.416	0.242	0.242	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	0.00	190.00
		B	0.00	0.00	1.00
		C	128.00	1.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	1.00	173.00
		B	0.00	0.00	2.00
		C	119.00	0.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:30 - 08:45	From	A	0.00	1.00	157.00
		B	0.00	0.00	3.00
		C	108.00	1.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:45 - 09:00	From	A	0.00	2.00	123.00
		B	2.00	0.00	4.00
		C	152.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
08:00 - 08:15	From	A	0	0	8
		B	0	0	0
		C	13	0	0

Heavy Vehicle Percentages

		To			
		A	B	C	
08:15 - 08:30	From	A	0	0	6
		B	0	0	0
		C	14	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	50	7
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.05	8.32	0.1	A	3.00	12.00
C-AB	0.04	4.86	0.1	A	3.27	13.09
C-A					124.73	498.91
A-B					1.00	4.00
A-C					160.75	643.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	138.00
	B	0.00	0.00	2.00
	C	159.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	129.00
	B	0.00	0.00	0.00
	C	146.00	3.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	152.00
	B	1.00	0.00	1.00
	C	181.00	1.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	112.00
	B	0.00	0.00	1.00
	C	159.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.02	9.91	0.0	A	1.25	5.00
C-AB	0.03	4.06	0.0	A	4.35	17.40
C-A					158.40	633.60
A-B					0.25	1.00
A-C					132.75	531.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	0.00	199.00
	B	0.00	0.00	1.00
	C	134.00	1.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	1.00	181.00
	B	0.00	0.00	2.00
	C	125.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	1.00	164.00
	B	0.00	0.00	3.00
	C	112.00	1.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	128.00
	B	2.00	0.00	4.00
	C	158.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	14	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	50	7
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.05	8.48	0.1	A	3.00	12.00
C-AB	0.04	4.83	0.1	A	3.42	13.68
C-A					130.08	520.32
A-B					1.00	4.00
A-C					168.00	672.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	144.00
	B	0.00	0.00	2.00
	C	166.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	135.00
	B	0.00	0.00	0.00
	C	152.00	3.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	158.00
	B	1.00	0.00	1.00
	C	188.00	1.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	117.00
	B	0.00	0.00	1.00
	C	166.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.02	10.20	0.0	B	1.25	5.00
C-AB	0.04	4.01	0.0	A	4.57	18.29
C-A					164.93	659.71
A-B					0.25	1.00
A-C					138.50	554.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
From		A	B	C
	A	0.00	0.00	221.00
	B	0.00	0.00	1.00
	C	155.00	1.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
From		A	B	C
	A	0.00	1.00	203.00
	B	0.00	0.00	2.00
	C	146.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	1.00	186.00
	B	0.00	0.00	3.00
	C	134.00	1.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	151.00
	B	2.00	0.00	4.00
	C	180.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	14	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	50	7
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.06	9.24	0.1	A	3.00	12.00
C-AB	0.04	4.59	0.1	A	4.07	16.27
C-A					150.93	603.73
A-B					1.00	4.00
A-C					190.25	761.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	175.00
	B	0.00	0.00	2.00
	C	198.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	166.00
	B	0.00	0.00	0.00
	C	184.00	3.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	190.00
	B	1.00	0.00	1.00
	C	220.00	1.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	148.00
	B	0.00	0.00	1.00
	C	198.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.03	12.05	0.0	B	1.25	5.00
C-AB	0.04	3.75	0.1	A	5.90	23.60
C-A					195.60	782.40
A-B					0.25	1.00
A-C					169.75	679.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	0.00	234.00
	B	0.00	0.00	1.00
	C	160.00	1.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	1.00	216.00
	B	0.00	0.00	2.00
	C	151.00	0.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	1.00	199.00
	B	0.00	0.00	3.00
	C	139.00	1.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	163.00
	B	2.00	0.00	4.00
	C	185.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	14	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	50	7
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.06	9.63	0.1	A	3.00	12.00
C-AB	0.04	4.57	0.1	A	4.28	17.12
C-A					155.72	622.88
A-B					1.00	4.00
A-C					203.00	812.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	181.00
	B	0.00	0.00	2.00
	C	210.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	172.00
	B	0.00	0.00	0.00
	C	196.00	3.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	195.00
	B	1.00	0.00	1.00
	C	232.00	1.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	154.00
	B	0.00	0.00	1.00
	C	210.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.03	12.60	0.0	B	1.25	5.00
C-AB	0.05	3.65	0.1	A	6.46	25.85
C-A					207.04	828.15
A-B					0.25	1.00
A-C					175.50	702.00

Appendix M

Junctions 10 Output – A53/Meadow Way

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Meadow Way.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 16:33:27

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2021 Base										
Stream B-AC	D1	0.6	27.87	0.39	D	D2	0.1	21.75	0.09	C
Stream C-AB		0.4	5.41	0.18	A		0.1	4.52	0.06	A
2027 Base										
Stream B-AC	D3	0.7	30.42	0.42	D	D4	0.1	23.53	0.09	C
Stream C-AB		0.5	5.46	0.19	A		0.1	4.48	0.08	A
2027 + Committed										
Stream B-AC	D5	0.9	43.21	0.49	E	D6	0.1	35.95	0.12	E
Stream C-AB		0.6	5.34	0.22	A		0.2	4.16	0.09	A
2027 + Com + Dev										
Stream B-AC	D7	1.0	50.70	0.52	F	D8	0.2	28.11	0.14	D
Stream C-AB		0.7	5.25	0.23	A		0.2	4.11	0.08	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Meadow Way
Location	Baldwins Gate
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.18	A

Arms

Arms

Arm	Name	Description	Arm type
A	A53 (E)		Major
B	Meadow Way		Minor
C	A53 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			155.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.25	30	53

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	131.553	0.096	0.242	0.152	0.346
B-C	168.438	0.103	0.261	-	-
C-B	165.931	0.257	0.257	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
B-AC	✓	Calibration	-40.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	1.00	128.00
		B	4.00	0.00	1.00
		C	196.00	3.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	0.00	122.00
		B	2.00	0.00	0.00
		C	174.00	1.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:30 - 08:45	From	A	0.00	5.00	104.00
		B	0.00	0.00	4.00
		C	146.00	12.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:45 - 09:00	From	A	0.00	3.00	141.00
		B	9.00	0.00	15.00
		C	115.00	17.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
08:00 - 08:15	From	A	0	0	13
		B	0	0	0
		C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.39	27.87	0.6	D	8.75	35.00
C-AB	0.18	5.41	0.4	A	20.59	82.34
C-A					145.41	581.66
A-B					2.25	9.00
A-C					123.75	495.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	160.00
	B	2.00	0.00	3.00
	C	141.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	146.00
	B	0.00	0.00	0.00
	C	125.00	2.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	1.00	181.00
	B	1.00	0.00	1.00
	C	147.00	5.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	3.00	157.00
	B	1.00	0.00	2.00
	C	115.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.09	21.75	0.1	C	2.50	10.00
C-AB	0.06	4.52	0.1	A	5.40	21.60
C-A					128.60	514.40
A-B					2.00	8.00
A-C					161.00	644.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	1.00	134.00
		B	4.00	0.00	1.00
		C	204.00	3.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	0.00	127.00
		B	2.00	0.00	0.00
		C	182.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	6.00	109.00
	B	0.00	0.00	4.00
	C	153.00	12.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	3.00	147.00
	B	9.00	0.00	16.00
	C	120.00	18.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.42	30.42	0.7	D	9.00	36.00
C-AB	0.19	5.46	0.5	A	22.15	88.58
C-A					151.10	604.42
A-B					2.50	10.00
A-C					129.25	517.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	167.00
	B	2.00	0.00	3.00
	C	147.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	152.00
	B	0.00	0.00	0.00
	C	130.00	2.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	1.00	188.00
	B	1.00	0.00	1.00
	C	154.00	6.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	3.00	164.00
	B	1.00	0.00	2.00
	C	120.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.09	23.53	0.1	C	2.50	10.00
C-AB	0.08	4.48	0.1	A	6.44	25.74
C-A					133.56	534.26
A-B					2.00	8.00
A-C					167.75	671.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	1.00	155.00
	B	4.00	0.00	1.00
	C	227.00	3.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	148.00
	B	2.00	0.00	0.00
	C	204.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	6.00	130.00
	B	0.00	0.00	4.00
	C	175.00	12.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	3.00	169.00
	B	9.00	0.00	16.00
	C	143.00	18.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.49	43.21	0.9	E	9.00	36.00
C-AB	0.22	5.34	0.6	A	26.35	105.40
C-A					169.40	677.60
A-B					2.50	10.00
A-C					150.50	602.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
From		A	B	C
	A	0.00	3.00	199.00
	B	2.00	0.00	3.00
	C	179.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
From		A	B	C
	A	0.00	1.00	184.00
	B	0.00	0.00	0.00
	C	162.00	2.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	1.00	220.00
	B	1.00	0.00	1.00
	C	185.00	6.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	3.00	196.00
	B	1.00	0.00	2.00
	C	152.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.12	35.95	0.1	E	2.50	10.00
C-AB	0.09	4.16	0.2	A	8.33	33.31
C-A					163.42	653.69
A-B					2.00	8.00
A-C					199.75	799.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	1.00	160.00
	B	4.00	0.00	1.00
	C	239.00	3.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	154.00
	B	2.00	0.00	0.00
	C	217.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	6.00	136.00
	B	0.00	0.00	4.00
	C	188.00	12.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	3.00	174.00
	B	9.00	0.00	16.00
	C	155.00	18.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.52	50.70	1.0	F	9.00	36.00
C-AB	0.23	5.25	0.7	A	28.81	115.26
C-A					179.44	717.74
A-B					2.50	10.00
A-C					156.00	624.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	211.00
	B	2.00	0.00	3.00
	C	184.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	196.00
	B	0.00	0.00	0.00
	C	167.00	2.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	1.00	132.00
	B	1.00	0.00	1.00
	C	191.00	6.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	3.00	207.00
	B	1.00	0.00	2.00
	C	157.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.14	28.11	0.2	D	2.50	10.00
C-AB	0.08	4.11	0.2	A	7.92	31.66
C-A					169.08	676.34
A-B					2.00	8.00
A-C					186.50	746.00

Appendix N

Junctions 10 Output – A53/Gateway Avenue

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Gateway Ave.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 16:39:47

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2021 Base										
Stream B-AC	D1	0.5	27.40	0.35	D	D2	0.2	30.85	0.18	D
Stream C-AB		0.3	4.94	0.12	A		0.2	4.29	0.11	A
2027 Base										
Stream B-AC	D3	0.6	29.75	0.38	D	D4	0.2	33.71	0.19	D
Stream C-AB		0.3	4.89	0.13	A		0.3	4.25	0.11	A
2027 + Committed										
Stream B-AC	D5	0.8	39.26	0.46	E	D6	0.4	64.53	0.30	F
Stream C-AB		0.4	4.76	0.14	A		0.4	4.04	0.14	A
2027 + Com + Dev										
Stream B-AC	D7	0.9	46.75	0.51	E	D8	0.5	84.05	0.37	F
Stream C-AB		0.4	4.76	0.15	A		0.4	3.95	0.15	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Gateway Avenue
Location	Baldwins Gate
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75				✓		0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.49	A

Arms

Arms

Arm	Name	Description	Arm type
A	A53 (W)		Major
B	Gateway Avenue		Minor
C	A53 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			130.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.10	45	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	128.000	0.093	0.236	0.148	0.337
B-C	162.315	0.100	0.252	-	-
C-B	162.312	0.252	0.252	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
B-AC	✓	Calibration	-50.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	1.00	197.00
		B	3.00	0.00	14.00
		C	125.00	0.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	2.00	176.00
		B	2.00	0.00	12.00
		C	123.00	3.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:30 - 08:45	From	A	0.00	0.00	144.00
		B	3.00	0.00	17.00
		C	105.00	2.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:45 - 09:00	From	A	0.00	2.00	124.00
		B	2.00	0.00	6.00
		C	140.00	11.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
08:00 - 08:15	From	A	0	0	8
		B	0	0	0
		C	12	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	15	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	50	6
	B	50	0	0
	C	13	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.35	27.40	0.5	D	14.75	59.00
C-AB	0.12	4.94	0.3	A	9.91	39.65
C-A					117.34	469.35
A-B					1.25	5.00
A-C					160.25	641.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	6.00	135.00
	B	3.00	0.00	4.00
	C	157.00	6.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	6.00	118.00
	B	3.00	0.00	8.00
	C	144.00	8.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	3.00	145.00
	B	3.00	0.00	3.00
	C	181.00	8.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	4.00	112.00
	B	3.00	0.00	1.00
	C	157.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.18	30.85	0.2	D	7.00	28.00
C-AB	0.11	4.29	0.2	A	18.63	74.50
C-A					147.37	589.50
A-B					4.75	19.00
A-C					127.50	510.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	1.00	205.00
	B	3.00	0.00	15.00
	C	130.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	2.00	184.00
	B	2.00	0.00	12.00
	C	128.00	3.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	0.00	150.00
	B	3.00	0.00	18.00
	C	110.00	2.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	129.00
	B	2.00	0.00	7.00
	C	146.00	11.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	15	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	50	6
	B	50	0	0
	C	13	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.38	29.75	0.6	D	15.50	62.00
C-AB	0.13	4.89	0.3	A	10.35	41.41
C-A					122.15	488.59
A-B					1.25	5.00
A-C					167.00	668.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	7.00	141.00
	B	3.00	0.00	4.00
	C	164.00	7.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	7.00	123.00
	B	3.00	0.00	8.00
	C	150.00	8.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	3.00	151.00
	B	3.00	0.00	3.00
	C	188.00	8.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	4.00	117.00
	B	3.00	0.00	1.00
	C	164.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.19	33.71	0.2	D	7.00	28.00
C-AB	0.11	4.25	0.3	A	20.38	81.54
C-A					152.62	610.46
A-B					5.25	21.00
A-C					133.00	532.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	1.00	228.00
	B	3.00	0.00	15.00
	C	152.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	2.00	207.00
	B	2.00	0.00	12.00
	C	150.00	3.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	0.00	173.00
	B	3.00	0.00	18.00
	C	132.00	2.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	152.00
	B	2.00	0.00	7.00
	C	167.00	11.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	15	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	50	6
	B	50	0	0
	C	13	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.46	39.26	0.8	E	15.50	62.00
C-AB	0.14	4.76	0.4	A	12.25	49.00
C-A					142.00	568.00
A-B					1.25	5.00
A-C					190.00	760.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	7.00	173.00
	B	3.00	0.00	4.00
	C	196.00	7.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	7.00	155.00
	B	3.00	0.00	8.00
	C	182.00	8.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	3.00	183.00
	B	3.00	0.00	3.00
	C	220.00	8.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	4.00	148.00
	B	3.00	0.00	1.00
	C	196.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.30	64.53	0.4	F	7.00	28.00
C-AB	0.14	4.04	0.4	A	26.44	105.75
C-A					178.56	714.25
A-B					5.25	21.00
A-C					164.75	659.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	1.00	241.00
	B	3.00	0.00	15.00
	C	157.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	2.00	219.00
	B	2.00	0.00	12.00
	C	155.00	3.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	0.00	219.00
	B	3.00	0.00	18.00
	C	155.00	2.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	164.00
	B	2.00	0.00	7.00
	C	173.00	11.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	15	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	13	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	50	6
	B	50	0	0
	C	13	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.51	46.75	0.9	E	15.50	62.00
C-AB	0.15	4.76	0.4	A	13.20	52.78
C-A					150.80	603.22
A-B					1.25	5.00
A-C					210.75	843.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	7.00	178.00
	B	3.00	0.00	4.00
	C	207.00	7.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	7.00	160.00
	B	3.00	0.00	8.00
	C	194.00	8.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	3.00	189.00
	B	3.00	0.00	3.00
	C	232.00	8.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	4.00	154.00
	B	3.00	0.00	1.00
	C	207.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.37	84.05	0.5	F	7.00	28.00
C-AB	0.15	3.95	0.4	A	28.90	115.60
C-A					187.60	750.40
A-B					5.25	21.00
A-C					170.25	681.00

Appendix O

Junctions 10 Output – A53/Tollgate Avenue

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Tollgate Ave.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 16:45:50

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2021 Base								
Stream B-AC	D1	0.7	30.43	0.42	D2	0.2	23.96	0.16
Stream C-AB		0.3	4.92	0.12		0.0	4.03	0.01
2027 Base								
Stream B-AC	D3	0.9	35.26	0.46	D4	0.2	27.06	0.20
Stream C-AB		0.3	4.88	0.12		0.0	3.98	0.01
2027 + Committed								
Stream B-AC	D5	1.2	53.98	0.55	D6	0.4	44.78	0.29
Stream C-AB		0.4	4.74	0.14		0.0	3.75	0.01
2027 + Com + Dev								
Stream B-AC	D7	1.3	66.77	0.59	D8	0.5	55.25	0.34
Stream C-AB		0.4	4.61	0.15		0.0	3.71	0.01

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Tollgate Avenue
Location	Baldwins Gate
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.35	A

Arms

Arms

Arm	Name	Description	Arm type
A	A53 (E)		Major
B	Tollgate Avenue		Minor
C	A53 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.74	50	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	137.893	0.100	0.254	0.160	0.363
B-C	174.302	0.107	0.270	-	-
C-B	179.685	0.278	0.278	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
B-AC	✓	Calibration	-35.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	5.00	126.00
		B	6.00	0.00	0.00
		C	209.00	5.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	1.00	127.00
		B	0.00	0.00	0.00
		C	186.00	1.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:30 - 08:45	From	A	0.00	8.00	102.00
		B	6.00	0.00	6.00
		C	148.00	10.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:45 - 09:00	From	A	0.00	14.00	139.00
		B	14.00	0.00	12.00
		C	120.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
08:00 - 08:15	From	A	0	0	14
		B	0	0	0
		C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	11
	B	0	0	17
	C	7	11	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.42	30.43	0.7	D	11.00	44.00
C-AB	0.12	4.92	0.3	A	18.28	73.14
C-A					154.47	617.86
A-B					7.00	28.00
A-C					123.50	494.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	161.00
	B	6.00	0.00	1.00
	C	140.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	158.00
	B	3.00	0.00	0.00
	C	125.00	0.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	174.00
	B	2.00	0.00	3.00
	C	147.00	1.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	2.00	160.00
	B	0.00	0.00	1.00
	C	113.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.16	23.96	0.2	C	4.00	16.00
C-AB	0.01	4.03	0.0	A	0.67	2.66
C-A					130.83	523.34
A-B					1.50	6.00
A-C					163.25	653.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	6.00	131.00
	B	7.00	0.00	0.00
	C	218.00	6.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	1.00	133.00
	B	0.00	0.00	0.00
	C	194.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	8.00	107.00
	B	7.00	0.00	7.00
	C	155.00	10.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	15.00	145.00
	B	15.00	0.00	12.00
	C	126.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	11
	B	0	0	17
	C	7	11	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.46	35.26	0.9	E	12.00	48.00
C-AB	0.12	4.88	0.3	A	20.28	81.11
C-A					160.22	640.89
A-B					7.50	30.00
A-C					129.00	516.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	168.00
	B	7.00	0.00	1.00
	C	146.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	165.00
	B	3.00	0.00	0.00
	C	130.00	0.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	182.00
	B	2.00	0.00	3.00
	C	154.00	1.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	2.00	167.00
	B	0.00	0.00	1.00
	C	118.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.20	27.06	0.2	D	4.25	17.00
C-AB	0.01	3.98	0.0	A	0.70	2.81
C-A					136.55	546.19
A-B					1.50	6.00
A-C					170.50	682.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	6.00	153.00
	B	7.00	0.00	0.00
	C	240.00	6.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	1.00	154.00
	B	0.00	0.00	0.00
	C	217.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	8.00	128.00
	B	7.00	0.00	7.00
	C	177.00	10.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	15.00	166.00
	B	15.00	0.00	12.00
	C	147.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	11
	B	0	0	17
	C	7	11	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.55	53.98	1.2	F	12.00	48.00
C-AB	0.14	4.74	0.4	A	24.00	96.01
C-A					178.50	713.99
A-B					7.50	30.00
A-C					150.25	601.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	200.00
	B	7.00	0.00	1.00
	C	178.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	197.00
	B	3.00	0.00	0.00
	C	162.00	0.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	214.00
	B	2.00	0.00	3.00
	C	185.00	1.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	2.00	199.00
	B	0.00	0.00	1.00
	C	149.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.29	44.78	0.4	E	4.25	17.00
C-AB	0.01	3.75	0.0	A	0.90	3.62
C-A					167.85	671.38
A-B					1.50	6.00
A-C					202.50	810.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	6.00	158.00
	B	7.00	0.00	0.00
	C	253.00	6.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	1.00	159.00
	B	0.00	0.00	0.00
	C	229.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	8.00	133.00
	B	7.00	0.00	7.00
	C	190.00	10.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	15.00	171.00
	B	15.00	0.00	12.00
	C	161.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	11
	B	0	0	17
	C	7	11	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.59	66.77	1.3	F	12.00	48.00
C-AB	0.15	4.61	0.4	A	26.41	105.63
C-A					189.09	756.37
A-B					7.50	30.00
A-C					155.25	621.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	212.00
	B	7.00	0.00	1.00
	C	183.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	1.00	209.00
	B	3.00	0.00	0.00
	C	167.00	0.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	225.00
	B	2.00	0.00	3.00
	C	191.00	1.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	2.00	211.00
	B	0.00	0.00	1.00
	C	155.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.34	55.25	0.5	F	4.25	17.00
C-AB	0.01	3.71	0.0	A	0.96	3.84
C-A					173.29	693.16
A-B					1.50	6.00
A-C					214.25	857.00

Appendix P

Junctions 10 Output – A53/Fairgreen Road

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Fairgreen Rd.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 17:09:01

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2021 Base								
Stream B-AC	D1	0.1	13.43	0.07	D2	0.1	12.57	0.05
Stream C-AB		0.0	4.03	0.01		0.0	4.47	0.02
2027 Base								
Stream B-AC	D3	0.1	13.10	0.07	D4	0.1	13.10	0.06
Stream C-AB		0.0	3.98	0.01		0.0	4.45	0.02
2027 + Committed								
Stream B-AC	D5	0.1	14.64	0.08	D6	0.1	15.92	0.07
Stream C-AB		0.0	3.80	0.01		0.0	4.16	0.03
2027 + Com + Dev								
Stream B-AC	D7	0.1	15.33	0.08	D8	0.1	17.07	0.07
Stream C-AB		0.0	3.69	0.02		0.0	4.14	0.03

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Fairgreen Road
Location	Baldwins Gate
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.20	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.35	22	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	129.872	0.091	0.229	0.144	0.327
B-C	167.151	0.098	0.248	-	-
C-B	179.685	0.266	0.266	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	122.00
	B	3.00	0.00	1.50
	C	213.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	130.00
	B	4.00	0.00	2.00
	C	187.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	3.00	109.00
	B	2.00	0.00	0.00
	C	155.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	138.00
	B	2.00	0.00	2.00
	C	133.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	50	12
	B	33	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	12
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.07	13.43	0.1	B	4.13	16.50
C-AB	0.01	4.03	0.0	A	1.38	5.53
C-A					171.12	684.47
A-B					1.75	7.00
A-C					124.75	499.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	156.00
	B	1.00	0.00	0.00
	C	146.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	2.00	161.00
	B	0.00	0.00	0.00
	C	128.00	1.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	3.00	178.00
	B	3.00	0.00	1.00
	C	148.00	2.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	1.00	166.00
	B	1.00	0.00	1.00
	C	109.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.05	12.57	0.1	B	1.75	7.00
C-AB	0.02	4.47	0.0	A	3.60	14.40
C-A					130.65	522.60
A-B					2.25	9.00
A-C					165.25	661.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	127.00
	B	3.00	0.00	2.00
	C	222.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	136.00
	B	4.00	0.00	2.00
	C	195.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	3.00	113.00
	B	2.00	0.00	0.00
	C	162.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	144.00
	B	2.00	0.00	2.00
	C	139.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	50	12
	B	33	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	12
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.07	13.10	0.1	B	4.25	17.00
C-AB	0.01	3.98	0.0	A	1.46	5.83
C-A					178.54	714.17
A-B					1.75	7.00
A-C					130.00	520.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	163.00
	B	1.00	0.00	0.00
	C	152.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	2.00	168.00
	B	0.00	0.00	0.00
	C	133.00	1.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	3.00	186.00
	B	3.00	0.00	1.00
	C	155.00	2.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	1.00	173.00
	B	1.00	0.00	1.00
	C	113.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.06	13.10	0.1	B	1.75	7.00
C-AB	0.02	4.45	0.0	A	3.76	15.05
C-A					135.99	543.95
A-B					2.25	9.00
A-C					172.50	690.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	148.00
	B	3.00	0.00	2.00
	C	245.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	157.00
	B	4.00	0.00	2.00
	C	218.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	3.00	135.00
	B	2.00	0.00	0.00
	C	184.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	165.00
	B	2.00	0.00	2.00
	C	162.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	50	12
	B	33	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	12
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.08	14.64	0.1	B	4.25	17.00
C-AB	0.01	3.80	0.0	A	1.73	6.94
C-A					201.02	804.06
A-B					1.75	7.00
A-C					151.25	605.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	195.00
	B	1.00	0.00	0.00
	C	184.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	2.00	200.00
	B	0.00	0.00	0.00
	C	165.00	1.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	3.00	218.00
	B	3.00	0.00	1.00
	C	186.00	2.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	1.00	205.00
	B	1.00	0.00	1.00
	C	145.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.07	15.92	0.1	C	1.75	7.00
C-AB	0.03	4.16	0.0	A	4.81	19.24
C-A					166.69	666.76
A-B					2.25	9.00
A-C					204.50	818.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	154.00
	B	3.00	0.00	2.00
	C	257.00	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	0.00	163.00
	B	4.00	0.00	2.00
	C	230.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	3.00	140.00
	B	2.00	0.00	0.00
	C	197.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	170.00
	B	2.00	0.00	2.00
	C	174.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	50	12
	B	33	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	15
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	12
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.08	15.33	0.1	C	4.25	17.00
C-AB	0.02	3.69	0.0	A	1.89	7.57
C-A					213.11	852.43
A-B					1.75	7.00
A-C					156.75	627.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	3.00	206.00
	B	1.00	0.00	0.00
	C	190.00	1.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	2.00	212.00
	B	0.00	0.00	0.00
	C	171.00	1.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	3.00	230.00
	B	3.00	0.00	1.00
	C	192.00	2.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	1.00	216.00
	B	1.00	0.00	1.00
	C	150.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.07	17.07	0.1	C	1.75	7.00
C-AB	0.03	4.14	0.0	A	5.08	20.33
C-A					172.17	688.67
A-B					2.25	9.00
A-C					216.00	864.00

T21558

Land North of A53, Baldwins Gate

Appendix Q

Junctions 10 Output – A53/Appleton Drive/Snape Hall Drive Staggered Junction

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Appleton Dr-Snape Hall Rd.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 17:02:59

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2021 Base								
Stream B-ACD	D1	0.1	13.86	0.08	D2	0.0	13.26	0.03
Stream A-BCD		0.0	4.79	0.03		0.0	3.61	0.02
Stream D-ABC		0.1	18.90	0.10		0.1	18.65	0.04
Stream C-ABD		0.0	4.29	0.03		0.0	4.20	0.02
2027 Base								
Stream B-ACD	D3	0.1	14.46	0.08	D4	0.0	13.76	0.03
Stream A-BCD		0.0	4.74	0.03		0.0	3.56	0.02
Stream D-ABC		0.2	20.61	0.12		0.1	19.32	0.05
Stream C-ABD		0.0	4.25	0.03		0.0	4.15	0.02
2027 + Committed								
Stream B-ACD	D5	0.1	16.49	0.09	D6	0.0	16.85	0.04
Stream A-BCD		0.1	4.55	0.04		0.0	3.35	0.03
Stream D-ABC		0.2	24.21	0.14		0.1	23.54	0.06
Stream C-ABD		0.1	4.06	0.04		0.0	3.87	0.03
2027 + Com + Dev								
Stream B-ACD	D7	0.1	17.35	0.10	D8	0.0	17.99	0.04
Stream A-BCD		0.1	4.53	0.04		0.0	3.28	0.03
Stream D-ABC		0.2	26.15	0.15		0.1	24.89	0.06
Stream C-ABD		0.1	4.11	0.04		0.0	3.85	0.03

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Appleton Drive/Snape Hall Road
Location	Baldwins Gate
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.58	A

Arms

Arms

Arm	Name	Description	Arm type
A	A53 (E)		Major
B	Appleton Drive		Minor
C	A53 (W)		Major
D	Snape Hall Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.00			230.0	✓	0.00
C	7.00			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.20	45	40
D	One lane	2.76	15	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	176.790	-	-	-	0.262	0.262	0.262	-	0.262	-	-
B-AD	130.534	0.091	0.230	-	-	-	0.145	0.328	0.145	0.091	0.230
B-C	165.529	0.097	0.245	-	-	-	-	-	-	0.097	0.245
C-B	172.446	0.256	0.256	-	-	-	-	-	-	0.256	0.256
D-A	156.844	-	-	-	0.233	0.092	0.233	-	0.092	-	-
D-BC	121.310	0.134	0.134	0.305	0.214	0.085	0.214	-	0.085	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To				
		A	B	C	D	
08:00 - 08:15	From	A	0.00	1.00	118.00	2.00
		B	4.00	0.00	1.00	1.00
		C	213.00	2.00	0.00	1.00
		D	1.00	0.00	5.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
08:15 - 08:30	From	A	0.00	0.00	123.00	0.00
		B	3.00	0.00	4.00	0.00
		C	200.00	1.00	0.00	0.00
		D	1.00	0.00	4.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
08:30 - 08:45	From	A	0.00	0.00	113.00	0.00
		B	4.00	0.00	2.00	0.00
		C	162.00	1.00	0.00	2.00
		D	0.00	0.00	0.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
08:45 - 09:00	From	A	0.00	2.00	147.00	3.00
		B	2.00	0.00	3.00	0.00
		C	129.00	3.00	0.00	0.00
		D	0.00	0.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A	B	C	D
From	A	0	0	14	0
	B	0	0	0	100
	C	7	0	0	100
	D	0	0	25	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A	B	C	D
From	A	0	0	16	0
	B	0	0	0	0
	C	6	0	0	67
	D	0	0	25	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	50	0
	C	7	0	0	50
	D	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A	B	C	D
From	A	0	50	14	0
	B	0	0	0	0
	C	6	0	0	67
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.08	13.86	0.1	B	6.00	24.00
A-BCD	0.03	4.79	0.0	A	3.10	12.40
A-B					0.73	2.91
A-C					123.42	493.68
D-ABC	0.10	18.90	0.1	C	3.25	13.00
C-ABD	0.03	4.29	0.0	A	5.31	21.26
C-D					0.74	2.95
C-A					172.45	689.79

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To				
		A	B	C	D	
17:00 - 17:15	From	A	0.00	1.00	166.00	1.00
		B	2.00	0.00	0.00	0.00
		C	145.00	2.00	0.00	1.00
		D	0.00	0.00	3.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
17:15 - 17:30	From	A	0.00	3.00	167.00	2.00
		B	1.00	0.00	0.00	0.00
		C	132.00	1.00	0.00	1.00
		D	0.00	0.00	1.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
17:30 - 17:45	From	A	0.00	2.00	180.00	0.00
		B	0.00	0.00	0.00	0.00
		C	149.00	1.00	0.00	2.00
		D	1.00	0.00	1.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
17:45 - 18:00	From	A	0.00	1.00	171.00	1.02
		B	1.00	0.00	0.00	0.00
		C	109.00	0.00	0.00	4.00
		D	0.00	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:00 - 17:15	From	A	0	0	1	0
		B	0	0	0	0
		C	7	0	0	0
		D	0	0	33	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:15 - 17:30	From	A	0	0	2	0
		B	0	0	0	0
		C	2	0	0	0
		D	0	0	0	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:30 - 17:45	From	A	0	0	3	0
		B	0	0	0	0
		C	6	0	0	0
		D	0	0	0	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:45 - 18:00	From	A	0	0	2	0
		B	0	0	0	0
		C	3	0	0	0
		D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.03	13.26	0.0	B	1.00	4.00
A-BCD	0.02	3.61	0.0	A	2.94	11.74
A-B					1.73	6.91
A-C					169.09	676.37
D-ABC	0.04	18.65	0.1	C	1.75	7.00
C-ABD	0.02	4.20	0.0	A	2.66	10.65
C-D					1.99	7.94
C-A					132.10	528.41

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To				
		A	B	C	D	
08:00 - 08:15	From	A	0.00	1.00	124.00	2.00
		B	4.00	0.00	1.00	1.00
		C	222.00	2.00	0.00	1.00
		D	1.00	0.00	6.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
08:15 - 08:30	From	A	0.00	0.00	128.00	0.00
		B	3.00	0.00	4.00	0.00
		C	209.00	1.00	0.00	0.00
		D	1.00	0.00	4.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		A	B	C	D
From	A	0.00	0.00	118.00	0.00
	B	4.00	0.00	2.00	0.00
	C	170.00	1.00	0.00	2.00
	D	0.00	0.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		A	B	C	D
From	A	0.00	2.00	154.00	3.00
	B	2.00	0.00	3.00	0.00
	C	135.00	3.00	0.00	0.00
	D	0.00	0.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A	B	C	D
From	A	0	0	14	0
	B	0	0	0	100
	C	7	0	0	100
	D	0	0	25	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A	B	C	D
From	A	0	0	16	0
	B	0	0	0	0
	C	6	0	0	67
	D	0	0	25	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	50	0
	C	7	0	0	50
	D	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A	B	C	D
From	A	0	50	14	0
	B	0	0	0	0
	C	6	0	0	67
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.08	14.46	0.1	B	6.00	24.00
A-BCD	0.03	4.74	0.0	A	3.26	13.04
A-B					0.73	2.91
A-C					129.01	516.05
D-ABC	0.12	20.61	0.2	C	3.50	14.00
C-ABD	0.03	4.25	0.0	A	5.64	22.56
C-D					0.74	2.95
C-A					180.12	720.49

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To				
		A	B	C	D	
17:00 - 17:15	From	A	0.00	1.00	173.00	1.00
		B	2.00	0.00	0.00	0.00
		C	151.00	2.00	0.00	1.00
		D	0.00	0.00	3.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
17:15 - 17:30	From	A	0.00	3.00	174.00	2.00
		B	1.00	0.00	0.00	0.00
		C	138.00	1.00	0.00	1.00
		D	0.00	0.00	1.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To			
		A	B	C	D
From	A	0.00	2.00	187.00	0.00
	B	0.00	0.00	0.00	0.00
	C	156.00	1.00	0.00	2.00
	D	1.00	0.00	1.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To			
		A	B	C	D
From	A	0.00	1.00	178.00	2.00
	B	1.00	0.00	0.00	0.00
	C	113.00	0.00	0.00	4.00
	D	0.00	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	7	0	0	0
	D	0	0	33	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	6	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.03	13.76	0.0	B	1.00	4.00
A-BCD	0.02	3.56	0.0	A	3.83	15.33
A-B					1.72	6.89
A-C					175.44	701.78
D-ABC	0.05	19.32	0.1	C	1.75	7.00
C-ABD	0.02	4.15	0.0	A	2.80	11.19
C-D					1.98	7.94
C-A					137.72	550.87

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To				
		A	B	C	D	
08:00 - 08:15	From	A	0.00	1.00	145.00	2.00
		B	4.00	0.00	1.00	1.00
		C	245.00	2.00	0.00	1.00
		D	1.00	0.00	6.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
08:15 - 08:30	From	A	0.00	0.00	150.00	0.00
		B	3.00	0.00	4.00	0.00
		C	231.00	1.00	0.00	0.00
		D	1.00	0.00	4.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		A	B	C	D
From	A	0.00	0.00	139.00	0.00
	B	4.00	0.00	2.00	0.00
	C	192.00	1.00	0.00	2.00
	D	0.00	0.00	0.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		A	B	C	D
From	A	0.00	2.00	175.00	3.00
	B	2.00	0.00	3.00	0.00
	C	157.00	3.00	0.00	0.00
	D	0.00	0.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A	B	C	D
From	A	0	0	14	0
	B	0	0	0	100
	C	7	0	0	100
	D	0	0	25	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A	B	C	D
From	A	0	0	16	0
	B	0	0	0	0
	C	6	0	0	67
	D	0	0	25	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	50	0
	C	7	0	0	50
	D	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A	B	C	D
From	A	0	50	14	0
	B	0	0	0	0
	C	6	0	0	67
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.09	16.49	0.1	C	6.00	24.00
A-BCD	0.04	4.55	0.1	A	3.84	15.37
A-B					0.73	2.90
A-C					149.68	598.73
D-ABC	0.14	24.21	0.2	C	3.50	14.00
C-ABD	0.04	4.06	0.1	A	6.74	26.95
C-D					0.74	2.94
C-A					201.28	805.11

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A	B	C	D
From	A	0.00	1.00	205.00	1.00
	B	2.00	0.00	0.00	0.00
	C	183.00	2.00	0.00	1.00
	D	0.00	0.00	3.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		A	B	C	D
From	A	0.00	3.00	206.00	2.00
	B	1.00	0.00	0.00	0.00
	C	170.00	1.00	0.00	1.00
	D	0.00	0.00	1.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
17:30 - 17:45	From	A	0.00	2.00	219.00	0.00
		B	0.00	0.00	0.00	0.00
		C	188.00	1.00	0.00	2.00
		D	1.00	0.00	1.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
17:45 - 18:00	From	A	0.00	1.00	210.00	2.00
		B	1.00	0.00	0.00	0.00
		C	145.00	0.00	0.00	4.00
		D	0.00	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:00 - 17:15	From	A	0	0	1	0
		B	0	0	0	0
		C	7	0	0	0
		D	0	0	33	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:15 - 17:30	From	A	0	0	2	0
		B	0	0	0	0
		C	2	0	0	0
		D	0	0	0	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:30 - 17:45	From	A	0	0	3	0
		B	0	0	0	0
		C	6	0	0	0
		D	0	0	0	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:45 - 18:00	From	A	0	0	2	0
		B	0	0	0	0
		C	3	0	0	0
		D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.04	16.85	0.0	C	1.00	4.00
A-BCD	0.03	3.35	0.0	A	4.92	19.69
A-B					1.72	6.87
A-C					206.36	825.44
D-ABC	0.06	23.54	0.1	C	1.75	7.00
C-ABD	0.03	3.87	0.0	A	3.61	14.43
C-D					1.98	7.93
C-A					168.91	675.64

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To				
		A	B	C	D	
08:00 - 08:15	From	A	0.00	1.00	150.00	2.00
		B	4.00	0.00	1.00	1.00
		C	257.00	2.00	0.00	1.00
		D	1.00	0.00	6.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
08:15 - 08:30	From	A	0.00	0.00	155.00	0.00
		B	3.00	0.00	4.00	0.00
		C	144.00	1.00	0.00	0.00
		D	1.00	0.00	4.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
08:30 - 08:45	From	A	0.00	0.00	145.00	0.00
		B	4.00	0.00	2.00	0.00
		C	205.00	1.00	0.00	2.00
		D	0.00	0.00	0.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
08:45 - 09:00	From	A	0.00	2.00	180.00	3.00
		B	2.00	0.00	3.00	0.00
		C	170.00	3.00	0.00	0.00
		D	0.00	0.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	
08:00 - 08:15	From	A	0	0	14	0
		B	0	0	0	100
		C	7	0	0	100
		D	0	0	25	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
08:15 - 08:30	From	A	0	0	16	0
		B	0	0	0	0
		C	6	0	0	67
		D	0	0	25	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
08:30 - 08:45	From	A	0	0	11	0
		B	0	0	50	0
		C	7	0	0	50
		D	0	0	0	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
08:45 - 09:00	From	A	0	50	14	0
		B	0	0	0	0
		C	6	0	0	67
		D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.10	17.35	0.1	C	6.00	24.00
A-BCD	0.04	4.53	0.1	A	4.04	16.18
A-B					0.72	2.90
A-C					154.73	618.93
D-ABC	0.15	26.15	0.2	D	3.50	14.00
C-ABD	0.04	4.11	0.1	A	6.79	27.15
C-D					0.73	2.94
C-A					188.98	755.91

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A	B	C	D
From	A	0.00	1.00	216.00	1.00
	B	2.00	0.00	0.00	0.00
	C	189.00	2.00	0.00	1.00
	D	0.00	0.00	3.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		A	B	C	D
From	A	0.00	3.00	217.00	2.00
	B	1.00	0.00	0.00	0.00
	C	175.00	1.00	0.00	1.00
	D	0.00	0.00	1.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
17:30 - 17:45	From	A	0.00	2.00	231.00	0.00
		B	0.00	0.00	0.00	0.00
		C	193.00	1.00	0.00	2.00
		D	1.00	0.00	1.00	0.00

Demand (PCU/TS)

		To				
		A	B	C	D	
17:45 - 18:00	From	A	0.00	1.00	222.00	2.00
		B	1.00	0.00	0.00	0.00
		C	150.00	0.00	0.00	4.00
		D	0.00	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:00 - 17:15	From	A	0	0	1	0
		B	0	0	0	0
		C	7	0	0	0
		D	0	0	33	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:15 - 17:30	From	A	0	0	2	0
		B	0	0	0	0
		C	2	0	0	0
		D	0	0	0	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:30 - 17:45	From	A	0	0	3	0
		B	0	0	0	0
		C	6	0	0	0
		D	0	0	0	0

Heavy Vehicle Percentages

		To				
		A	B	C	D	
17:45 - 18:00	From	A	0	0	2	0
		B	0	0	0	0
		C	3	0	0	0
		D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.04	17.99	0.0	C	1.00	4.00
A-BCD	0.03	3.28	0.0	A	5.36	21.42
A-B					1.72	6.87
A-C					217.43	869.71
D-ABC	0.06	24.89	0.1	C	1.75	7.00
C-ABD	0.03	3.85	0.0	A	3.81	15.25
C-D					1.98	7.92
C-A					173.96	695.83

Appendix R

Junctions 10 Output – A53/Trentham Road Roundabout

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Trentham Rd.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Arcady
Report generation date: 27/09/2021 17:19:40

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + Committed, AM
- »2027 + Committed, PM
- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2021 Base								
Arm 1	D1	0.8	9.54	0.44	D2	2.1	15.66	0.69
Arm 2		1.4	13.63	0.56		1.5	15.27	0.60
Arm 3		0.8	3.18	0.43		0.4	2.55	0.30
2027 Base								
Arm 1	D3	0.9	10.11	0.47	D4	2.5	17.59	0.72
Arm 2		1.6	14.71	0.59		1.8	17.11	0.64
Arm 3		0.9	3.30	0.45		0.5	2.60	0.31
2027 + Committed								
Arm 1	D5	1.3	12.61	0.56	D6	4.7	30.33	0.85
Arm 2		2.4	19.84	0.69		3.7	31.29	0.79
Arm 3		1.0	3.61	0.50		0.6	2.86	0.38
2027 + Com + Dev								
Arm 1	D7	1.5	13.76	0.59	D8	6.2	37.34	0.89
Arm 2		2.6	21.26	0.71		5.0	41.54	0.85
Arm 3		1.1	3.76	0.52		0.6	2.89	0.38

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Trentham Road
Location	Baldwins Gate
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.88	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A53 (E)		
2	Trentham Road		
3	A53 (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.50	6.50	5.0	15.0	40.0	30.0		
2	3.50	7.50	7.5	65.0	40.0	40.0		
3	3.50	8.00	3.0	25.0	40.0	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.567	337.360
2	0.603	376.752
3	0.567	327.064

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/TS)
1	Direct	Calibration	-120.00
2	Direct	Calibration	-160.00
3	Direct	Calibration	200.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1	2	3
From	1	0.00	2.00	61.00
	2	5.00	0.00	63.00
	3	145.00	81.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		1	2	3
From	1	0.00	3.00	49.00
	2	13.00	0.00	63.00
	3	143.00	60.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		1	2	3
From	1	1.00	9.00	62.00
	2	11.00	0.00	68.00
	3	117.00	59.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		1	2	3
From	1	0.00	6.00	73.00
	2	3.00	0.00	94.00
	3	102.00	69.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		1	2	3
From	1	0	50	7
	2	0	0	15
	3	3	12	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		1	2	3
From	1	0	0	15
	2	8	0	15
	3	2	7	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		1	2	3
From	1	0	25	7
	2	20	0	24
	3	4	16	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		1	2	3
From	1	0	0	6
	2	0	0	17
	3	4	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	9.54	0.8	A	66.50	266.00
2	0.56	13.63	1.4	B	80.00	320.00
3	0.43	3.18	0.8	A	194.00	776.00

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1	2	3
From	1	0.00	1.00	94.00
	2	3.00	1.00	67.00
	3	80.00	78.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		1	2	3
From	1	0.00	10.00	113.00
	2	4.00	0.25	85.00
	3	71.00	68.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		1	2	3
From	1	0.00	4.00	104.00
	2	3.00	0.25	88.00
	3	75.00	72.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		1	2	3
From	1	0.00	5.00	84.00
	2	6.00	0.00	87.00
	3	58.00	70.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		1	2	3
From	1	0	0	0
	2	0	0	2
	3	1	8	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		1	2	3
From	1	0	0	0
	2	0	0	4
	3	3	6	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		1	2	3
From	1	0	0	0
	2	0	0	6
	3	4	4	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		1	2	3
From	1	0	0	1
	2	0	0	4
	3	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.69	15.66	2.1	C	103.75	415.00
2	0.60	15.27	1.5	C	86.13	344.50
3	0.30	2.55	0.4	A	143.00	572.00

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1	2	3
From	1	0.00	2.00	64.00
	2	6.00	0.00	66.00
	3	152.00	84.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		1	2	3
From	1	0.00	3.00	52.00
	2	13.00	0.00	66.00
	3	149.00	63.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		1	2	3
From	1	1.00	9.00	65.00
	2	11.00	0.00	71.00
	3	122.00	62.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		1	2	3
From	1	0.00	7.00	76.00
	2	3.00	0.00	98.00
	3	107.00	72.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		1	2	3
From	1	0	50	7
	2	0	0	15
	3	3	12	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		1	2	3
From	1	0	0	15
	2	8	0	15
	3	2	7	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		1	2	3
From	1	0	25	7
	2	20	0	24
	3	4	16	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		1	2	3
From	1	0	0	6
	2	0	0	17
	3	4	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.47	10.11	0.9	B	69.75	279.00
2	0.59	14.71	1.6	B	83.50	334.00
3	0.45	3.30	0.9	A	202.75	811.00

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	11.03	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.03	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1	2	3
From	1	0.00	1.00	98.00
	2	3.00	1.00	70.00
	3	83.00	82.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		1	2	3
From	1	0.00	10.00	118.00
	2	4.00	0.25	89.00
	3	74.00	71.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		1	2	3
From	1	0.00	4.00	109.00
	2	3.00	0.25	92.00
	3	78.00	75.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		1	2	3
From	1	0.00	6.00	87.00
	2	7.00	0.00	91.00
	3	61.00	73.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		1	2	3
From	1	0	0	0
	2	0	0	2
	3	1	8	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		1	2	3
From	1	0	0	0
	2	0	0	4
	3	3	6	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		1	2	3
From	1	0	0	0
	2	0	0	6
	3	4	4	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		1	2	3
From	1	0	0	1
	2	0	0	4
	3	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.72	17.59	2.5	C	108.25	433.00
2	0.64	17.11	1.8	C	90.13	360.50
3	0.31	2.60	0.5	A	149.25	597.00

2027 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2027 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1	2	3
From	1	0.00	2.00	76.00
	2	6.00	0.00	79.00
	3	164.00	97.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		1	2	3
From	1	0.00	3.00	63.00
	2	13.00	0.00	79.00
	3	162.00	75.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		1	2	3
From	1	1.00	9.00	77.00
	2	11.00	0.00	83.00
	3	135.00	74.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		1	2	3
From	1	0.00	7.00	88.00
	2	3.00	0.00	110.00
	3	119.00	84.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		1	2	3
From	1	0	50	7
	2	0	0	15
	3	3	12	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		1	2	3
From	1	0	0	15
	2	8	0	15
	3	2	7	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		1	2	3
From	1	0	25	7
	2	20	0	24
	3	4	16	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		1	2	3
From	1	0	0	6
	2	0	0	17
	3	4	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.56	12.61	1.3	B	81.50	326.00
2	0.69	19.84	2.4	C	96.00	384.00
3	0.50	3.61	1.0	A	227.50	910.00

2027 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	18.47	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.47	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2027 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1	2	3
From	1	0.00	1.00	113.00
	2	3.00	1.00	86.00
	3	99.00	98.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		1	2	3
From	1	0.00	10.00	133.00
	2	4.00	0.25	105.00
	3	90.00	87.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		1	2	3
From	1	0.00	4.00	125.00
	2	3.00	0.25	108.00
	3	94.00	91.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		1	2	3
From	1	0.00	6.00	103.00
	2	7.00	0.00	107.00
	3	76.00	89.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		1	2	3
From	1	0	0	0
	2	0	0	2
	3	1	8	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		1	2	3
From	1	0	0	0
	2	0	0	4
	3	3	6	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		1	2	3
From	1	0	0	0
	2	0	0	6
	3	4	4	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		1	2	3
From	1	0	0	1
	2	0	0	4
	3	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.85	30.33	4.7	D	123.75	495.00
2	0.79	31.29	3.7	D	106.13	424.50
3	0.38	2.86	0.6	A	181.00	724.00

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1	2	3
From	1	0.00	2.00	78.00
	2	6.00	0.00	81.00
	3	170.00	102.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		1	2	3
From	1	0.00	3.00	66.00
	2	13.00	0.00	81.00
	3	168.00	81.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		1	2	3
From	1	1.00	9.00	79.00
	2	11.00	0.00	85.00
	3	141.00	80.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		1	2	3
From	1	0.00	7.00	91.00
	2	3.00	0.00	112.00
	3	125.00	90.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		1	2	3
From	1	0	50	7
	2	0	0	15
	3	3	12	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		1	2	3
From	1	0	0	15
	2	8	0	15
	3	2	7	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		1	2	3
From	1	0	25	7
	2	20	0	24
	3	4	16	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		1	2	3
From	1	0	0	6
	2	0	0	17
	3	4	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.59	13.76	1.5	B	84.00	336.00
2	0.71	21.26	2.6	C	98.00	392.00
3	0.52	3.76	1.1	A	239.25	957.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	23.43	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.43	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1	2	3
From	1	0.00	1.00	119.00
	2	3.00	1.00	91.00
	3	101.00	100.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		1	2	3
From	1	0.00	10.00	139.00
	2	4.00	0.25	110.00
	3	92.00	89.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		1	2	3
From	1	0.00	4.00	130.00
	2	3.00	0.25	113.00
	3	97.00	94.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		1	2	3
From	1	0.00	6.00	109.00
	2	7.00	0.00	112.00
	3	79.00	91.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		1	2	3
From	1	0	0	0
	2	0	0	2
	3	1	8	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		1	2	3
From	1	0	0	0
	2	0	0	4
	3	3	6	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		1	2	3
From	1	0	0	0
	2	0	0	6
	3	4	4	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		1	2	3
From	1	0	0	1
	2	0	0	4
	3	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.89	37.34	6.2	E	129.50	518.00
2	0.85	41.54	5.0	E	111.13	444.50
3	0.38	2.89	0.6	A	185.75	743.00

Appendix S

Junctions 10 Output – A53/Madeley Road (Development Layout)

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: T21558 - A53-Madeley Rd with Dev.j10
Path: G:\General\Projects\T21558 Baldwins Gate Phase II\Junction Assessments\Picady
Report generation date: 27/09/2021 17:04:21

- »2027 + Com + Dev, AM
- »2027 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2027 + Com + Dev								
Stream B-AC	D1	1.2	31.86	0.56	D2	0.7	21.69	0.42
Stream C-AB		0.9	6.57	0.29		1.6	8.40	0.48

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A53/Madeley Road
Location	Baldwins Gate
Site number	
Date	26/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T21558
Enumerator	HUBTRANSPORT\Max.Law
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	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D2	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2027 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	A53 (W)		Major
B	Madeley Road		Minor
C	A53 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			80.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.82	42	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	134.861	0.094	0.238	0.149	0.339
B-C	171.344	0.100	0.254	-	-
C-B	155.073	0.230	0.230	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
B-AC	✓	Retained Calibration	-65.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2027 + Com + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	0.00	178.00
		B	0.00	0.00	34.00
		C	121.00	13.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	0.00	167.00
		B	0.00	0.00	22.00
		C	116.00	16.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:30 - 08:45	From	A	0.00	0.00	145.00
		B	0.00	0.00	33.00
		C	99.00	19.00	0.00

Demand (PCU/TS)

		To			
		A	B	C	
08:45 - 09:00	From	A	0.00	0.00	122.00
		B	0.00	0.00	16.00
		C	135.00	26.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
08:00 - 08:15	From	A	0	0	7
		B	0	0	4
		C	16	25	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	16	10	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	11
	B	0	0	4
	C	16	8	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	12
	B	0	0	9
	C	19	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.56	31.86	1.2	D	26.25	105.00
C-AB	0.29	6.57	0.9	A	43.63	174.52
C-A					92.62	370.48
A-B					0.00	0.00
A-C					153.00	612.00

2027 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2027 + Com + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	139.00
	B	0.00	0.00	30.00
	C	137.00	26.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	0.00	140.00
	B	0.00	0.00	28.00
	C	122.00	43.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	0.00	150.00
	B	0.00	0.00	26.00
	C	149.00	33.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	0.00	123.00
	B	0.00	0.00	30.00
	C	141.00	33.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	9
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	6
	B	0	0	9
	C	5	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.42	21.69	0.7	C	28.50	114.00
C-AB	0.48	8.40	1.6	A	88.13	352.51
C-A					82.87	331.49
A-B					0.00	0.00
A-C					138.00	552.00

Appendix T

LinSig Outputs – A51/A53 Proposed Signalisation

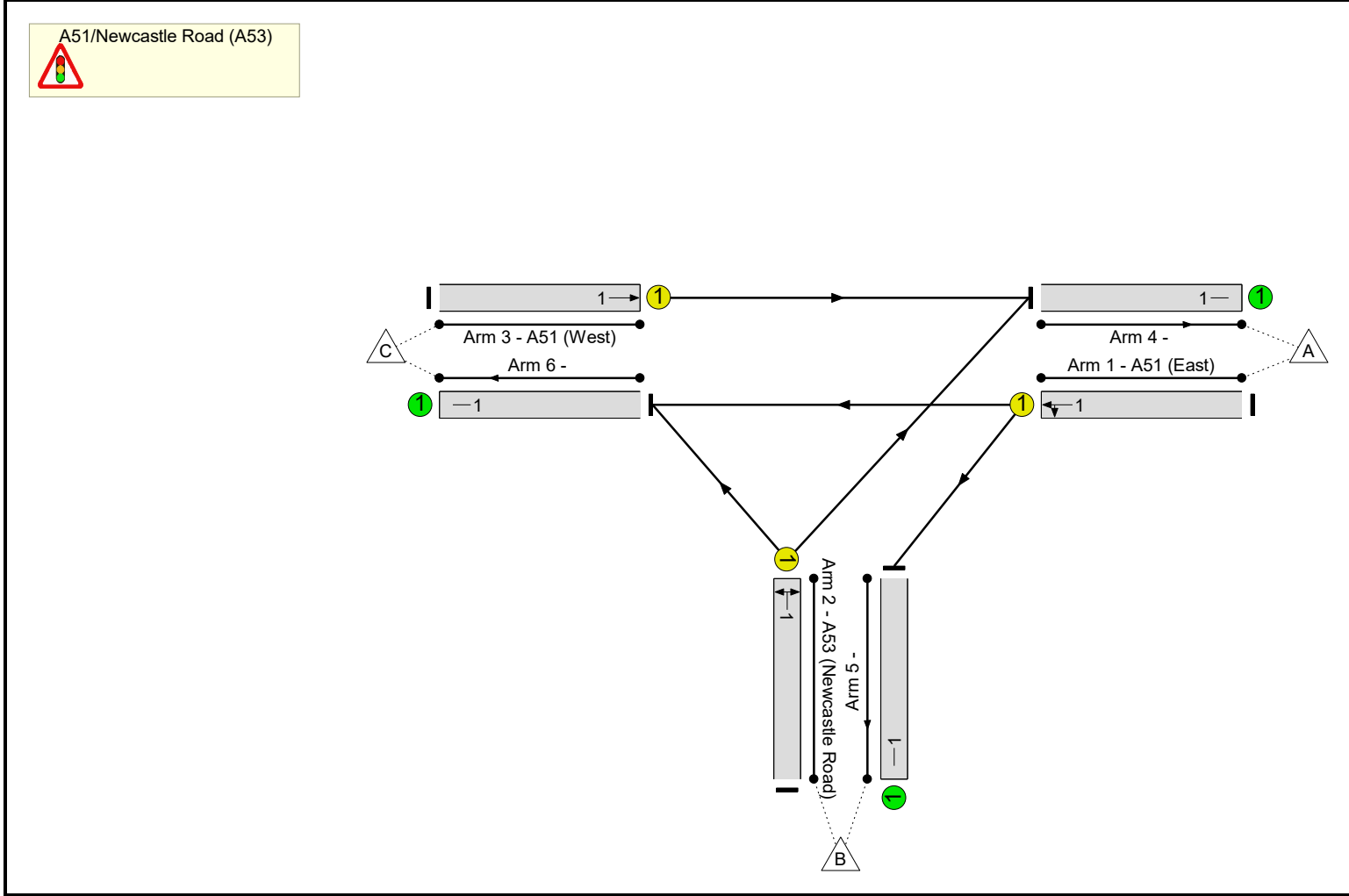
Baldwins Gate
Baldwins Gate

User and Project Details

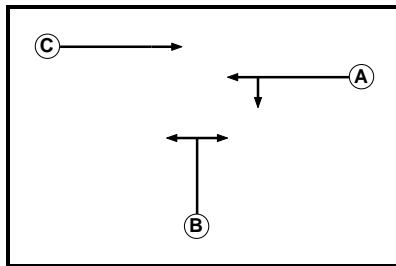
Project:	Baldwins Gate
Title:	A51/Newcastle Rd Signalisation
Location:	
Client:	Richborough Estates
Date Started:	08/09/2021
Additional detail:	
File name:	T21558 - A51-Newcastle Road Signals.lsg3x
Author:	Max Law
Company:	Hub Transport Planning Ltd
Address:	Radclyffe House, 66/68 Hagley Road, Edgbaston, Birmingham, West Midlands, B16 8PF

Baldwins Gate
Function Layout Diagram

Page 980



Baldwins Gate
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

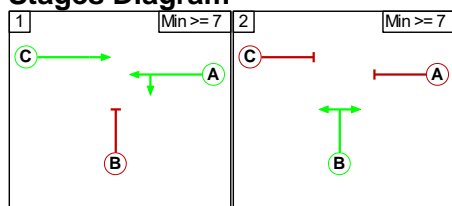
Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A	7	-	
	B	9	7	
	C	-	7	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B

Stages Diagram



Phase Delays

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

Prohibited Stage Changes

		To Stage	
		1	2
From Stage	1	7	
	2	9	

Baldwins Gate

Lane Input Data

Function: A51/Newcastle Road (A53)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A51 (East))	U	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Left	30.00
											Arm 6 Ahead	Inf
2/1 (A53 (Newcastle Road))	U	B	2	3	60.0	Geom	-	3.75	3.50	Y	Arm 4 Right	40.00
											Arm 6 Left	6.00
3/1 (A51 (West))	U	C	2	3	60.0	Geom	-	3.22	0.00	Y	Arm 4 Ahead	Inf

982

Baldwins Gate

Traffic Flows, Desired

Scenario 1: '2027 Base + Com + Dev AM' (FG1: '2027 Base + Com + Dev AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	511	226	737
	B	400	0	6	406
	C	424	0	0	424
	Tot.	824	511	232	1567

Scenario 2: '2027 Base + Com + Dev PM' (FG2: '2027 Base + Com + Dev PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

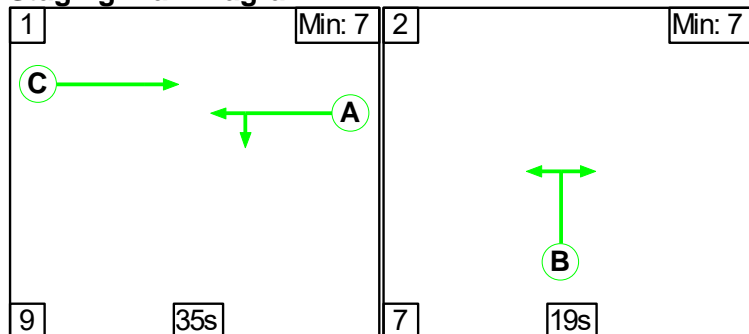
		Destination			
		A	B	C	Tot.
Origin	A	0	548	302	850
	B	392	0	2	394
	C	348	0	0	348
	Tot.	740	548	304	1592

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2027 Base + Com + Dev AM'	08:00	09:00	01:00	
2: '2027 Base + Com + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2027 Base + Com + Dev AM' (FG1: '2027 Base + Com + Dev AM', Plan 1: 'Network Control Plan 1')

Staging Plan Diagram



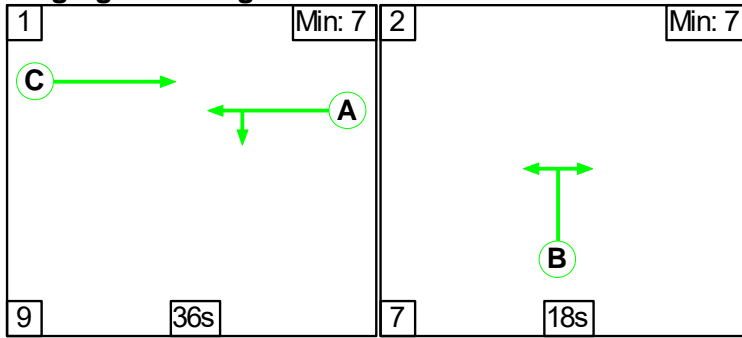
Stage Timings

Stage	1	2
Duration	35	19
Change Point	0	44

Baldwins Gate
Link Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A51/Newcastle Rd Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
A51/Newcastle Road (A53)	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
1/1	A51 (East) Left Ahead	U	N/A	N/A	A		1	35	-	737	1880	967	76.2%
2/1	A53 (Newcastle Road) Right Left	U	N/A	N/A	B		1	19	-	406	1771	506	80.2%
3/1	A51 (West) Ahead	U	N/A	N/A	C		1	37	-	424	1937	1052	40.3%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A51/Newcastle Rd Signalisation	-	-	0	0	0	6.5	3.9	0.0	10.4	-	-	-	-
A51/Newcastle Road (A53)	-	-	0	0	0	6.5	3.9	0.0	10.4	-	-	-	-
1/1	737	737	-	-	-	2.8	1.6	-	4.4	21.3	11.3	1.6	12.8
2/1	406	406	-	-	-	2.6	2.0	-	4.6	40.5	7.2	2.0	9.2
3/1	424	424	-	-	-	1.1	0.3	-	1.4	12.2	4.7	0.3	5.0
C1			PRC for Signalled Lanes (%): 12.2		PRC Over All Lanes (%): 12.2		Total Delay for Signalled Lanes (pcuHr): 10.37		Total Delay Over All Lanes (pcuHr): 10.37		Cycle Time (s): 70		

Staging Plan Diagram



Stage Timings

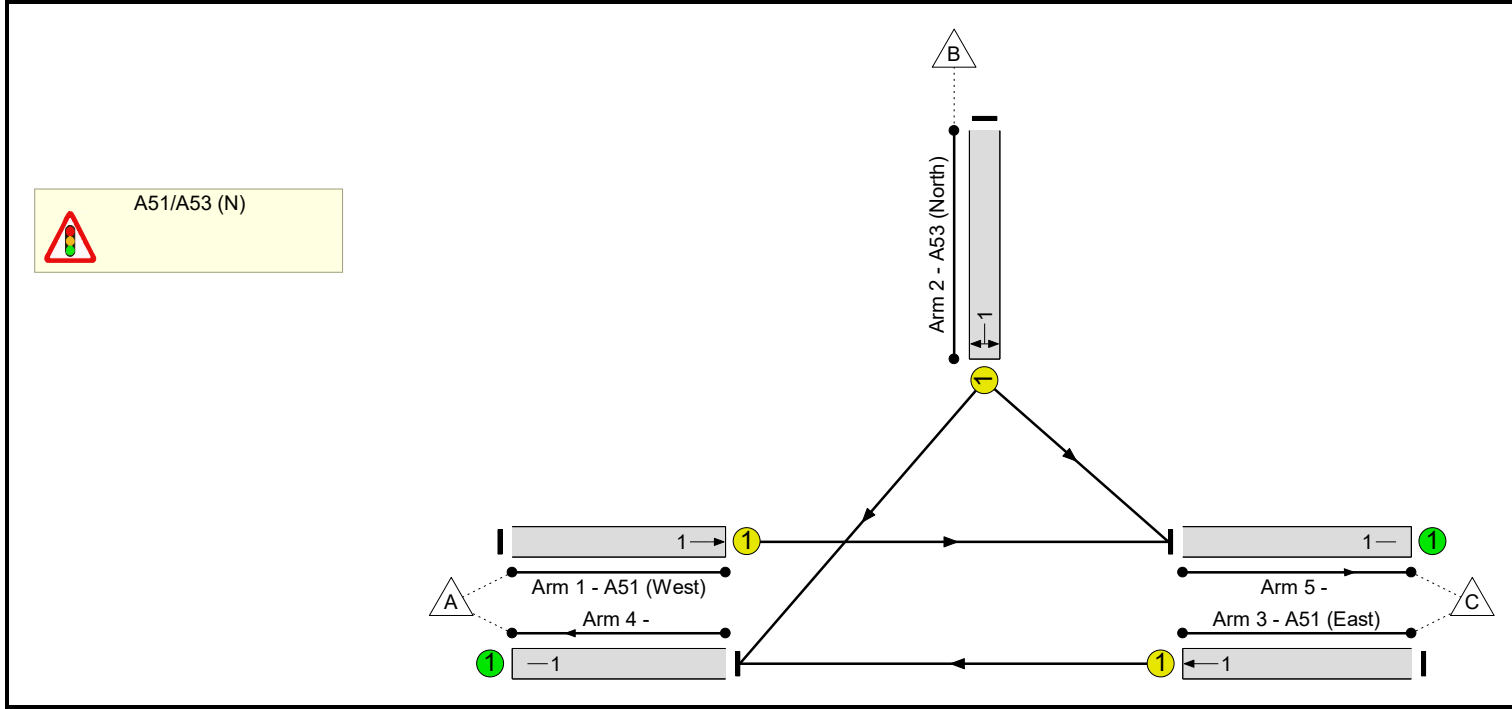
Stage	1	2
Duration	36	18
Change Point	0	45

Baldwins Gate
Link Results

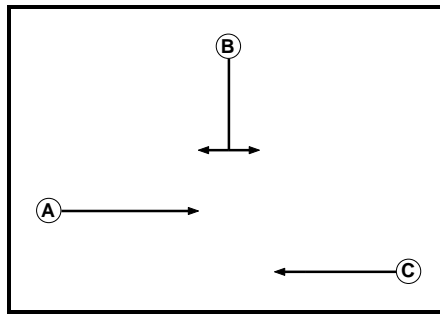
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A51/Newcastle Rd Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
A51/Newcastle Road (A53)	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
1/1	A51 (East) Left Ahead	U	N/A	N/A	A		1	36	-	850	1884	996	85.4%
2/1	A53 (Newcastle Road) Right Left	U	N/A	N/A	B		1	18	-	394	1775	482	81.8%
3/1	A51 (West) Ahead	U	N/A	N/A	C		1	38	-	348	1937	1079	32.2%
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: A51/Newcastle Rd Signalisation	-	-	0	0	0	6.8	5.2	0.0	12.0	-	-	-	-
A51/Newcastle Road (A53)	-	-	0	0	0	6.8	5.2	0.0	12.0	-	-	-	-
1/1	850	850	-	-	-	3.3	2.8	-	6.2	26.1	14.2	2.8	17.0
2/1	394	394	-	-	-	2.6	2.1	-	4.8	43.4	7.1	2.1	9.3
3/1	348	348	-	-	-	0.8	0.2	-	1.0	10.8	3.6	0.2	3.8
C1			PRC for Signalled Lanes (%): 5.4		PRC Over All Lanes (%): 5.4		Total Delay for Signalled Lanes (pcuHr): 11.95		Total Delay Over All Lanes (pcuHr): 11.95		Cycle Time (s): 70		

User and Project Details

Project:	Baldwins Gate
Title:	A51/A53 (N) Signalisation
Location:	
Client:	Richborough Estates
Site Ref(s):	T21558
Date Started:	08/09/2021
Additional detail:	
File name:	T21558 - A51-A53(N).lsg3x
Author:	Max Law
Company:	Hub Transport Planning Ltd
Address:	Radclyffe House, 66/68 Hagley Road, Edgbaston, Birmingham, West Midlands, B16 8PF



Baldwins Gate
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

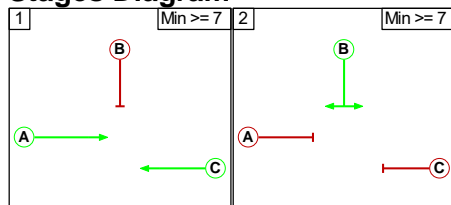
Phase Intergreens Matrix

	Starting Phase		
	A	B	C
Terminating Phase	A	7	-
	B	7	7
	C	-	7

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B

Stages Diagram



Phase Delays

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

Prohibited Stage Changes

From Stage	To Stage	
	1	2
1	7	-
2	7	-

Baldwins Gate

Lane Input Data

Function: A51/A53 (N)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A51 (West))	U	A	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 5 Ahead	Inf
2/1 (A53 (North))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	12.00
											Arm 5 Left	10.00
3/1 (A51 (East))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf

Baldwins Gate

Traffic Flows, Desired

Scenario 1: '2027 Base + Com + Dev AM' (FG1: '2027 Base + Com + Dev AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	139	139
	B	549	0	6	555
	C	180	0	0	180
	Tot.	729	0	145	874

Scenario 2: '2027 Base + Com + Dev PM' (FG2: '2027 Base + Com + Dev PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

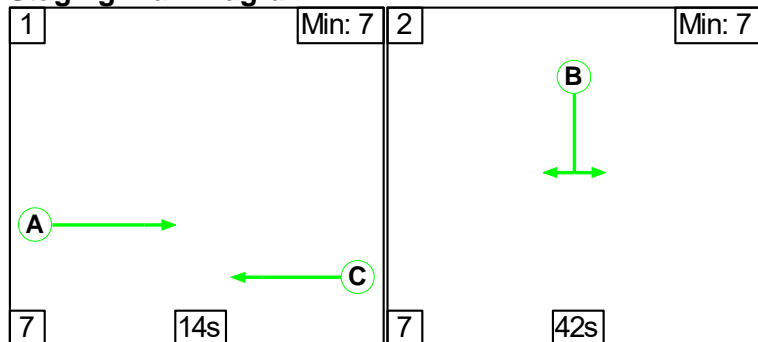
		Destination			
		A	B	C	Tot.
Origin	A	0	0	159	159
	B	575	0	4	579
	C	279	0	0	279
	Tot.	854	0	163	1017

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2027 Base + Com + Dev AM'	08:00	09:00	01:00	
2: '2027 Base + Com + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2027 Base + Com + Dev AM' (FG1: '2027 Base + Com + Dev AM', Plan 1: 'Network Control Plan 1')

Staging Plan Diagram



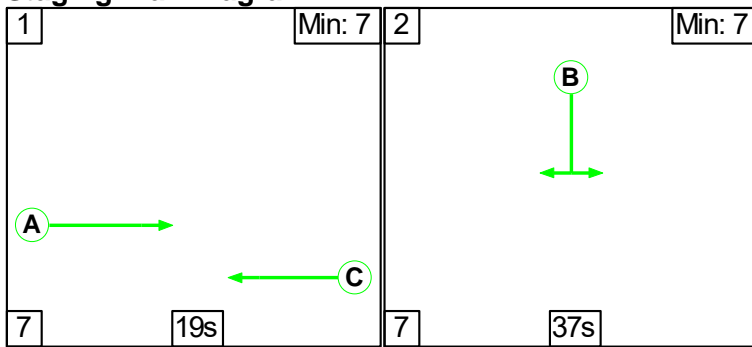
Stage Timings

Stage	1	2
Duration	14	42
Change Point	0	21

Baldwins Gate
Link Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A51/A53 (N) Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	51.7%
A51/A53 (N)	-	-	N/A	-	-		-	-	-	-	-	-	51.7%
1/1	A51 (West) Ahead	U	N/A	N/A	A		1	14	-	139	1985	425	32.7%
2/1	A53 (North) Right Left	U	N/A	N/A	B		1	42	-	555	1746	1073	51.7%
3/1	A51 (East) Ahead	U	N/A	N/A	C		1	14	-	180	1965	421	42.7%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A51/A53 (N) Signalisation	-	-	0	0	0	3.3	1.1	0.0	4.4	-	-	-	-
A51/A53 (N)	-	-	0	0	0	3.3	1.1	0.0	4.4	-	-	-	-
1/1	139	139	-	-	-	0.9	0.2	-	1.1	29.5	2.3	0.2	2.5
2/1	555	555	-	-	-	1.2	0.5	-	1.7	11.1	6.0	0.5	6.5
3/1	180	180	-	-	-	1.2	0.4	-	1.6	31.2	3.0	0.4	3.4
C1			PRC for Signalled Lanes (%): 73.9		73.9		Total Delay for Signalled Lanes (pcuHr): 4.41		4.41		Cycle Time (s): 70		
			PRC Over All Lanes (%):		73.9		Total Delay Over All Lanes(pcuHr):		4.41				

Staging Plan Diagram



Stage Timings

Stage	1	2
Duration	19	37
Change Point	0	26

Baldwins Gate
Link Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A51/A53 (N) Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	61.1%
A51/A53 (N)	-	-	N/A	-	-		-	-	-	-	-	-	61.1%
1/1	A51 (West) Ahead	U	N/A	N/A	A		1	19	-	159	1985	567	28.0%
2/1	A53 (North) Right Left	U	N/A	N/A	B		1	37	-	579	1746	948	61.1%
3/1	A51 (East) Ahead	U	N/A	N/A	C		1	19	-	279	1965	561	49.7%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A51/A53 (N) Signalisation	-	-	0	0	0	4.2	1.5	0.0	5.7	-	-	-	-
A51/A53 (N)	-	-	0	0	0	4.2	1.5	0.0	5.7	-	-	-	-
1/1	159	159	-	-	-	0.9	0.2	-	1.1	23.8	2.4	0.2	2.6
2/1	579	579	-	-	-	1.8	0.8	-	2.5	15.8	7.6	0.8	8.3
3/1	279	279	-	-	-	1.6	0.5	-	2.1	27.2	4.5	0.5	5.0
C1			PRC for Signalled Lanes (%): 47.3 PRC Over All Lanes (%): 47.3		Total Delay for Signalled Lanes (pcuHr): 5.70 Total Delay Over All Lanes(pcuHr): 5.70		Cycle Time (s): 70						