

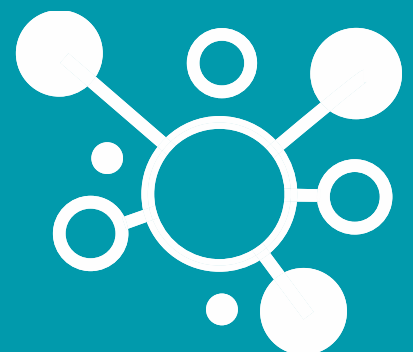
Client:  
**Richborough Estates**

Project:  
**Land North of A53  
Baldwins Gate**

Project No:  
**T21558**  
Report Title:  
**Transport Assessment**

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# 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 23<sup>rd</sup> 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 22<sup>nd</sup> June and Monday 28<sup>th</sup> 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 13<sup>th</sup> 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.

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- 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
<b>Junctions</b>						
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	-	-
<b>Not at a Junction</b>						
A51	1	-	-	1	-	-
A53	11	3	2	16	-	1
<b>TOTAL</b>	<b>33</b>	<b>5</b>	<b>3</b>	<b>41</b>	<b>0</b>	<b>3</b>

- 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](http://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.

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### 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 85<sup>th</sup> percentile dry weather speeds on the A53.
- 4.8 The A53 ATC data demonstrates that 85<sup>th</sup> 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	<b>104</b>
PM	0.346	0.160	69	32	<b>101</b>

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)
<b>2027 Base + Committed + Development</b>						
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)
<b>2021 Base</b>						
A53	0.92	7	68	1.06	19	174
A51	0.03	0	6	0.03	0	6
<b>2027 Base</b>						
A53	0.98	10	91	1.13	28	264
A51	0.03	0	6	0.03	0	6
<b>2027 Base + Committed</b>						
A53	1.04	14	132	1.18	36	373
A51	0.03	0	5	0.03	0	5
<b>2027 + Committed + Development</b>						
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)
<b>2021 Base</b>						
A53 (N)	0.79	4	34	1.03	17	111
<b>2027 Base</b>						
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 queueing 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)
<b>2021 Base</b>						
Holly Bush Lane	0.05	0	11	0.05	0	11
A53	0.00	0	0	0.01	0	4
<b>2027 Base</b>						
Holly Bush Lane	0.07	0	11	0.07	0	11
A53	0.00	0	0	0.01	0	4
<b>2027 Base + Committed</b>						
Holly Bush Lane	0.16	0	12	0.34	1	15
A53	0.06	0	6	0.18	1	5
<b>2027 + Committed + Development</b>						
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 queueing 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)
<b>2021 Base</b>						
Madeley Road	0.53	1	34	0.25	0	19
A53	0.20	1	6	0.29	1	6
<b>2027 Base</b>						
Madeley Road	0.56	1	37	0.27	0	19
A53	0.22	1	6	0.30	1	7
<b>2027 Base + Committed</b>						
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)
<b>2021 Base</b>						
Lakeside Close	0.19	0	23	0.15	0	22
A53	0.01	0	6	0.02	0	7
<b>2027 Base</b>						
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)
<b>2021 Base</b>						
Meadow Way	0.39	1	28	0.09	0	22
A53	0.18	0	5	0.06	0	5
<b>2027 Base</b>						
Meadow Way	0.42	1	30	0.09	0	24
A53	0.19	1	5	0.08	0	4
<b>2027 Base + Committed</b>						
Meadow Way	0.49	1	43	0.12	0	36
A53	0.22	1	5	0.09	0	4
<b>2027 + Committed + Development</b>						
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)
<b>2021 Base</b>						
Gateway Avenue	0.35	1	27	0.18	0	31
A53	0.12	0	5	0.11	0	4

**T21558**  
**Land North of A53, Baldwins Gate**

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 queueing 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)
<b>2021 Base</b>						
Fairgreen Road	0.07	0	13	0.05	0	13
A53	0.01	0	4	0.02	0	4
<b>2027 Base</b>						
Fairgreen Road	0.07	0	13	0.06	0	13
A53	0.01	0	4	0.02	0	4
<b>2027 Base + Committed</b>						
Fairgreen Road	0.08	0	15	0.07	0	16
A53	0.01	0	4	0.03	0	4
<b>2027 + Committed + Development</b>						
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)
<b>2021 Base</b>						
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
<b>2027 Base</b>						
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
<b>2027 Base + Committed</b>						
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
<b>2027 + Committed + Development</b>						
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)
<b>2021 Base</b>						
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
<b>2027 Base</b>						
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
<b>2027 Base + Committed</b>						
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
<b>2027 + Committed + Development</b>						
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)
<b>2027 Base + Committed + Development</b>						
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)
<b>2027 Base + Committed + Development</b>						
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)
<b>2027 Base + Committed + Development</b>						
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.

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**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.

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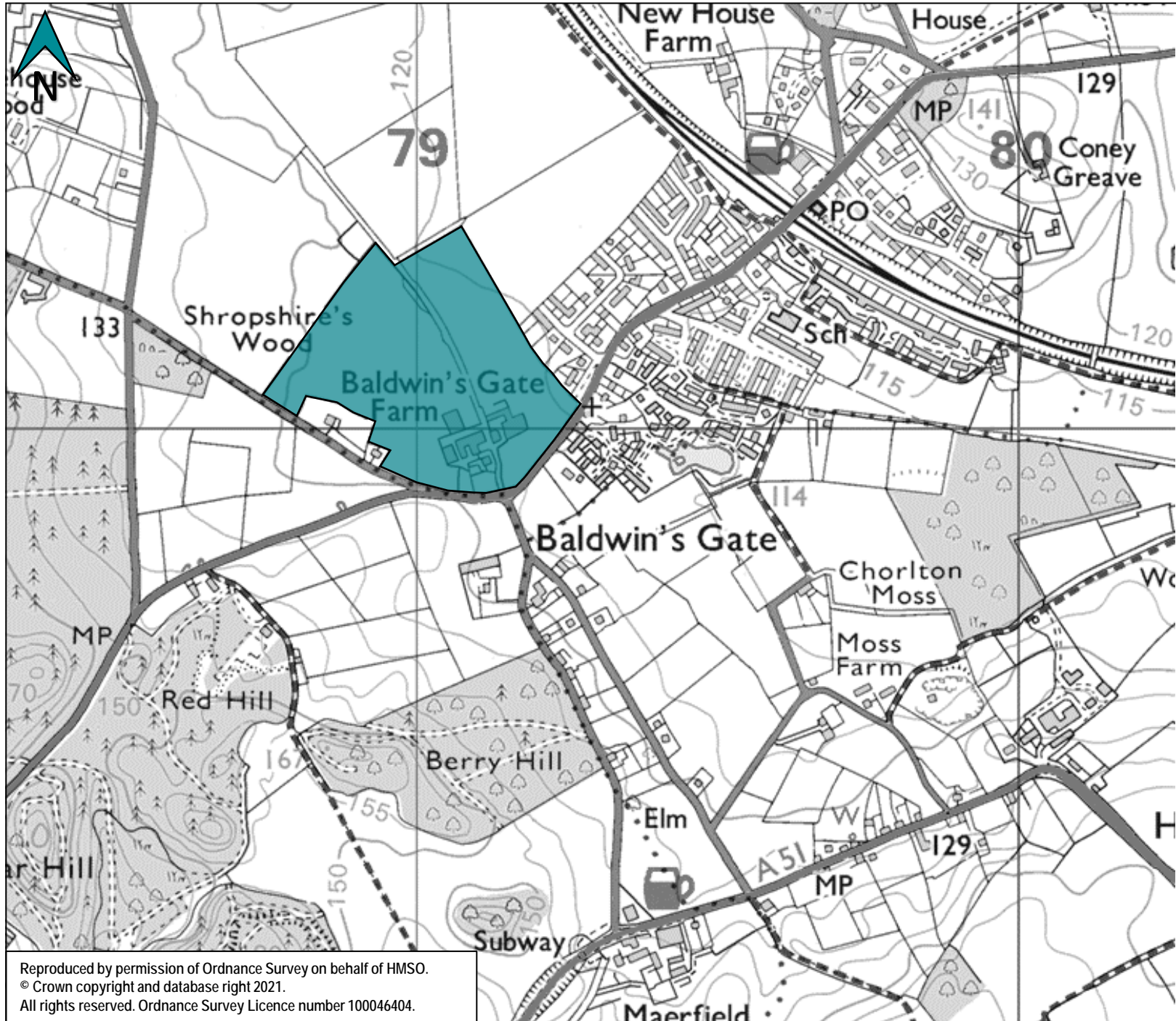


**T21558**  
**Land North of A53, Baldwins Gate**



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## Figures



Legend

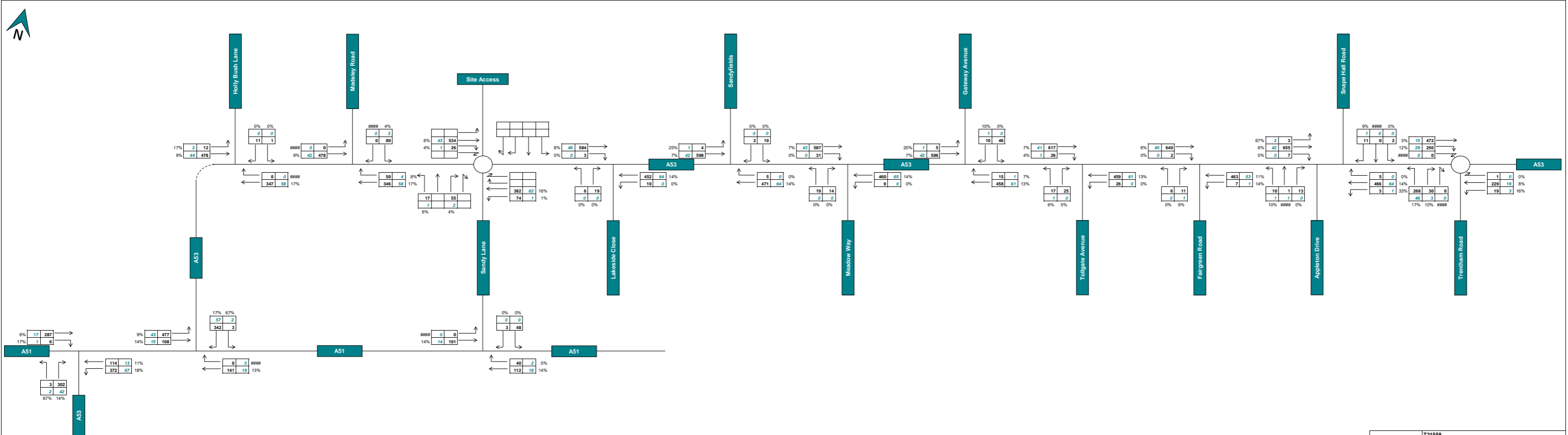


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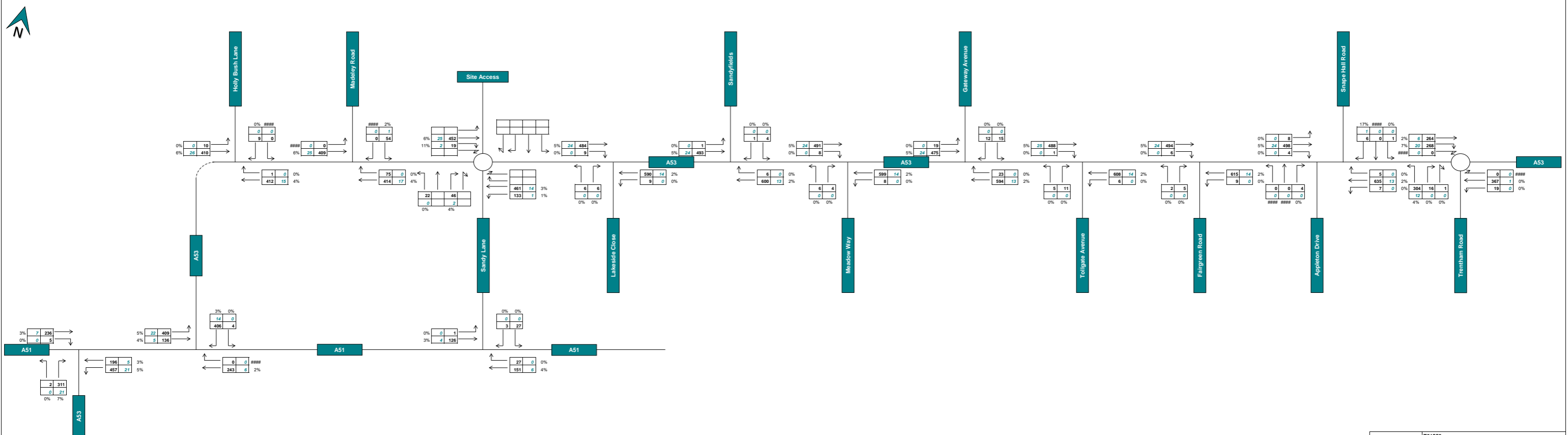
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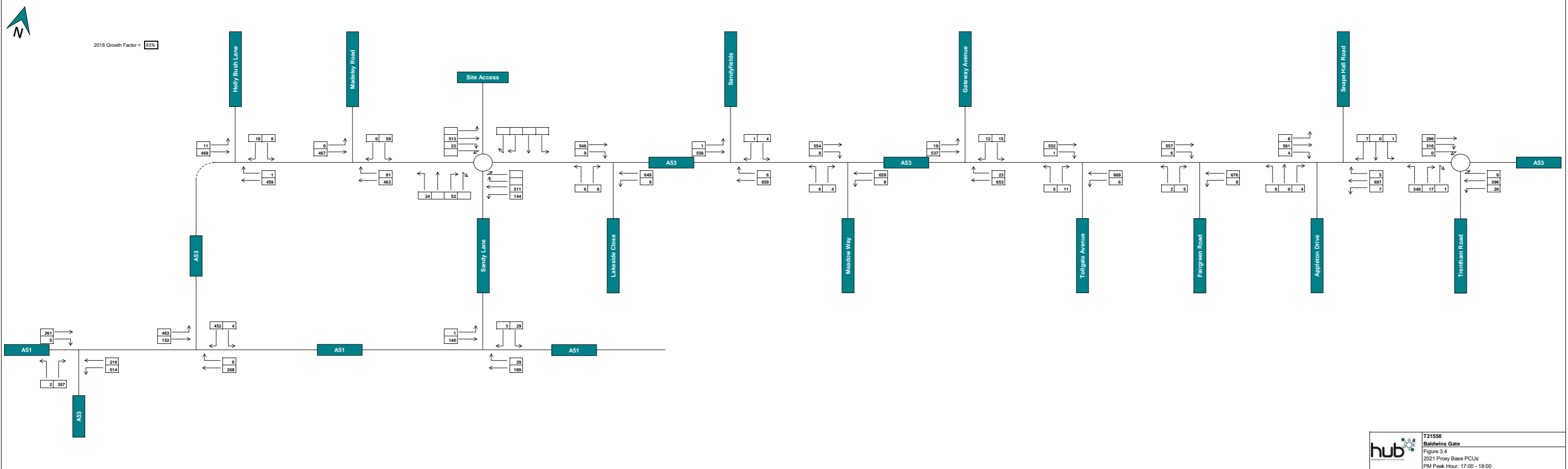
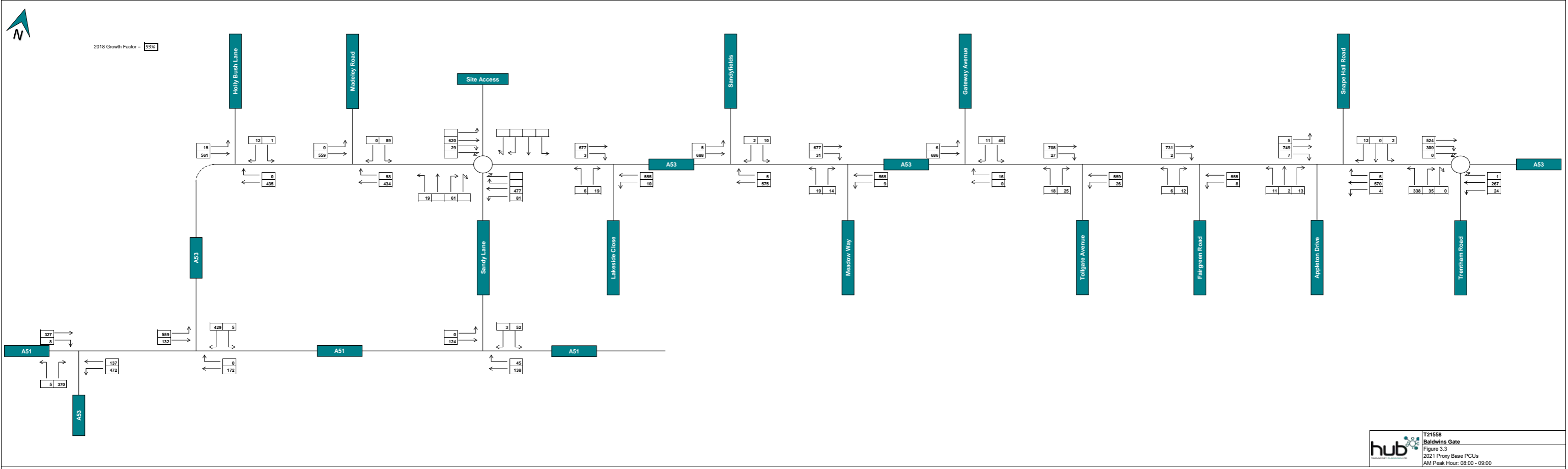
*Not to Scale*  
 Land North of A53  
 Baldwin's Gate  
**Figure 1.1 – Site Location**

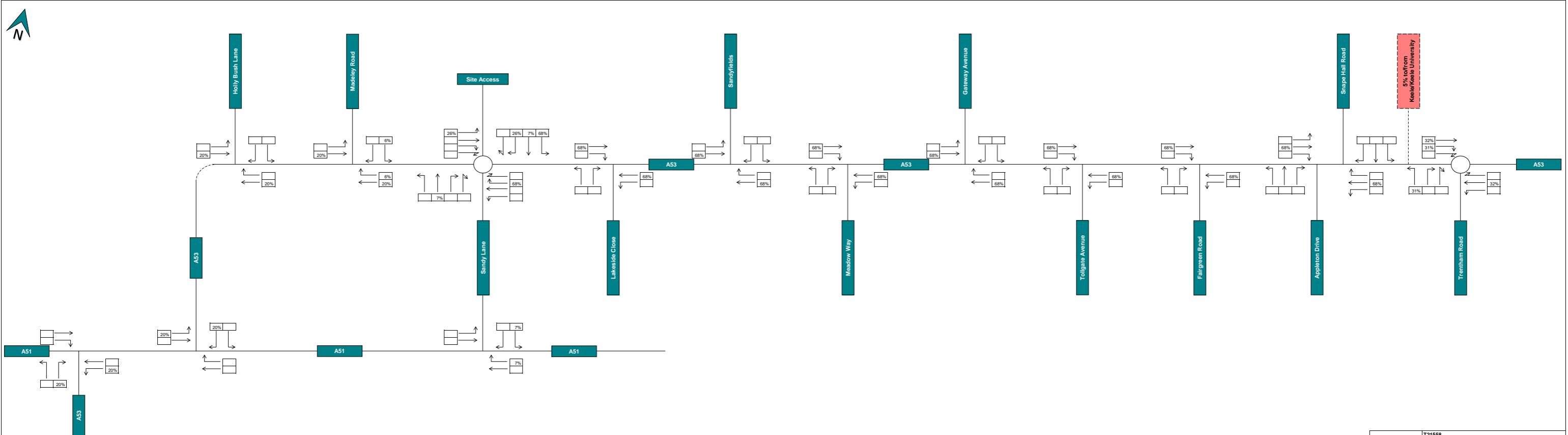


T21558  
Baldwins Gate  
Figure 3.1  
2021 Surveyed Base  
AM Peak Hour: 08:00 - 09:00

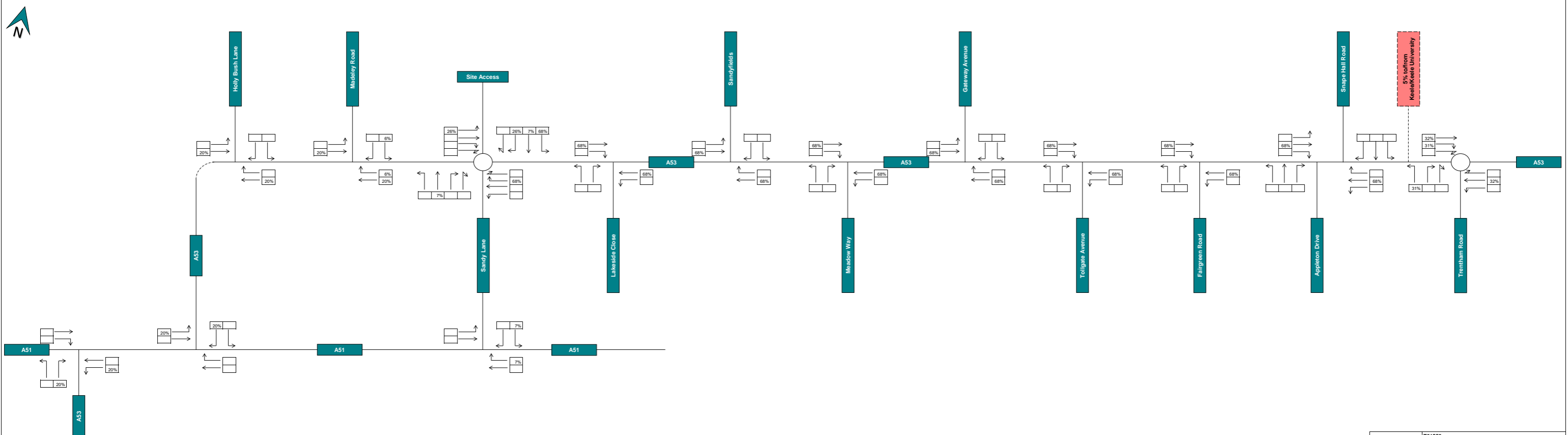


T21558  
Baldwins Gate  
Figure 3.2  
2021 Surveyed Base  
PM Peak Hour: 17:00 - 18:00

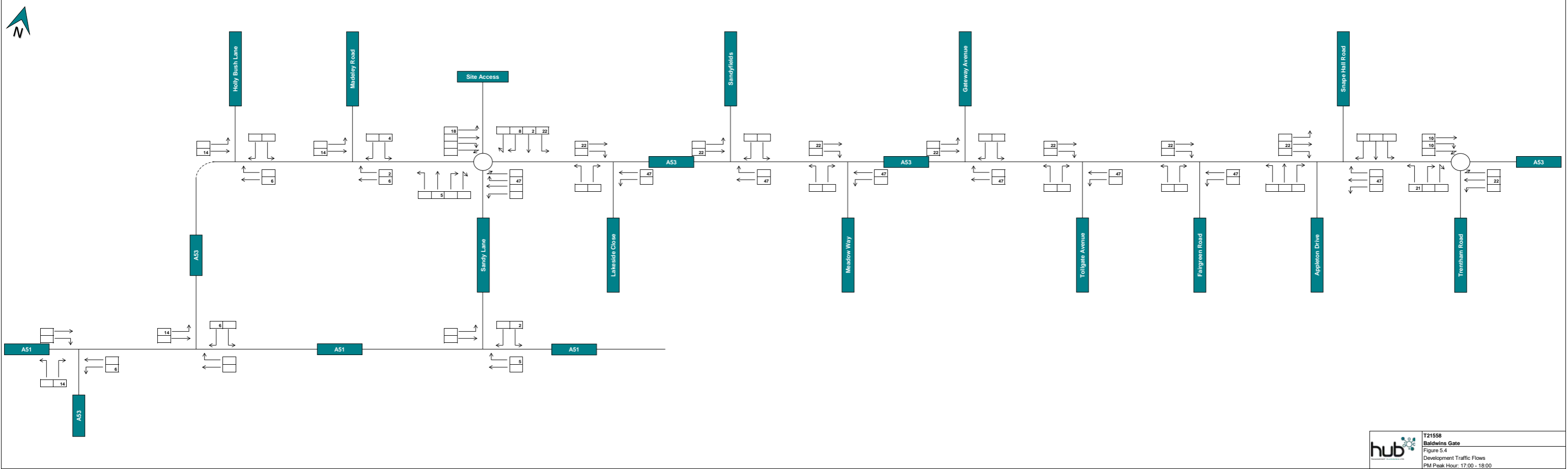
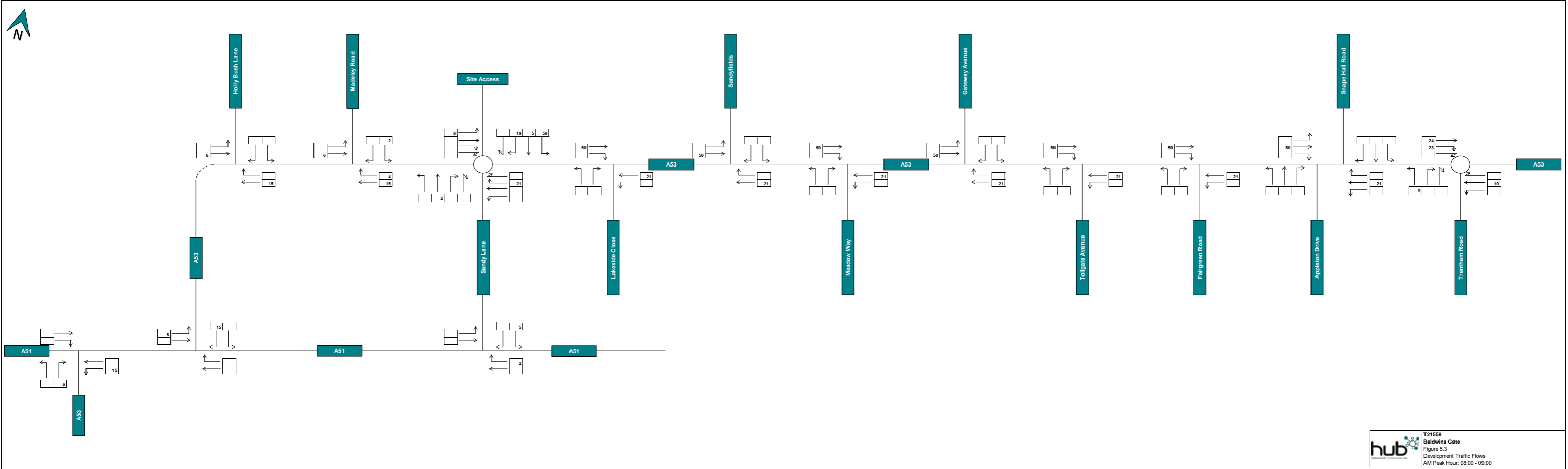




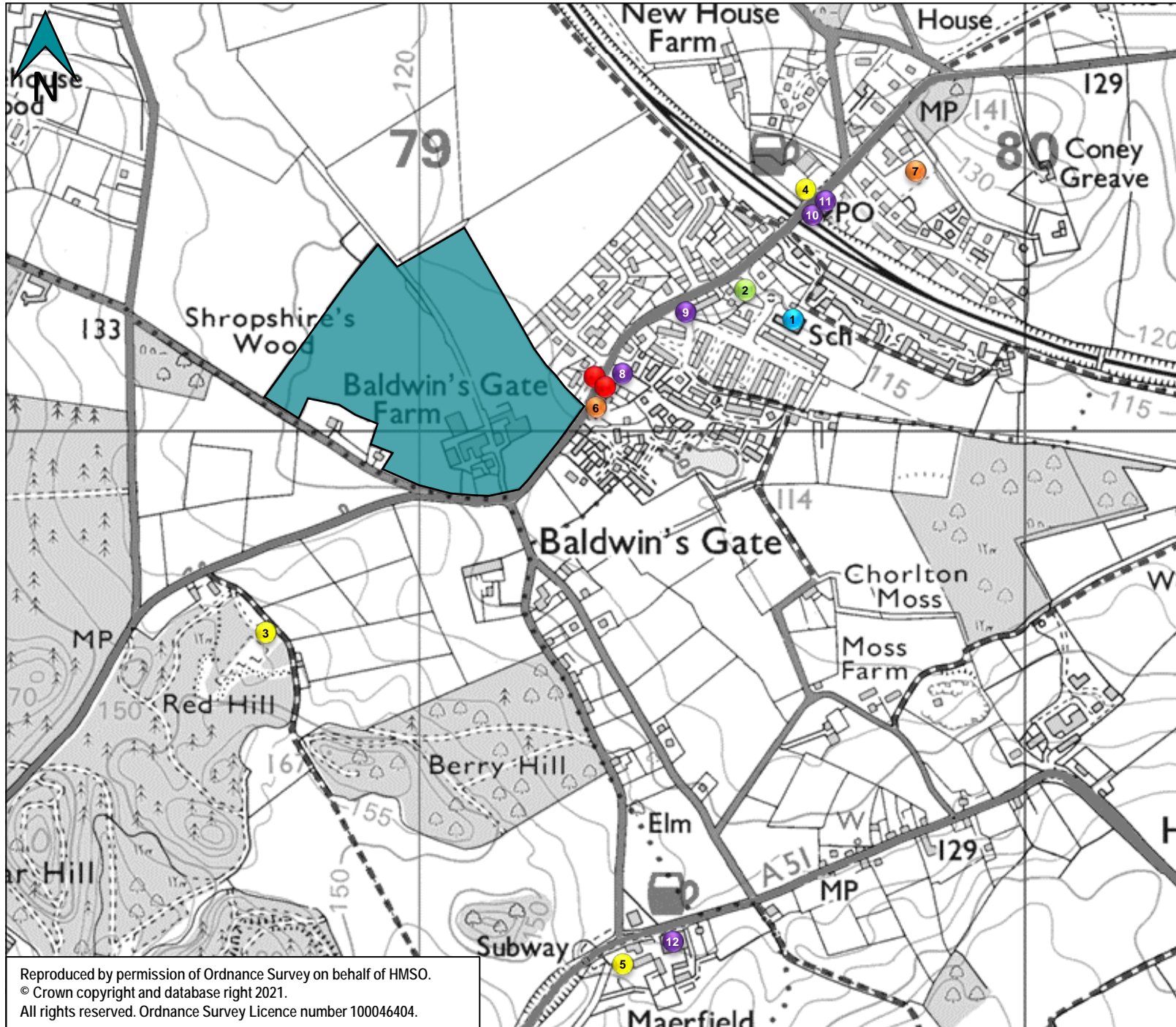
T21558  
Baldwins Gate  
Figure 5.1  
Development Traffic Assignment %  
AM Peak Hour: 08:00 - 09:00



T21558  
Baldwins Gate  
Figure 5.2  
Development Traffic Assignment %  
PM Peak Hour: 17:00 - 18:00







**Legend**

-  Site
-  Bus Stops
-  Baldwin's Gate CofE Primary School
-  Baldwin's Gate Surgery
-  The Chipperfield Rifle Ranges
-  The Blockhouse Grill
-  Slater's Country Inn
-  Baldwin's Gate Methodist Church
-  Whitmore Village Hall
-  Plant & Wilton Butchers
-  Baldwin's Gate Filling Station
-  Eshanya's Hair Salon
-  Station Stores & Post Office
-  Slater's Shopping and Craft Village

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*Not to Scale*  
 Land North of A53  
 Baldwin's Gate  
**Figure 3.5 – Local Facilities**





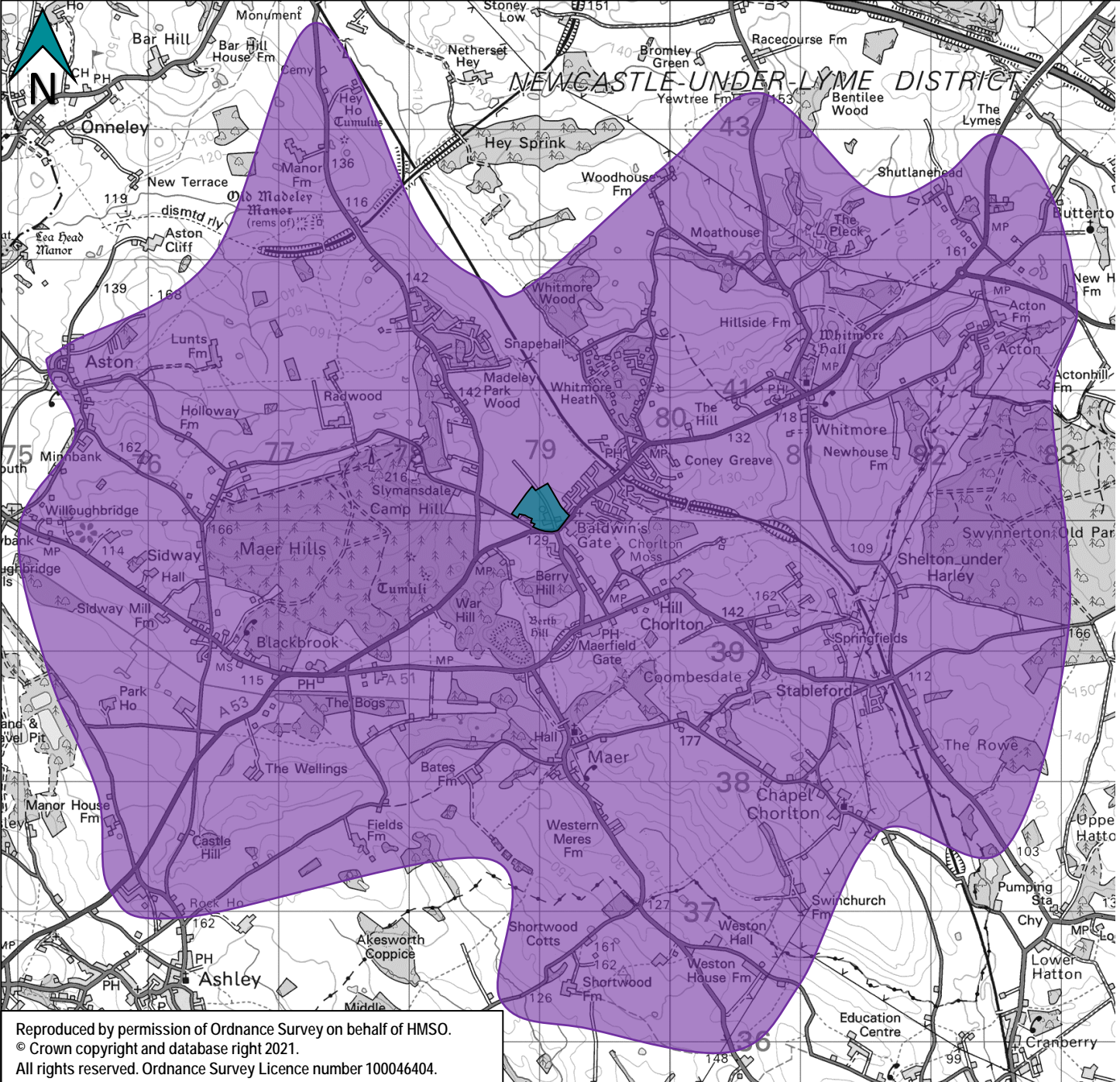
- Legend**
-  Site
  -  800m Walk Distance
  -  1.2km Walk Distance
  -  2.0km Walk Distance





*Not to Scale*  
 Land North of A53  
 Baldwins Gate  
**Figure 3.6 – Walk Distances**

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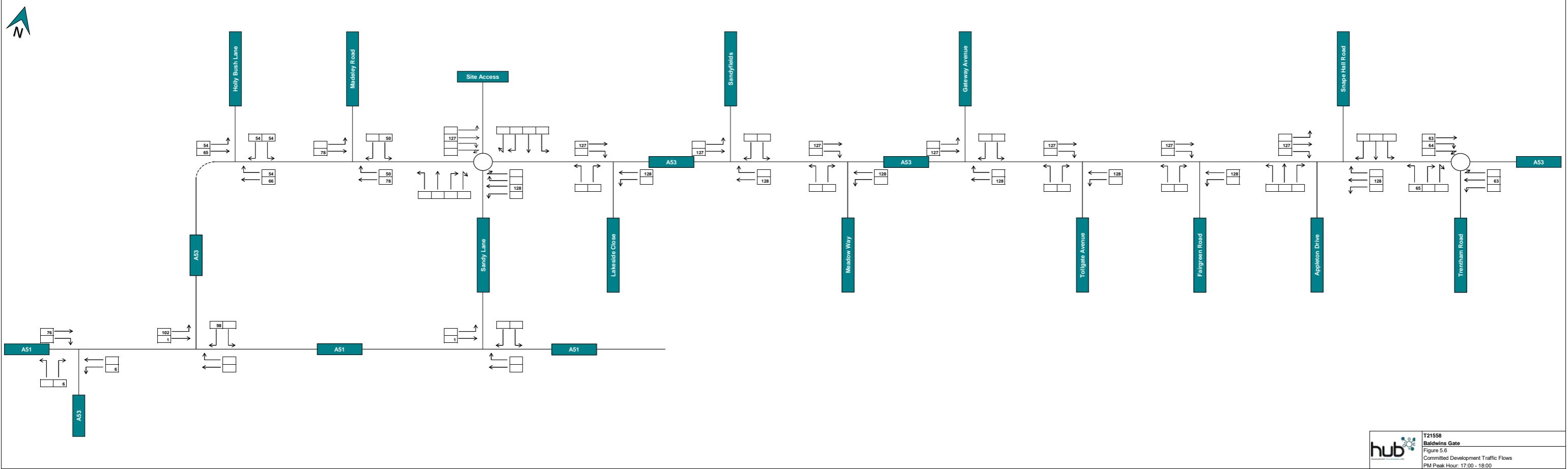
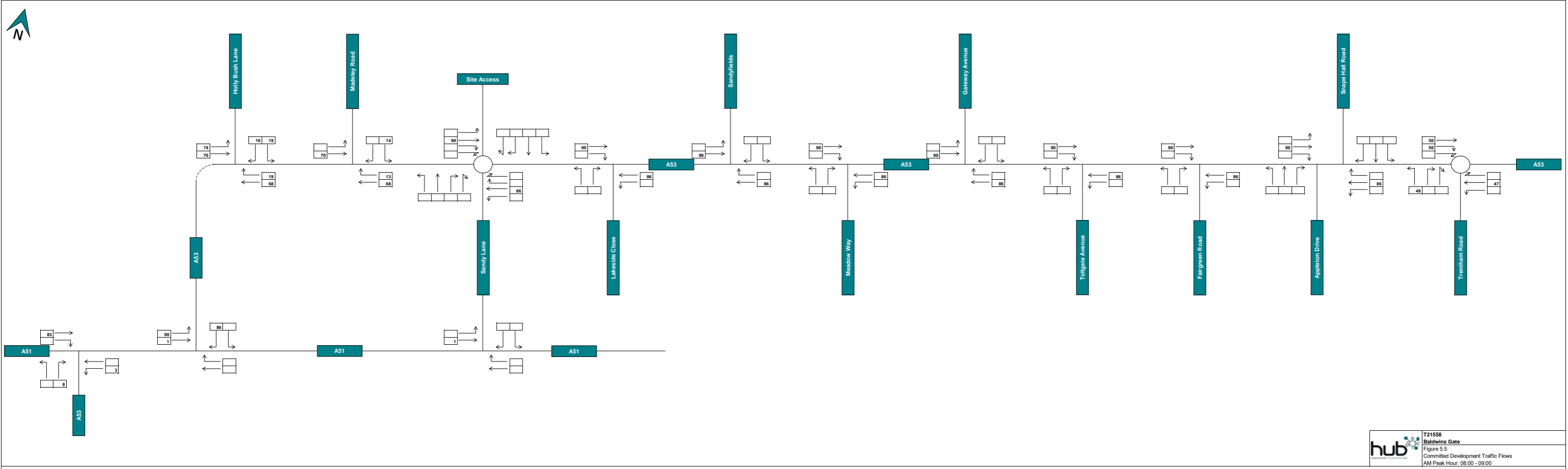
**Legend**

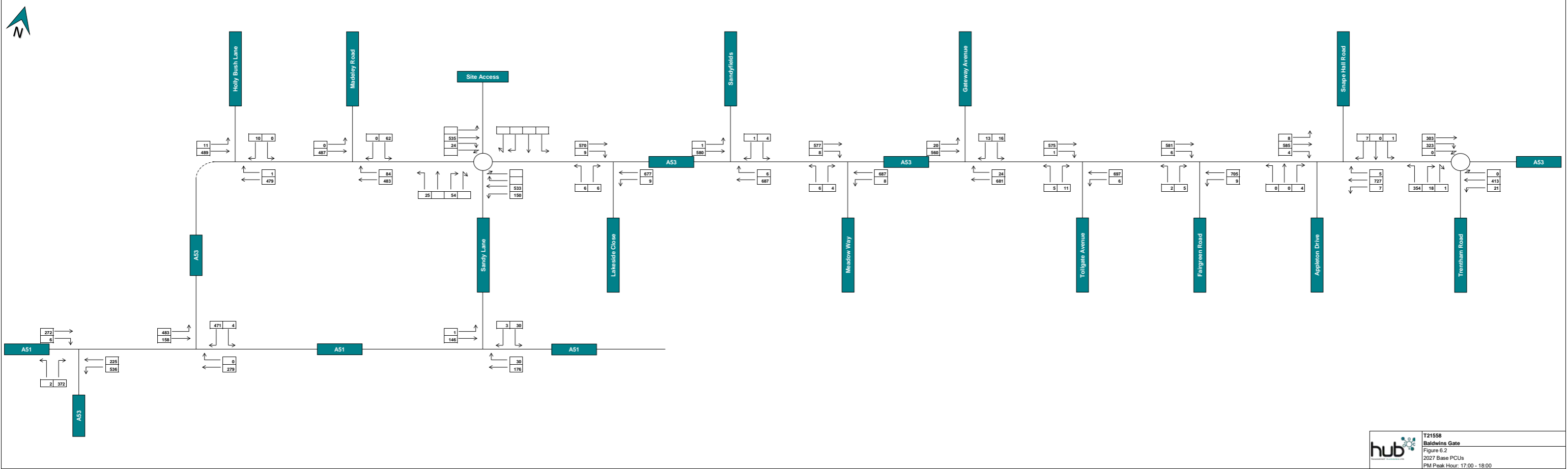
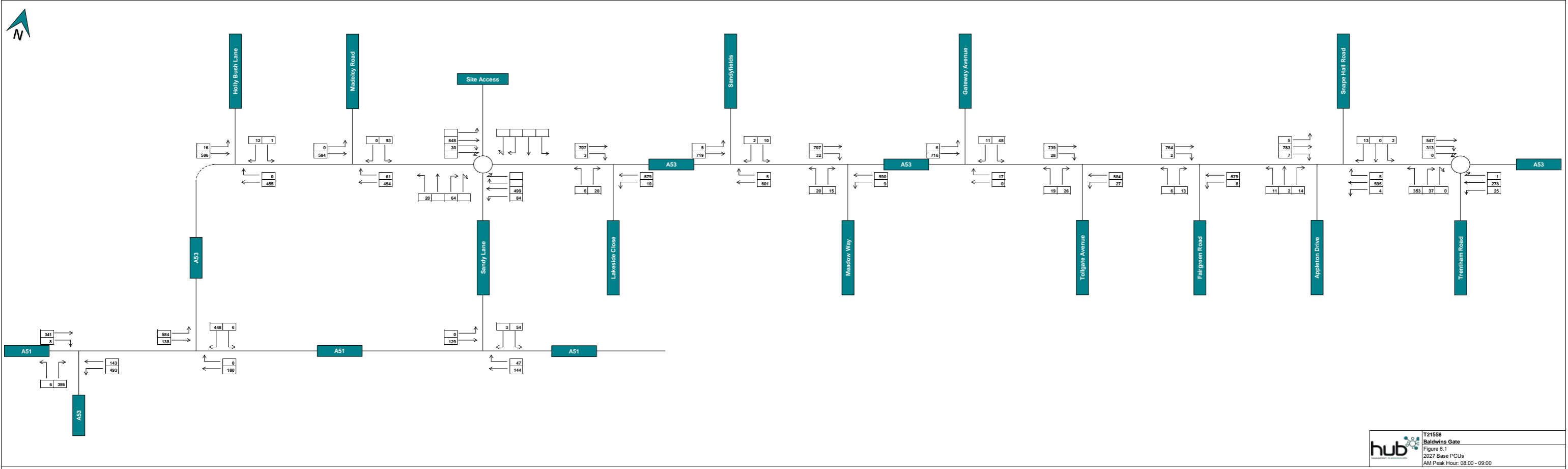
-  Site
-  5.0km Cycle Distance

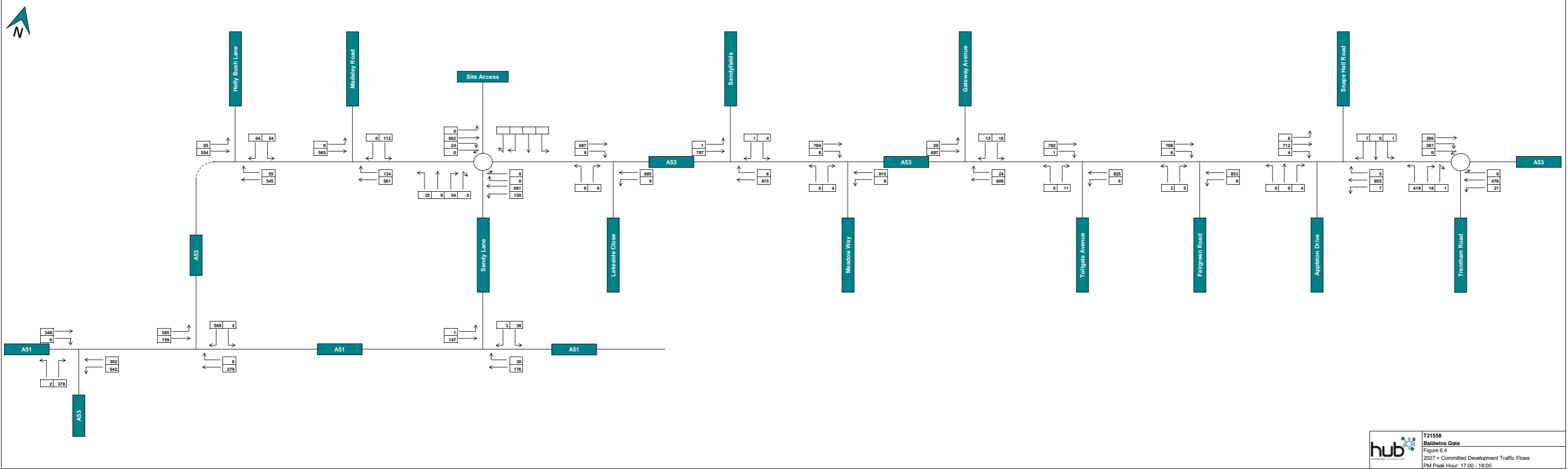
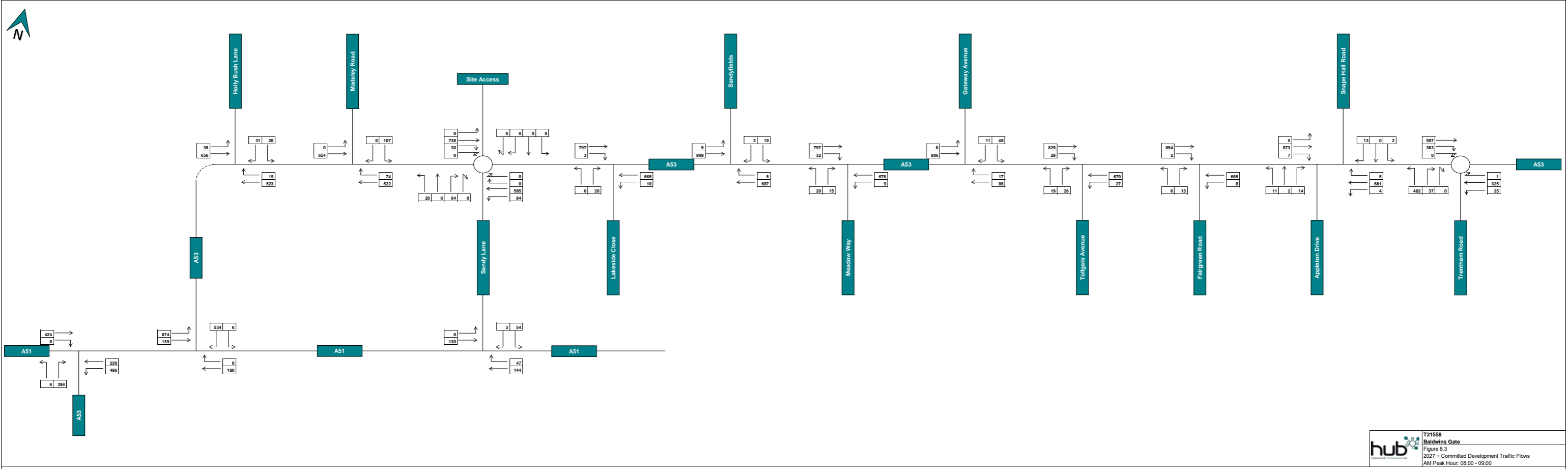


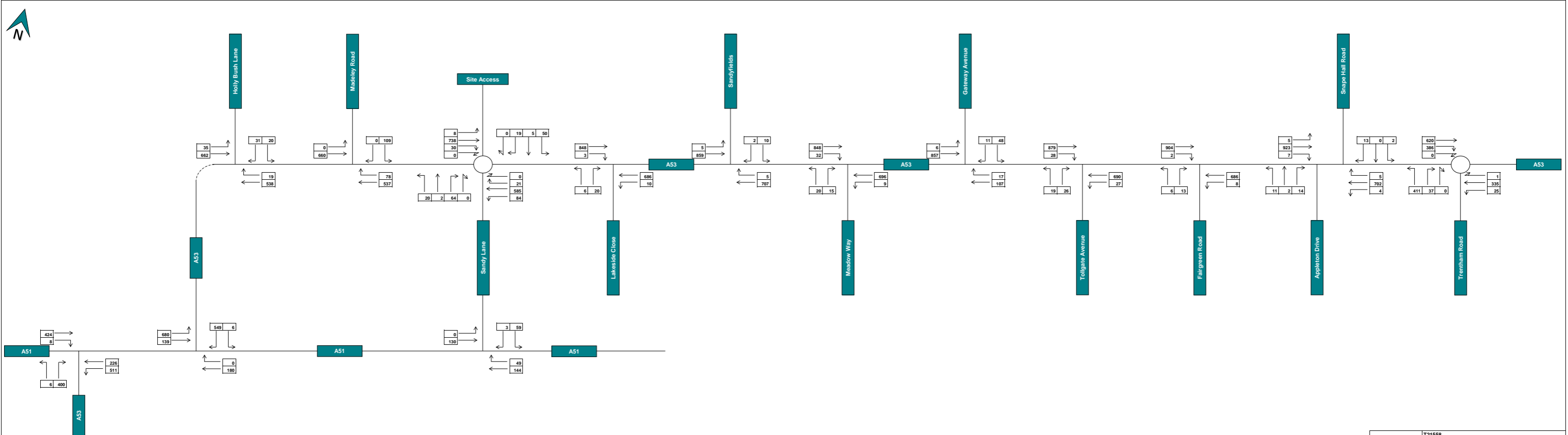
*Not to Scale*  
 Land North of A53  
 Baldwins Gate  
**Figure 3.7 – Cycle Distance**

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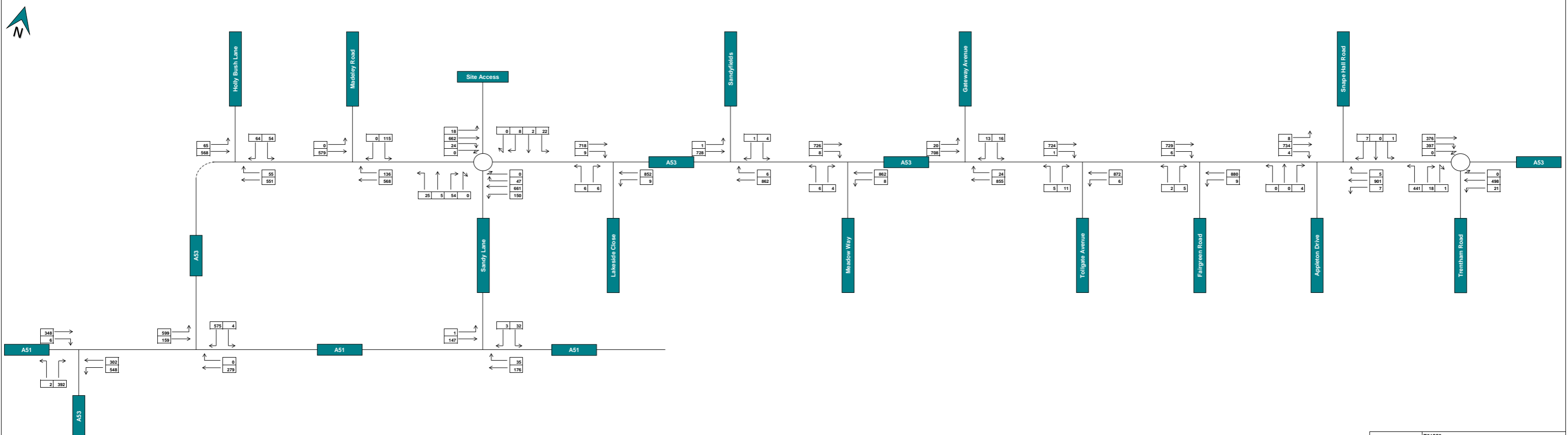






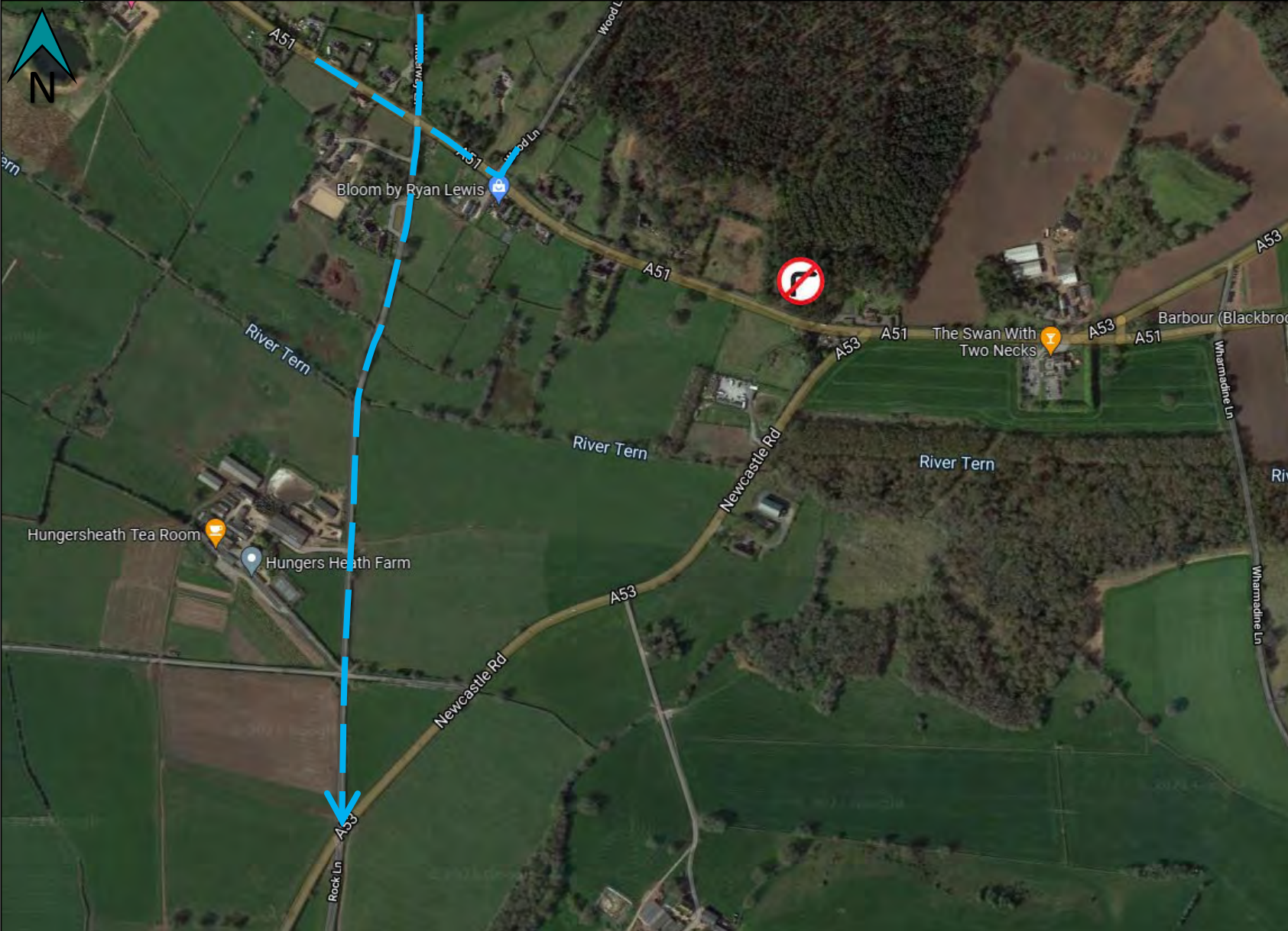


T21558  
 Baldwins Gate  
 Figure 6.5  
 2027 + Committed + Development Traffic Flows  
 AM Peak Hour: 08:00 - 09:00

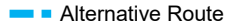




T21558  
 Baldwins Gate  
 Figure 6.6  
 2027 + Committed + Development Traffic Flows  
 PM Peak Hour: 17:00 - 18:00





**Legend**

-  Alternative Route
-  Banned Right Turn from A51 to A53



hub  
TRANSPORT PLANNING LTD

*Not to Scale*

Land North of A53  
Baldwins Gate

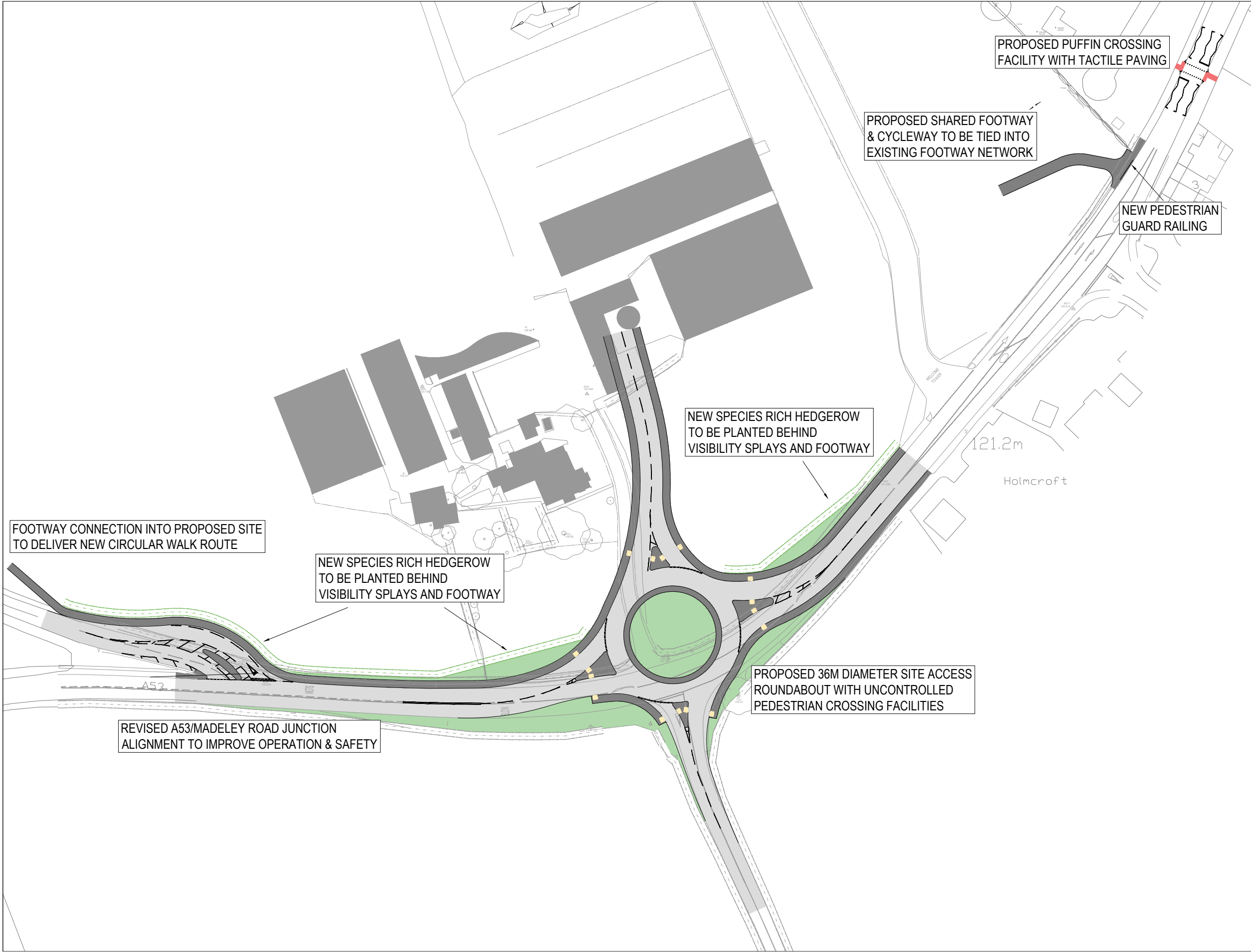
**Figure 7.1 – Alternative Route  
A51 to A53 via Unnamed Road**

**T21558**  
**Land North of A53, Baldwins Gate**



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## Drawings



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
A	DRAWING AMENDED FOLLOWING UPDATE TO SITE LAYOUT	23.09.21	JP	GM

**hub** TRANSPORT PLANNING LTD

Hub Transport Planning Ltd  
 Radclyffe House  
 66/68 Hagley Road  
 Edgbaston  
 Birmingham  
 West Midlands  
 B16 8PF  
 T : 0121 454 5530

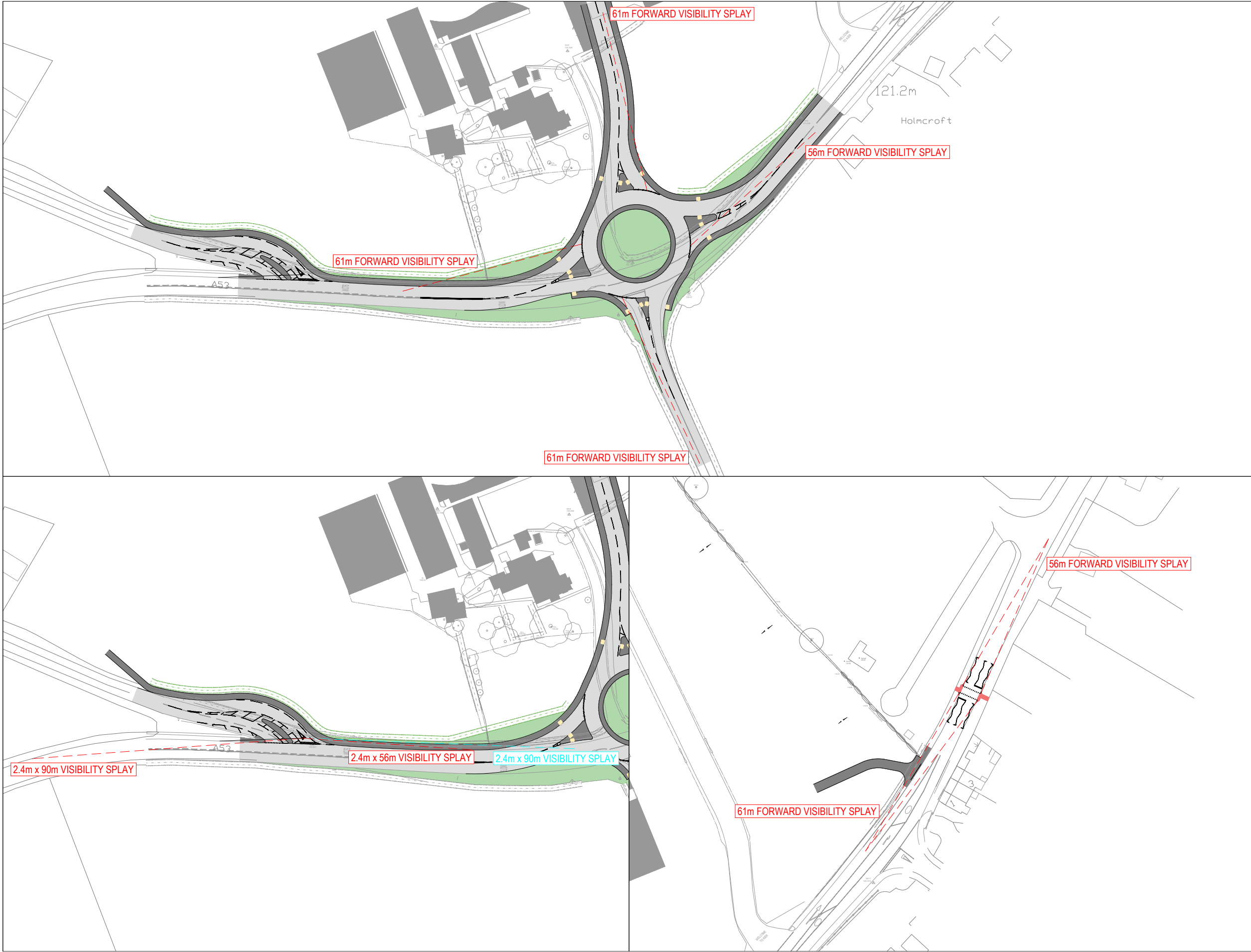
CLIENT  
**RICHBOROUGH ESTATES**

PROJECT  
**BALDWINS GATE**

TITLE  
**PROPOSED SITE ACCESS ARRANGEMENTS**

DRAWN JP	AUTHORISED GM	SCALE 1:1000	SHEET SIZE A3	DATE 28.07.21
PROJECT NO. T21558		DRAWING NO. 001		REV A





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REV	DESCRIPTION	DATE	BY	AUTH



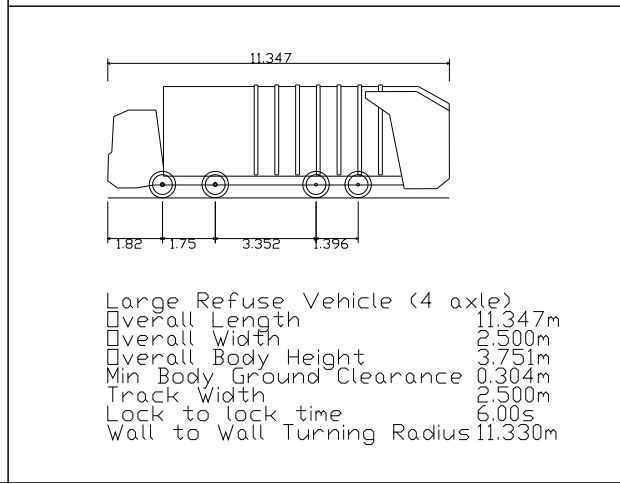
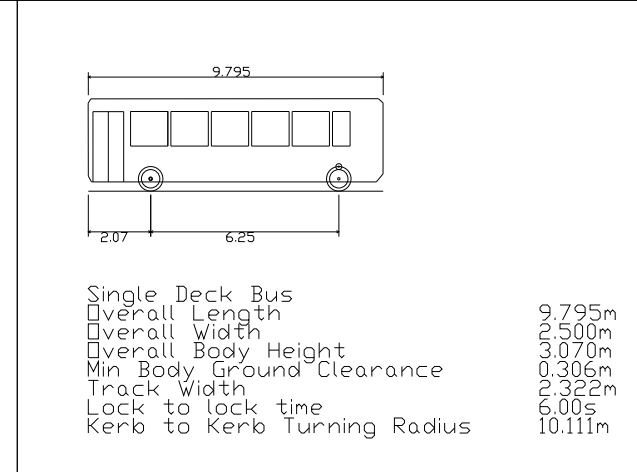
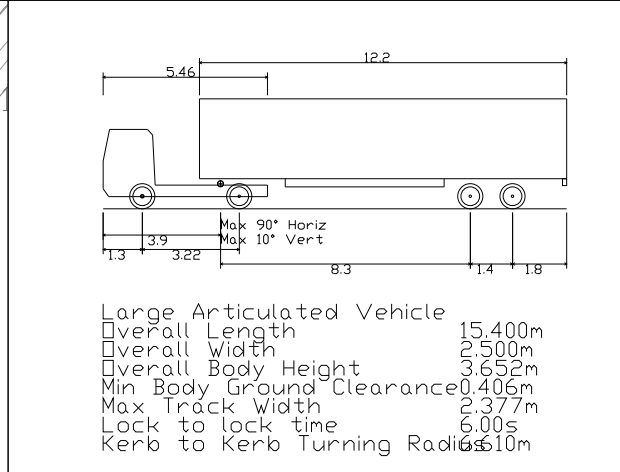
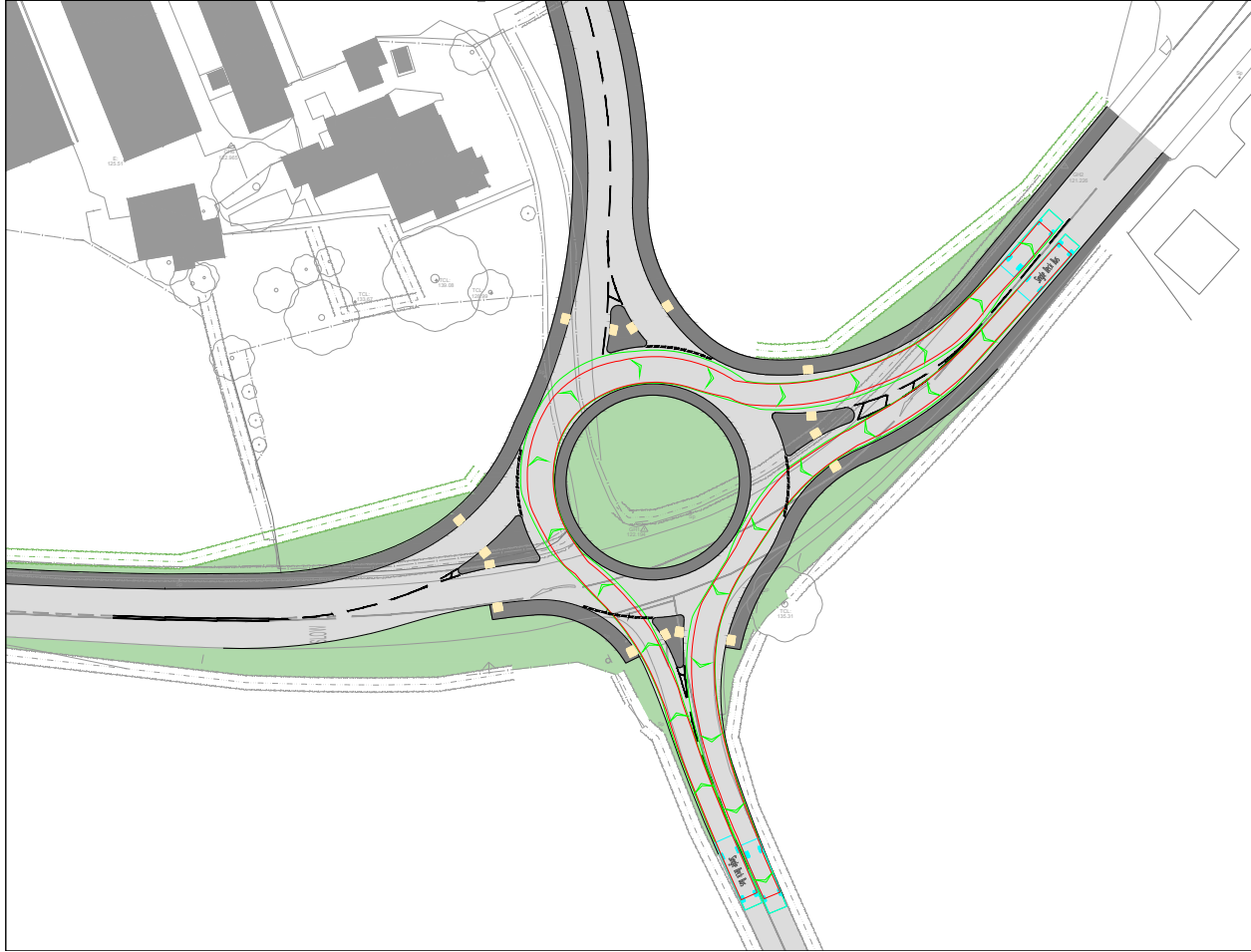
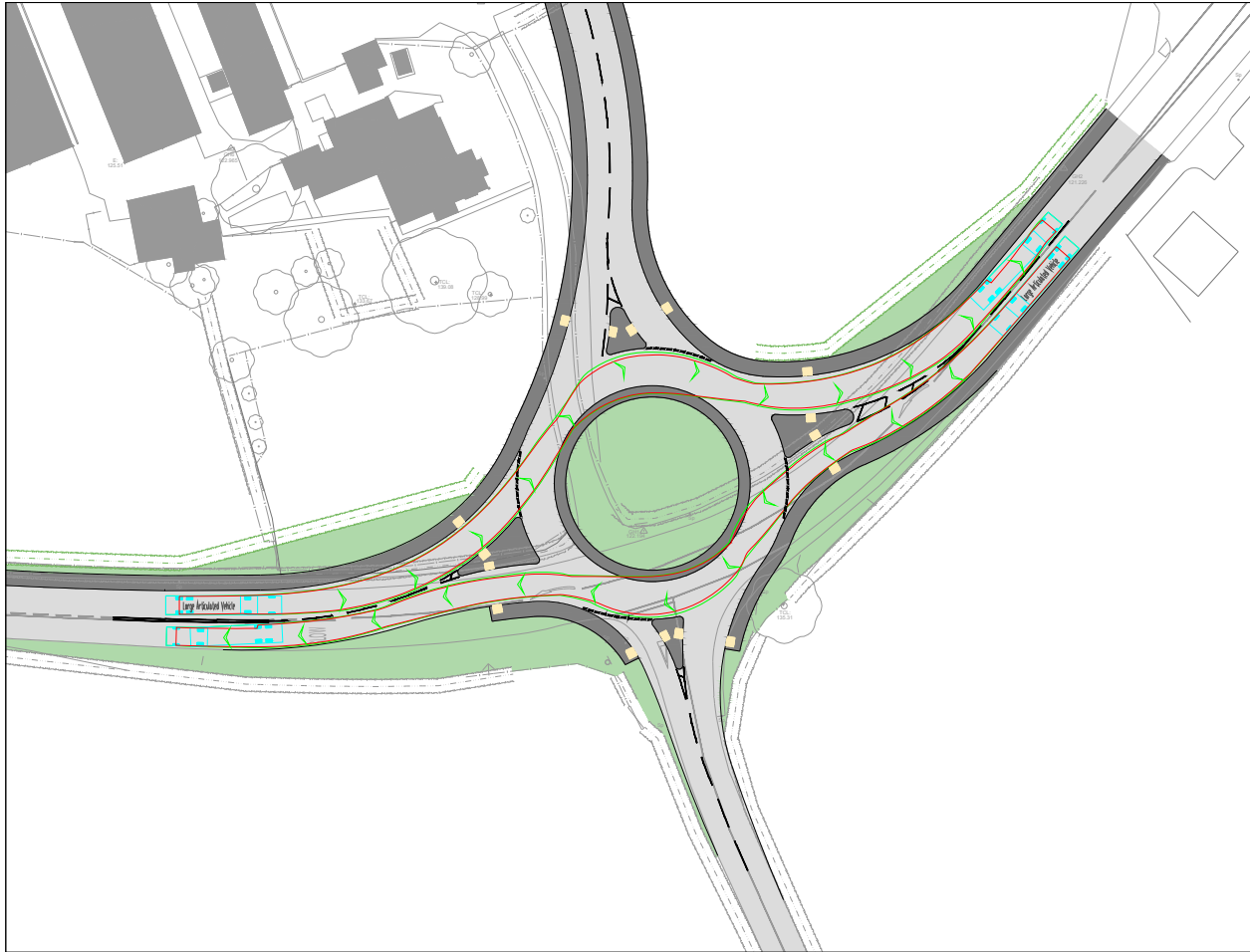
Hub Transport Planning Ltd  
 Radclyffe House  
 66/68 Hagley Road  
 Edgbaston  
 Birmingham  
 West Midlands  
 B16 8PF  
 T : 0121 454 5530

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
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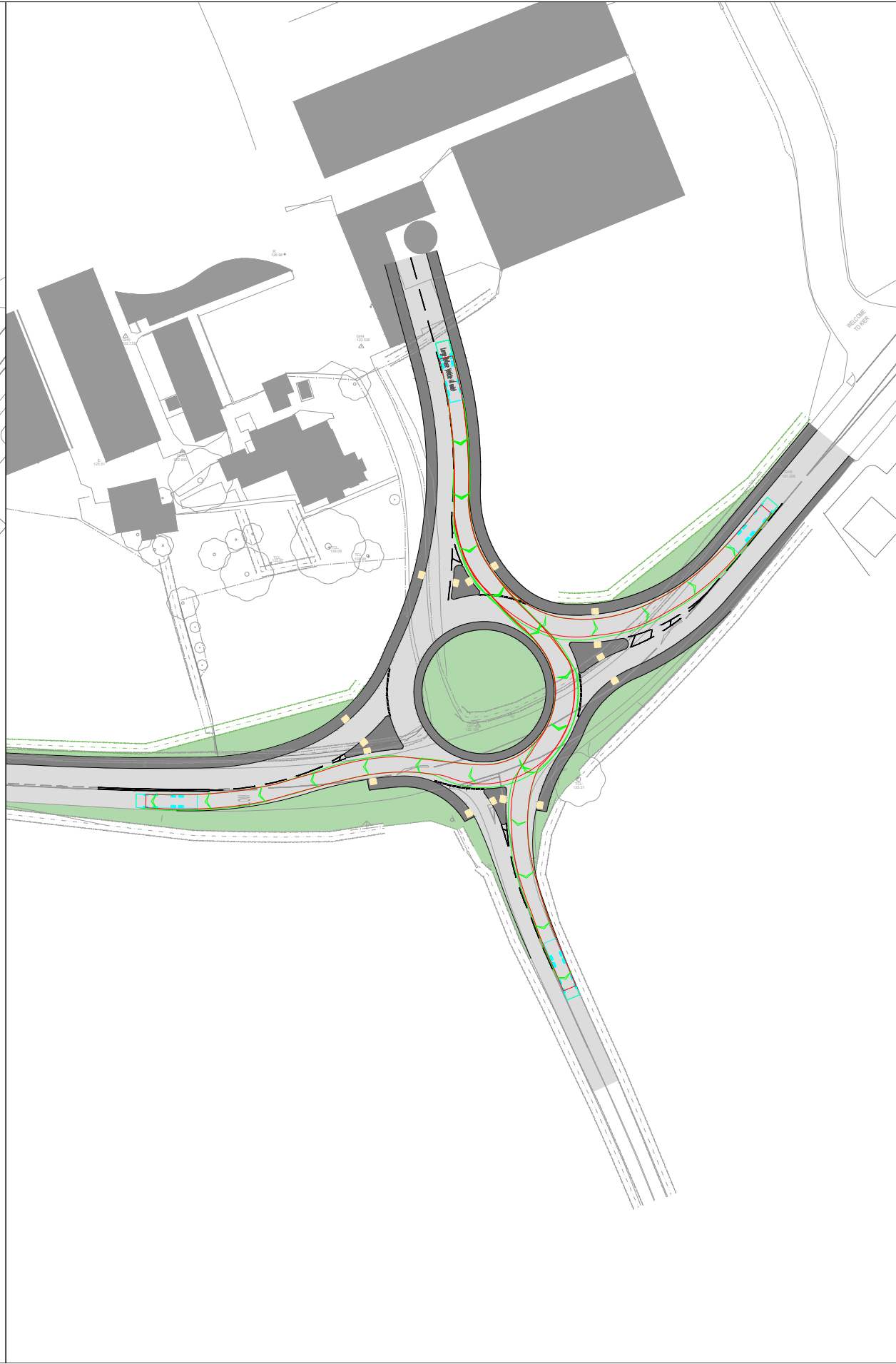
Hub Transport Planning Ltd  
 Radcliffe House  
 66/68 Hagley Road  
 Edgbaston  
 Birmingham  
 West Midlands  
 B16 8PF  
 T : 0121 454 5530

CLIENT  
**RICHBOROUGH ESTATES**

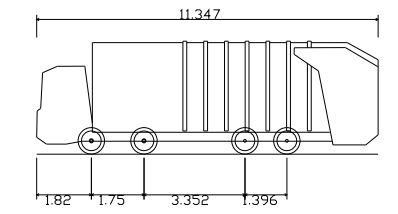
PROJECT  
**BALDWINS GATE**

TITLE  
**PROPOSED ACCESS AND HIGHWAY NETWORK SWEEP PATHS 01**

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
JP	GM	1:1000	A3	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



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 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	AUTHORISED	SCALE	SHEET SIZE	DATE
JP	GM	1:1000	A3	23.09.21

PROJECT NO.	DRAWING NO.	REV
T21558	004	-



**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



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 Edgbaston  
 Birmingham  
 West Midlands  
 B16 8PF  
 T : 0121 454 5530

CLIENT  
**RICHBOROUGH ESTATES**

PROJECT  
**BALDWINS GATE**

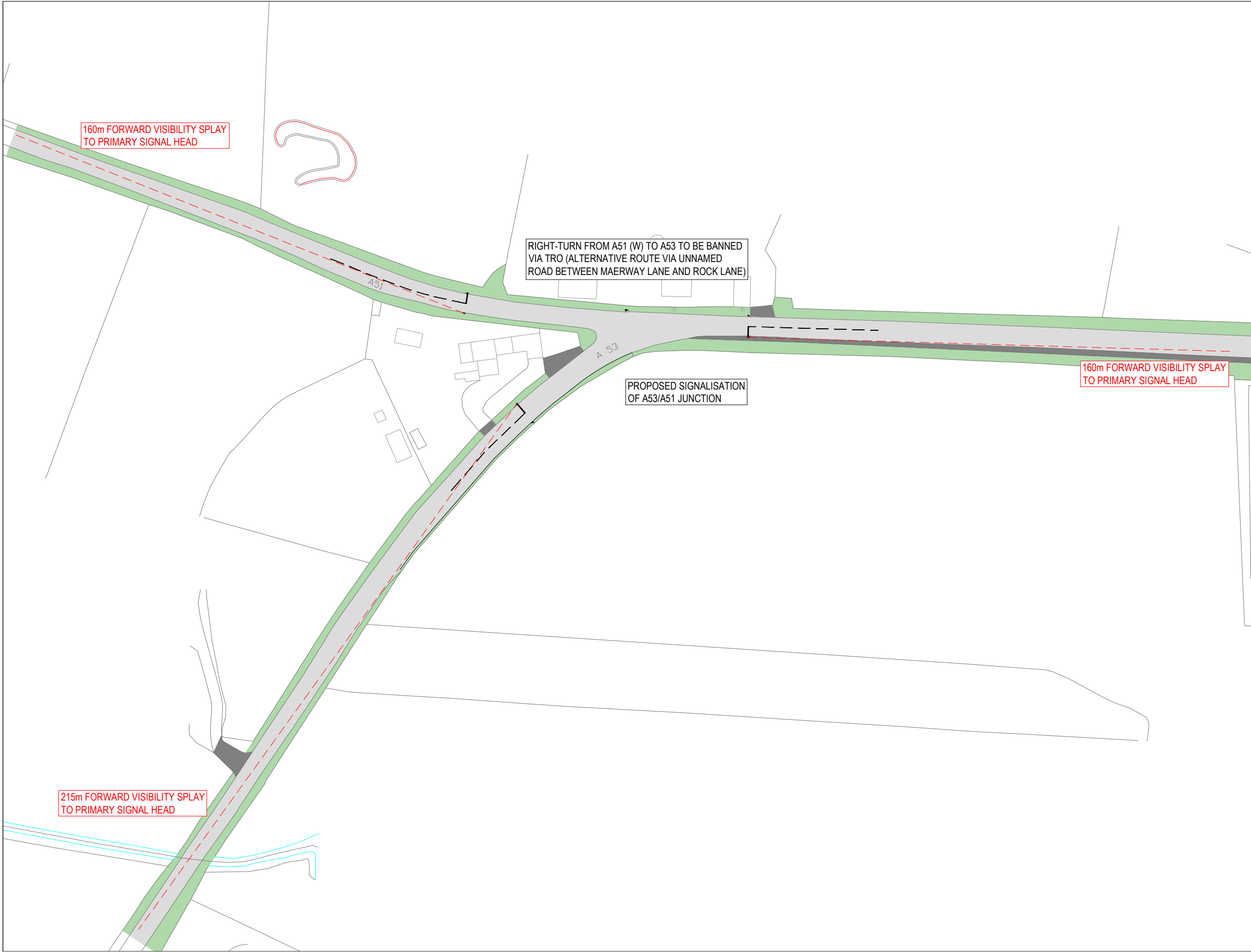
TITLE  
**PROPOSED A53 SPEED LIMIT AMENDMENTS & FEATURES**

DRAWN JP	AUTHORISED GM	SCALE 1:1500	SHEET SIZE A3	DATE 27.09.21
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PROJECT NO. T21558	DRAWING NO. 005	REV -
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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



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 B16 8PF  
 T : 0121 454 5530

CLIENT  
**RICHBOROUGH ESTATES**

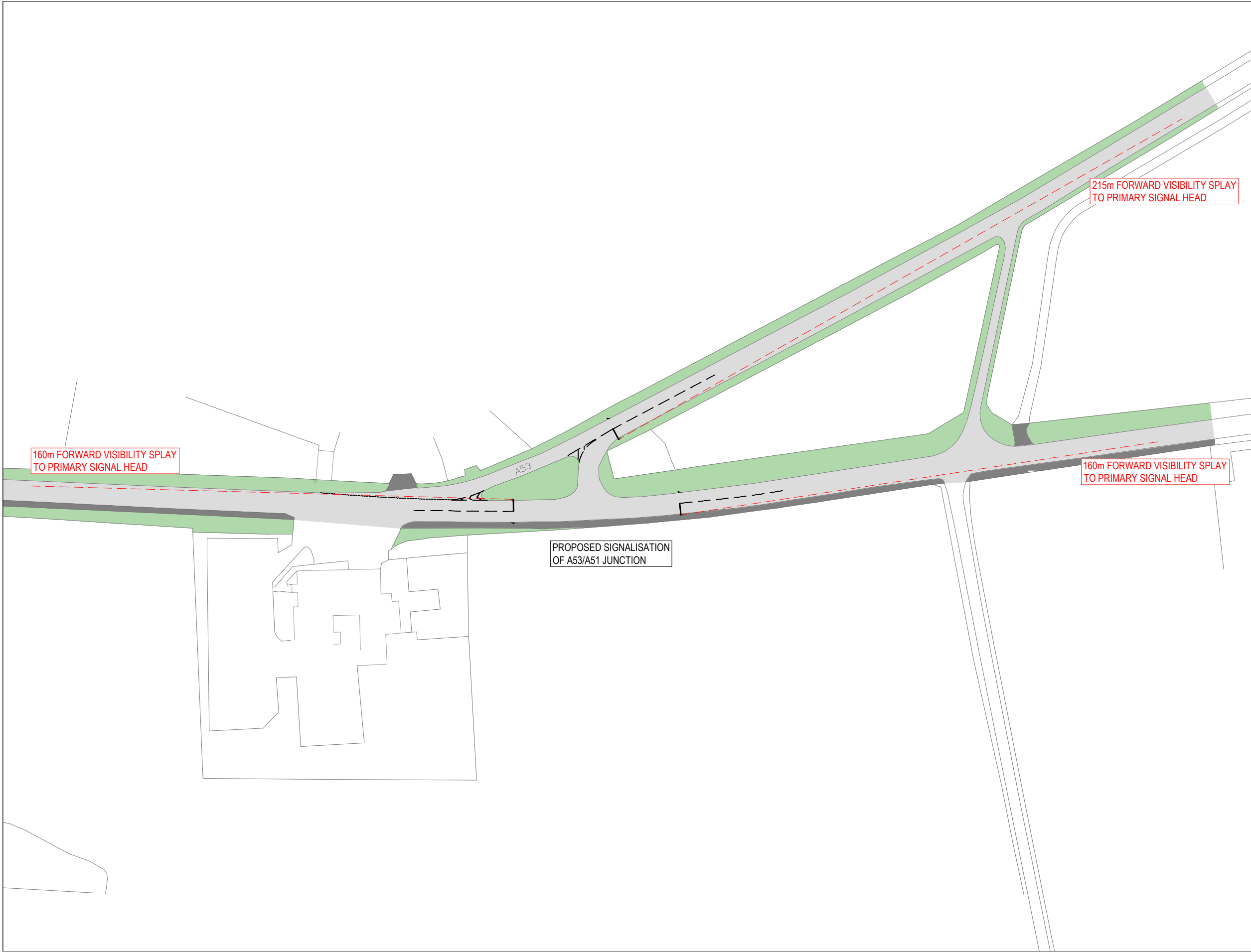
PROJECT  
**BALDWINS GATE**

TITLE  
**PROPOSED A51/A53 SIGNALS  
 SCHEME (WESTERN JUNCTION)**

DRAWN JP	AUTHORISED GM	SCALE 1:1250	SHEET SIZE A3	DATE 27.09.21
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PROJECT NO. T21558	DRAWING NO. 006	REV -
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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
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Hub Transport Planning Ltd  
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 West Midlands  
 B16 8PF  
 T : 0121 454 5530

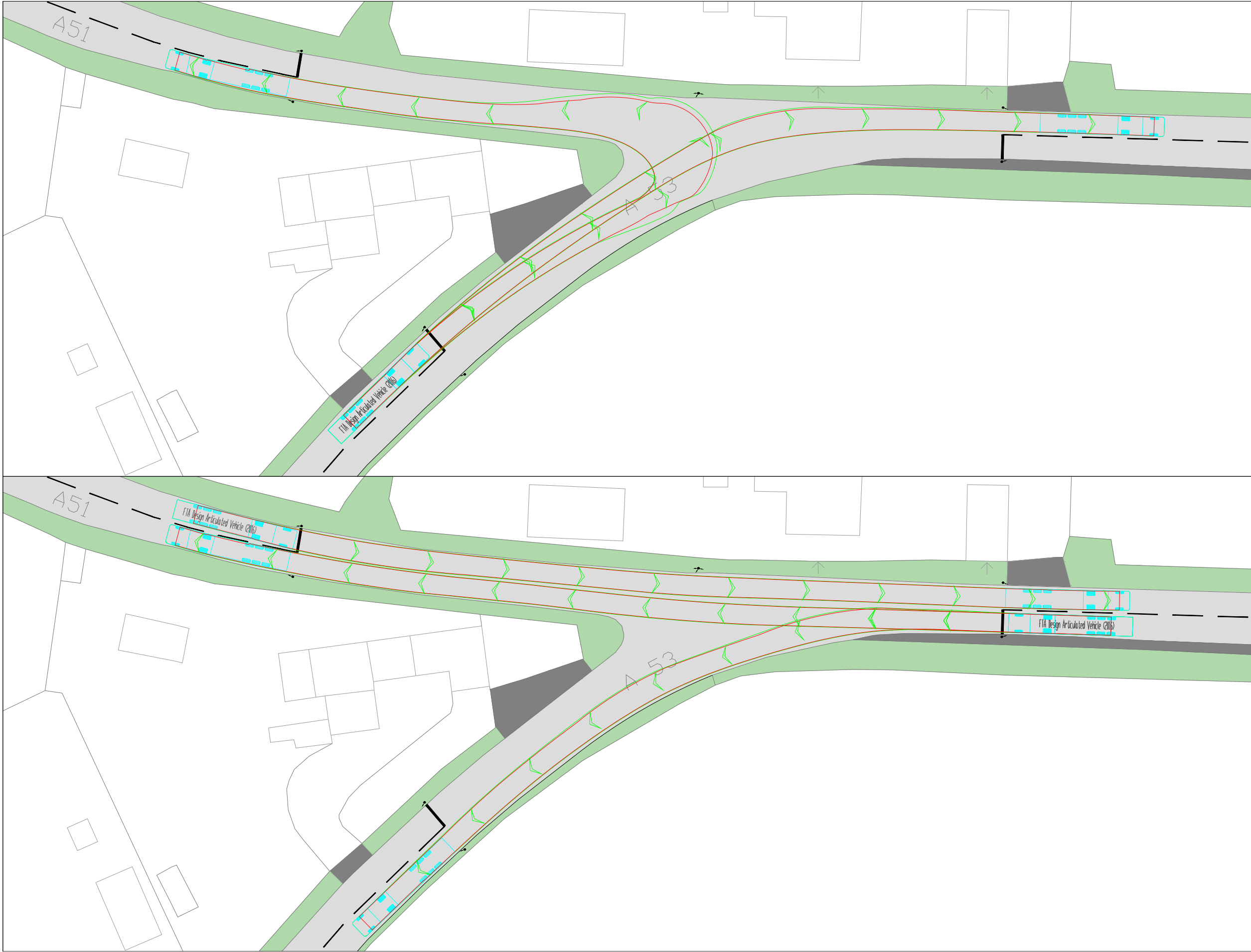
CLIENT  
**RICHBOROUGH ESTATES**

PROJECT  
**BALDWINS GATE**

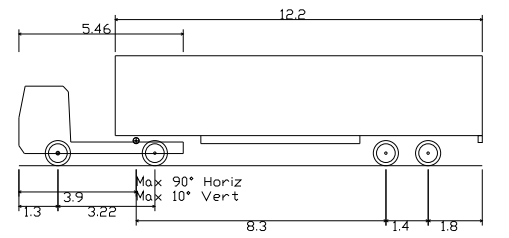
TITLE  
**PROPOSED A51/A53 SIGNALS  
 SCHEME (EASTERN JUNCTION)**

DRAWN JP	AUTHORISED GM	SCALE 1:1250	SHEET SIZE A3	DATE 27.09.21
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PROJECT NO. T21558	DRAWING NO. 007	REV -
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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



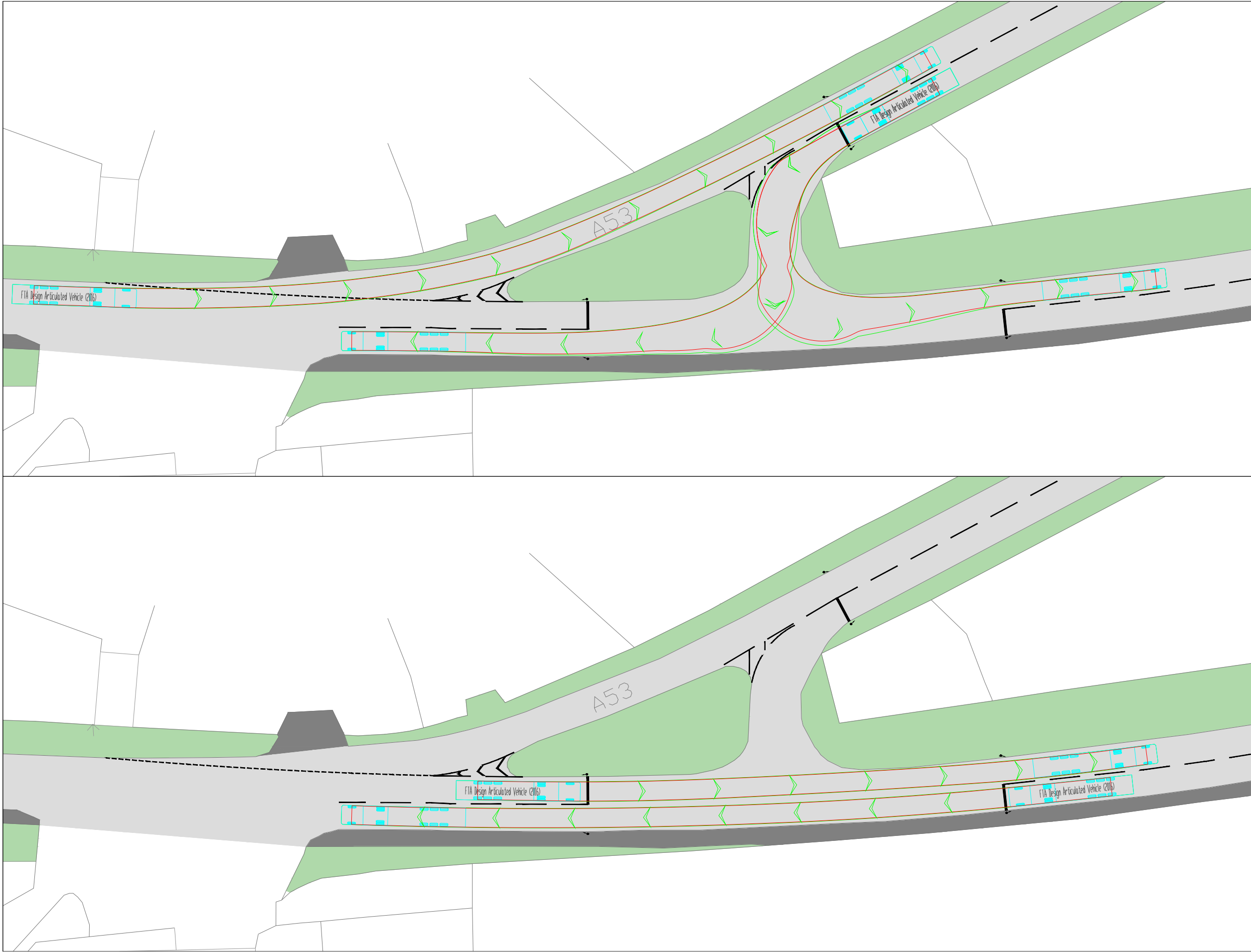
Hub Transport Planning Ltd  
 Radclyffe House  
 66/68 Hagley Road  
 Edgbaston  
 Birmingham  
 West Midlands  
 B16 8PF  
 T : 0121 454 5530

CLIENT  
**RICHBOROUGH ESTATES**

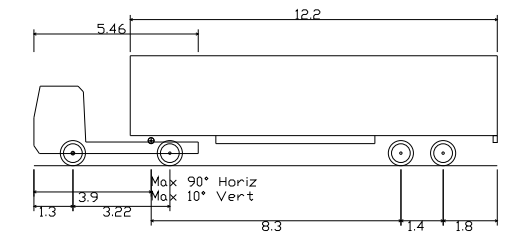
PROJECT  
**BALDWINS GATE**

TITLE  
**PROPOSED A51/A53 JUNCTION  
 SWEEP PATH ANALYSIS 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



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 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 -



**T21558**  
**Land North of A53, Baldwins Gate**



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## Appendix A

### Traffic Count Data

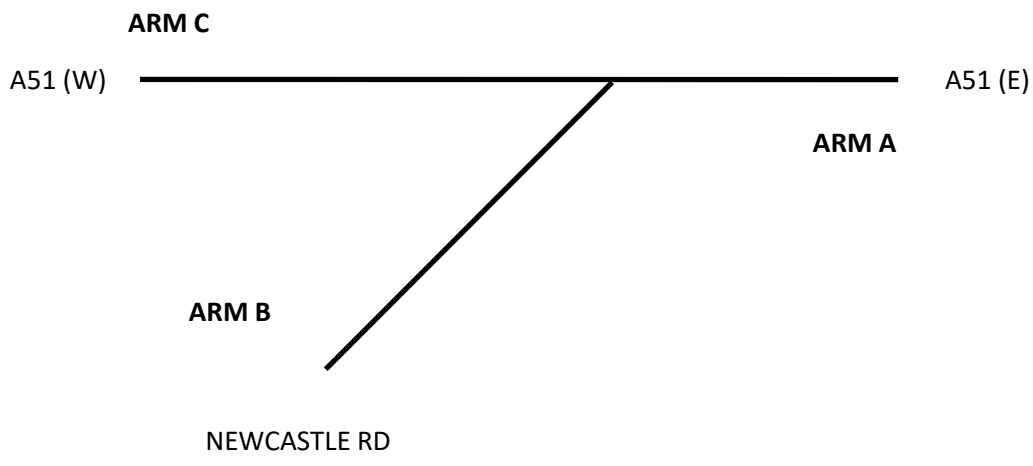
**SITE: 1**



**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

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
07:00	47	16	8	3	1	0	0	75
07:15	53	24	8	10	0	0	0	95
07:30	52	32	5	10	1	1	0	101
07:45	57	31	7	8	2	0	0	105
<b>H/TOT</b>	<b>209</b>	<b>103</b>	<b>28</b>	<b>31</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>376</b>
08:00	44	31	9	7	0	0	0	91
08:15	63	22	8	4	0	1	0	98
08:30	50	23	7	7	0	0	0	87
08:45	43	28	12	13	0	0	0	96
<b>H/TOT</b>	<b>200</b>	<b>104</b>	<b>36</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>372</b>
09:00	63	21	5	7	0	0	0	96
09:15	50	16	8	7	0	0	0	81
09:30	41	30	4	8	0	0	0	83
09:45	30	30	6	10	0	1	0	77
<b>H/TOT</b>	<b>184</b>	<b>97</b>	<b>23</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>337</b>
<b>P/TOT</b>	<b>593</b>	<b>304</b>	<b>87</b>	<b>94</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1085</b>

TIME	A TO C FROM A51 (E) TO A51(W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	2	1	0	0	0	0	14
07:15	22	1	0	1	1	0	0	25
07:30	24	3	3	1	0	0	0	31
07:45	20	12	1	1	0	0	0	34
<b>H/TOT</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>104</b>
08:00	23	10	0	1	1	0	0	35
08:15	12	7	1	3	1	0	0	24
08:30	18	3	1	3	0	1	0	26
08:45	17	10	2	0	0	0	0	29
<b>H/TOT</b>	<b>70</b>	<b>30</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>114</b>
09:00	29	10	4	2	0	0	0	45
09:15	21	3	0	0	0	0	0	24
09:30	29	6	3	2	0	0	0	40
09:45	17	7	4	2	1	0	0	31
<b>H/TOT</b>	<b>96</b>	<b>26</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>140</b>
<b>P/TOT</b>	<b>243</b>	<b>74</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>358</b>

# 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
<b>H/TOT</b>	<b>329</b>	<b>60</b>	<b>9</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>419</b>
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
<b>H/TOT</b>	<b>354</b>	<b>64</b>	<b>4</b>	<b>16</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>457</b>
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
<b>H/TOT</b>	<b>262</b>	<b>36</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>330</b>
<b>P/TOT</b>	<b>945</b>	<b>160</b>	<b>21</b>	<b>42</b>	<b>3</b>	<b>35</b>	<b>0</b>	<b>1206</b>

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
<b>H/TOT</b>	<b>113</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>139</b>
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
<b>H/TOT</b>	<b>152</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>196</b>
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
<b>H/TOT</b>	<b>106</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>130</b>
<b>P/TOT</b>	<b>371</b>	<b>72</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>465</b>

## 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	53	18	0	7	0	0	0	78
07:15	47	17	3	8	0	0	0	75
07:30	69	9	3	4	0	1	0	86
07:45	70	16	4	2	0	0	0	92
<b>H/TOT</b>	<b>239</b>	<b>60</b>	<b>10</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>331</b>
08:00	49	15	5	6	0	0	0	75
08:15	46	13	2	3	0	0	0	64
08:30	63	11	4	7	1	0	0	86
08:45	50	13	7	7	0	0	0	77
<b>H/TOT</b>	<b>208</b>	<b>52</b>	<b>18</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>302</b>
09:00	57	15	4	1	0	0	0	77
09:15	47	7	7	6	0	0	0	67
09:30	54	12	4	3	0	0	0	73
09:45	62	10	5	4	0	0	0	81
<b>H/TOT</b>	<b>220</b>	<b>44</b>	<b>20</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>298</b>
<b>P/TOT</b>	<b>667</b>	<b>156</b>	<b>48</b>	<b>58</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>931</b>

TIME	B TO C FROM NEWCASTLE RD TO A51(W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	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	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
08:00	0	1	1	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
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
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>P/TOT</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>

# 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
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
<b>H/TOT</b>	<b>190</b>	<b>93</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>309</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
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
<b>H/TOT</b>	<b>218</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>311</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
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
<b>H/TOT</b>	<b>198</b>	<b>43</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>P/TOT</b>	<b>606</b>	<b>205</b>	<b>32</b>	<b>34</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>884</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>



## 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	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
<b>H/TOT</b>	<b>162</b>	<b>39</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>207</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
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
<b>H/TOT</b>	<b>235</b>	<b>35</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>287</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
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
<b>H/TOT</b>	<b>117</b>	<b>28</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>161</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>514</b>	<b>102</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>655</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>



## 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
<b>H/TOT</b>	<b>401</b>	<b>99</b>	<b>12</b>	<b>23</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>538</b>	<b>286</b>	<b>121</b>	<b>33</b>	<b>34</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>480</b>
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
<b>H/TOT</b>	<b>443</b>	<b>87</b>	<b>28</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>589</b>	<b>270</b>	<b>134</b>	<b>40</b>	<b>38</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>486</b>
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
<b>H/TOT</b>	<b>337</b>	<b>72</b>	<b>28</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>459</b>	<b>280</b>	<b>123</b>	<b>34</b>	<b>38</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>477</b>
<b>P/TOT</b>	<b>1181</b>	<b>258</b>	<b>68</b>	<b>67</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1586</b>	<b>836</b>	<b>378</b>	<b>107</b>	<b>110</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1443</b>

# 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	74	32	4	9	1	4	0	124
16:15	94	33	2	3	1	0	0	133
16:30	98	37	4	2	1	0	1	143
16:45	97	25	6	4	0	0	0	132
<b>H/TOT</b>	<b>363</b>	<b>127</b>	<b>16</b>	<b>18</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>532</b>
17:00	93	31	5	4	0	0	0	133
17:15	119	26	5	2	0	2	0	154
17:30	103	32	2	5	1	3	0	146
17:45	95	14	3	1	0	0	1	114
<b>H/TOT</b>	<b>410</b>	<b>103</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>547</b>
18:00	73	16	5	1	0	0	0	95
18:15	68	6	2	3	0	0	0	79
18:30	68	15	2	3	1	3	1	93
18:45	63	18	1	3	0	0	0	85
<b>H/TOT</b>	<b>272</b>	<b>55</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>352</b>
<b>P/TOT</b>	<b>1045</b>	<b>285</b>	<b>41</b>	<b>40</b>	<b>5</b>	<b>12</b>	<b>3</b>	<b>1431</b>

TIME	FROM ARM A A51 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	91	19	3	3	0	0	0	116
16:15	110	18	9	1	0	2	0	140
16:30	117	27	2	11	0	1	0	158
16:45	124	16	0	3	1	0	0	144
<b>H/TOT</b>	<b>442</b>	<b>80</b>	<b>14</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>558</b>
17:00	123	30	2	1	1	0	1	158
17:15	128	28	0	1	0	2	0	159
17:30	124	26	2	7	0	9	0	168
17:45	131	17	4	7	1	8	0	168
<b>H/TOT</b>	<b>506</b>	<b>101</b>	<b>8</b>	<b>16</b>	<b>2</b>	<b>19</b>	<b>1</b>	<b>653</b>
18:00	99	17	3	1	0	6	0	126
18:15	107	12	4	4	1	5	0	133
18:30	86	13	4	2	0	4	0	109
18:45	76	9	2	2	1	2	0	92
<b>H/TOT</b>	<b>368</b>	<b>51</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>460</b>
<b>P/TOT</b>	<b>1316</b>	<b>232</b>	<b>35</b>	<b>43</b>	<b>5</b>	<b>39</b>	<b>1</b>	<b>1671</b>

## 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							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	47	16	8	3	1	0	0	75
07:15	53	24	8	11	0	0	0	96
07:30	53	32	6	10	1	1	0	103
07:45	57	31	7	8	2	0	0	105
<b>H/TOT</b>	<b>210</b>	<b>103</b>	<b>29</b>	<b>32</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>379</b>
08:00	46	32	9	7	0	0	0	94
08:15	63	24	8	4	0	1	0	100
08:30	50	23	7	7	0	0	0	87
08:45	43	28	12	14	0	0	0	97
<b>H/TOT</b>	<b>202</b>	<b>107</b>	<b>36</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>378</b>
09:00	63	21	5	7	0	0	0	96
09:15	51	16	8	7	0	0	0	82
09:30	41	30	4	8	0	0	0	83
09:45	30	30	6	10	0	1	0	77
<b>H/TOT</b>	<b>185</b>	<b>97</b>	<b>23</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>338</b>
<b>P/TOT</b>	<b>597</b>	<b>307</b>	<b>88</b>	<b>96</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1095</b>

TIME	FROM ARM B NEWCASTLE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	53	19	0	7	0	0	0	79
07:15	47	17	3	8	0	0	0	75
07:30	69	9	3	4	0	1	0	86
07:45	71	16	4	2	0	0	0	93
<b>H/TOT</b>	<b>240</b>	<b>61</b>	<b>10</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>333</b>
08:00	49	16	6	6	0	0	0	77
08:15	46	13	2	3	0	0	0	64
08:30	63	11	4	7	1	0	0	86
08:45	50	13	8	7	0	0	0	78
<b>H/TOT</b>	<b>208</b>	<b>53</b>	<b>20</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>305</b>
09:00	57	15	4	1	0	0	0	77
09:15	48	7	7	6	0	0	0	68
09:30	54	12	4	3	0	0	0	73
09:45	64	10	6	4	0	0	0	84
<b>H/TOT</b>	<b>223</b>	<b>44</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>302</b>
<b>P/TOT</b>	<b>671</b>	<b>158</b>	<b>51</b>	<b>58</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>940</b>



# 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
<b>H/TOT</b>	<b>331</b>	<b>61</b>	<b>9</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>422</b>	<b>191</b>	<b>93</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>311</b>
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
<b>H/TOT</b>	<b>357</b>	<b>66</b>	<b>4</b>	<b>16</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>462</b>	<b>219</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>313</b>
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
<b>H/TOT</b>	<b>263</b>	<b>37</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>332</b>	<b>198</b>	<b>43</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>265</b>
<b>P/TOT</b>	<b>951</b>	<b>164</b>	<b>21</b>	<b>42</b>	<b>3</b>	<b>35</b>	<b>0</b>	<b>1216</b>	<b>608</b>	<b>205</b>	<b>33</b>	<b>34</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>889</b>

## 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
<b>H/TOT</b>	<b>78</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>163</b>	<b>39</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>210</b>
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
<b>H/TOT</b>	<b>70</b>	<b>31</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>117</b>	<b>237</b>	<b>38</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>293</b>
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
<b>H/TOT</b>	<b>99</b>	<b>26</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>144</b>	<b>118</b>	<b>28</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>162</b>
<b>P/TOT</b>	<b>247</b>	<b>76</b>	<b>23</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>367</b>	<b>518</b>	<b>105</b>	<b>21</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>665</b>

# 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
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
<b>H/TOT</b>	<b>114</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>141</b>	<b>175</b>	<b>35</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>226</b>
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
<b>H/TOT</b>	<b>153</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>198</b>	<b>195</b>	<b>36</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>241</b>
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
<b>H/TOT</b>	<b>106</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>131</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>90</b>
<b>P/TOT</b>	<b>373</b>	<b>72</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>470</b>	<b>445</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>557</b>

## 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

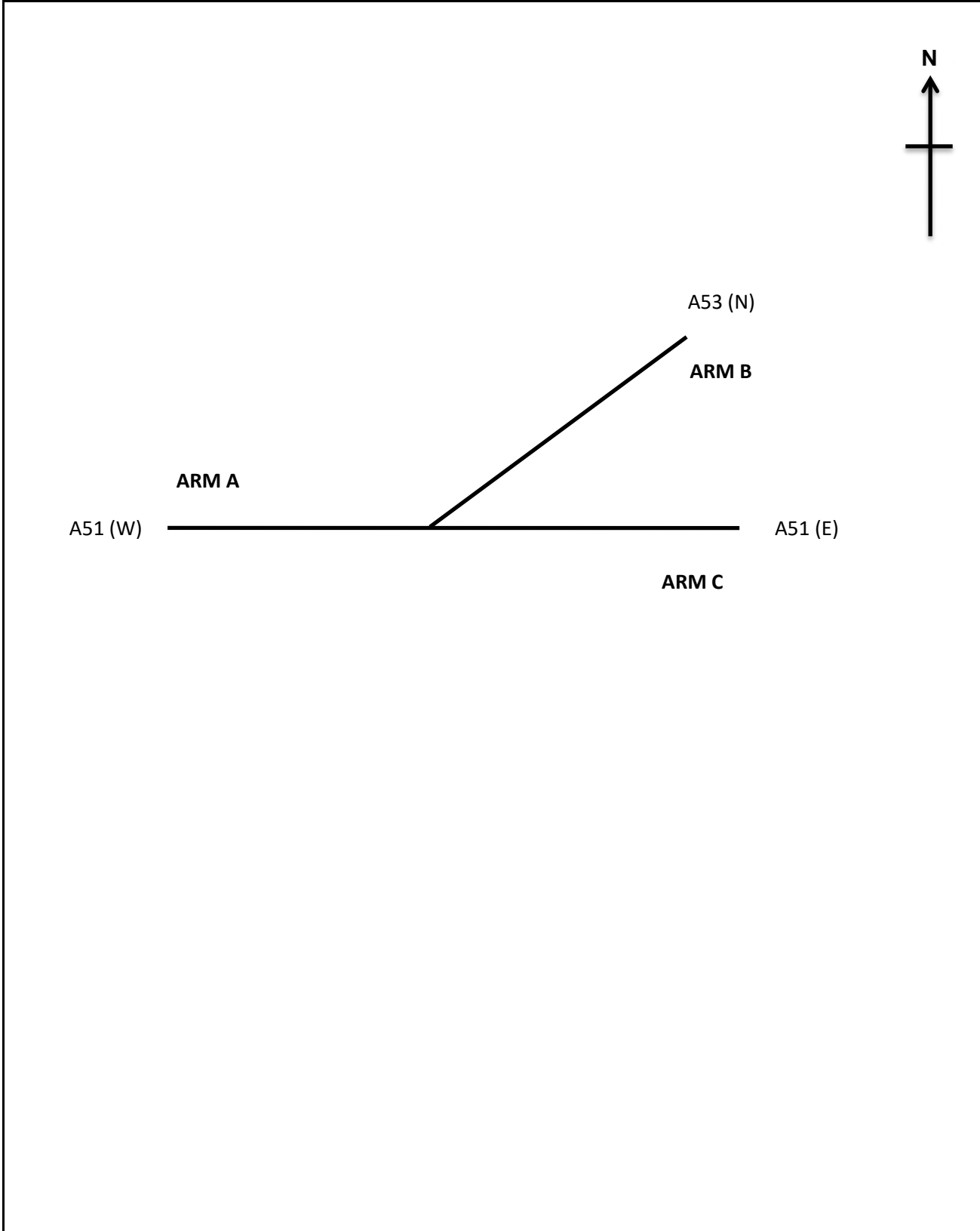
**SITE: 2**



**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

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
07:00	63	16	0	7	0	0	0	86
07:15	65	18	2	7	0	0	0	92
07:30	104	19	2	4	0	1	0	130
07:45	105	24	5	2	0	0	0	136
<b>H/TOT</b>	<b>337</b>	<b>77</b>	<b>9</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>444</b>
08:00	108	19	7	5	0	0	0	139
08:15	107	10	5	3	0	0	0	125
08:30	100	12	5	7	0	1	0	125
08:45	64	13	5	6	0	0	0	88
<b>H/TOT</b>	<b>379</b>	<b>54</b>	<b>22</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>477</b>
09:00	73	17	6	0	0	0	0	96
09:15	62	8	5	8	0	1	0	84
09:30	55	14	3	4	0	0	0	76
09:45	74	10	5	4	0	1	0	94
<b>H/TOT</b>	<b>264</b>	<b>49</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>350</b>
<b>P/TOT</b>	<b>980</b>	<b>180</b>	<b>50</b>	<b>57</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1271</b>

TIME	A TO C FROM A51 (W) TO A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	5	0	0	0	0	0	20
07:15	15	5	1	1	0	0	0	22
07:30	13	4	1	1	0	0	0	19
07:45	21	6	0	0	2	0	0	29
<b>H/TOT</b>	<b>64</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>90</b>
08:00	17	8	0	0	1	0	0	26
08:15	18	6	1	2	0	0	0	27
08:30	15	5	3	2	1	0	0	26
08:45	18	6	2	1	2	0	0	29
<b>H/TOT</b>	<b>68</b>	<b>25</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>108</b>
09:00	24	4	2	0	0	1	0	31
09:15	19	3	4	0	0	0	0	26
09:30	23	4	1	0	1	0	0	29
09:45	10	0	5	1	0	0	0	16
<b>H/TOT</b>	<b>76</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>102</b>
<b>P/TOT</b>	<b>208</b>	<b>56</b>	<b>20</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>300</b>



# 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
<b>H/TOT</b>	<b>260</b>	<b>104</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>395</b>
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
<b>H/TOT</b>	<b>303</b>	<b>82</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>409</b>
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
<b>H/TOT</b>	<b>211</b>	<b>45</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>273</b>
<b>P/TOT</b>	<b>774</b>	<b>231</b>	<b>32</b>	<b>33</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1077</b>

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
<b>H/TOT</b>	<b>105</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>134</b>
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
<b>H/TOT</b>	<b>106</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>136</b>
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
<b>H/TOT</b>	<b>54</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>75</b>
<b>P/TOT</b>	<b>265</b>	<b>54</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>345</b>

## 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
<b>H/TOT</b>	<b>185</b>	<b>88</b>	<b>29</b>	<b>29</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>333</b>
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
<b>H/TOT</b>	<b>175</b>	<b>109</b>	<b>28</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>342</b>
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
<b>H/TOT</b>	<b>206</b>	<b>93</b>	<b>26</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>352</b>
<b>P/TOT</b>	<b>566</b>	<b>290</b>	<b>83</b>	<b>83</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1027</b>

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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
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
<b>H/TOT</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>P/TOT</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>



## 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

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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	55	18	9	3	1	0	0	86
07:15	76	26	7	11	1	0	0	121
07:30	72	38	10	10	1	1	0	132
07:45	77	43	9	6	2	0	0	137
<b>H/TOT</b>	<b>280</b>	<b>125</b>	<b>35</b>	<b>30</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>476</b>
08:00	65	43	7	7	1	0	0	123
08:15	76	30	9	7	1	1	0	124
08:30	64	30	7	9	1	1	0	112
08:45	61	36	14	13	0	0	0	124
<b>H/TOT</b>	<b>266</b>	<b>139</b>	<b>37</b>	<b>36</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>483</b>
09:00	93	33	4	11	0	0	0	141
09:15	71	23	10	4	0	0	0	108
09:30	73	31	9	10	0	0	0	123
09:45	52	33	12	7	1	1	0	106
<b>H/TOT</b>	<b>289</b>	<b>120</b>	<b>35</b>	<b>32</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>478</b>
<b>P/TOT</b>	<b>835</b>	<b>384</b>	<b>107</b>	<b>98</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1437</b>

TIME	FROM ARM A A51 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	78	21	0	7	0	0	0	106
07:15	80	23	3	8	0	0	0	114
07:30	117	23	3	5	0	1	0	149
07:45	126	30	5	2	2	0	0	165
<b>H/TOT</b>	<b>401</b>	<b>97</b>	<b>11</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>534</b>
08:00	125	27	7	5	1	0	0	165
08:15	125	16	6	5	0	0	0	152
08:30	115	17	8	9	1	1	0	151
08:45	82	19	7	7	2	0	0	117
<b>H/TOT</b>	<b>447</b>	<b>79</b>	<b>28</b>	<b>26</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>585</b>
09:00	97	21	8	0	0	1	0	127
09:15	81	11	9	8	0	1	0	110
09:30	78	18	4	4	1	0	0	105
09:45	84	10	10	5	0	1	0	110
<b>H/TOT</b>	<b>340</b>	<b>60</b>	<b>31</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>452</b>
<b>P/TOT</b>	<b>1188</b>	<b>236</b>	<b>70</b>	<b>65</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1571</b>

# 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
<b>H/TOT</b>	<b>449</b>	<b>87</b>	<b>12</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>569</b>	<b>365</b>	<b>123</b>	<b>16</b>	<b>17</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>529</b>
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
<b>H/TOT</b>	<b>522</b>	<b>91</b>	<b>6</b>	<b>12</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>649</b>	<b>409</b>	<b>104</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>545</b>
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
<b>H/TOT</b>	<b>374</b>	<b>47</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>459</b>	<b>265</b>	<b>58</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>348</b>
<b>P/TOT</b>	<b>1345</b>	<b>225</b>	<b>26</b>	<b>39</b>	<b>5</b>	<b>36</b>	<b>1</b>	<b>1677</b>	<b>1039</b>	<b>285</b>	<b>39</b>	<b>39</b>	<b>6</b>	<b>12</b>	<b>2</b>	<b>1422</b>

## 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 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
<b>H/TOT</b>	<b>337</b>	<b>77</b>	<b>9</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>444</b>	<b>185</b>	<b>88</b>	<b>29</b>	<b>29</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>333</b>
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
<b>H/TOT</b>	<b>379</b>	<b>54</b>	<b>22</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>477</b>	<b>175</b>	<b>110</b>	<b>30</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>345</b>
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
<b>H/TOT</b>	<b>264</b>	<b>49</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>350</b>	<b>212</b>	<b>94</b>	<b>28</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>361</b>
<b>P/TOT</b>	<b>980</b>	<b>180</b>	<b>50</b>	<b>57</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1271</b>	<b>572</b>	<b>292</b>	<b>87</b>	<b>83</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1039</b>

# 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
<b>H/TOT</b>	<b>260</b>	<b>104</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>395</b>	<b>310</b>	<b>61</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>392</b>
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
<b>H/TOT</b>	<b>303</b>	<b>82</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>409</b>	<b>329</b>	<b>55</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>410</b>
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
<b>H/TOT</b>	<b>211</b>	<b>45</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>273</b>	<b>277</b>	<b>37</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>338</b>
<b>P/TOT</b>	<b>774</b>	<b>231</b>	<b>32</b>	<b>33</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1077</b>	<b>916</b>	<b>153</b>	<b>13</b>	<b>33</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>1140</b>

## 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	5	0	0	0	0	0	20
07:15	15	5	1	1	0	0	0	22
07:30	13	4	1	1	0	0	0	19
07:45	21	6	0	0	2	0	0	29
<b>H/TOT</b>	<b>64</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>90</b>
08:00	17	9	2	0	1	0	0	29
08:15	18	6	1	2	0	0	0	27
08:30	15	5	3	2	1	0	0	26
08:45	18	6	2	1	2	0	0	29
<b>H/TOT</b>	<b>68</b>	<b>26</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>111</b>
09:00	24	4	3	0	0	1	0	32
09:15	21	3	5	0	0	0	0	29
09:30	24	4	1	0	1	0	0	30
09:45	13	1	5	1	0	0	0	20
<b>H/TOT</b>	<b>82</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>111</b>
<b>P/TOT</b>	<b>214</b>	<b>58</b>	<b>24</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>312</b>

TIME	FROM ARM C A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	4	0	0	1	0	0	22
07:15	30	12	1	0	1	0	0	44
07:30	24	8	3	1	1	0	0	37
07:45	24	13	2	0	1	0	0	40
<b>H/TOT</b>	<b>95</b>	<b>37</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>143</b>
08:00	28	9	1	1	1	0	0	40
08:15	27	12	2	1	1	0	0	43
08:30	20	3	2	3	0	1	0	29
08:45	16	6	4	3	0	0	0	29
<b>H/TOT</b>	<b>91</b>	<b>30</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>141</b>
09:00	23	7	1	1	0	0	0	32
09:15	19	4	1	0	0	0	0	24
09:30	22	5	2	2	0	0	0	31
09:45	19	11	5	3	1	0	0	39
<b>H/TOT</b>	<b>83</b>	<b>27</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>126</b>
<b>P/TOT</b>	<b>269</b>	<b>94</b>	<b>24</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>410</b>

# 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
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
<b>H/TOT</b>	<b>107</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>138</b>	<b>141</b>	<b>28</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>181</b>
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
<b>H/TOT</b>	<b>108</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>140</b>	<b>195</b>	<b>38</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>243</b>
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
<b>H/TOT</b>	<b>57</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>100</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>125</b>
<b>P/TOT</b>	<b>272</b>	<b>59</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>357</b>	<b>436</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>13</b>	<b>1</b>	<b>549</b>



## 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

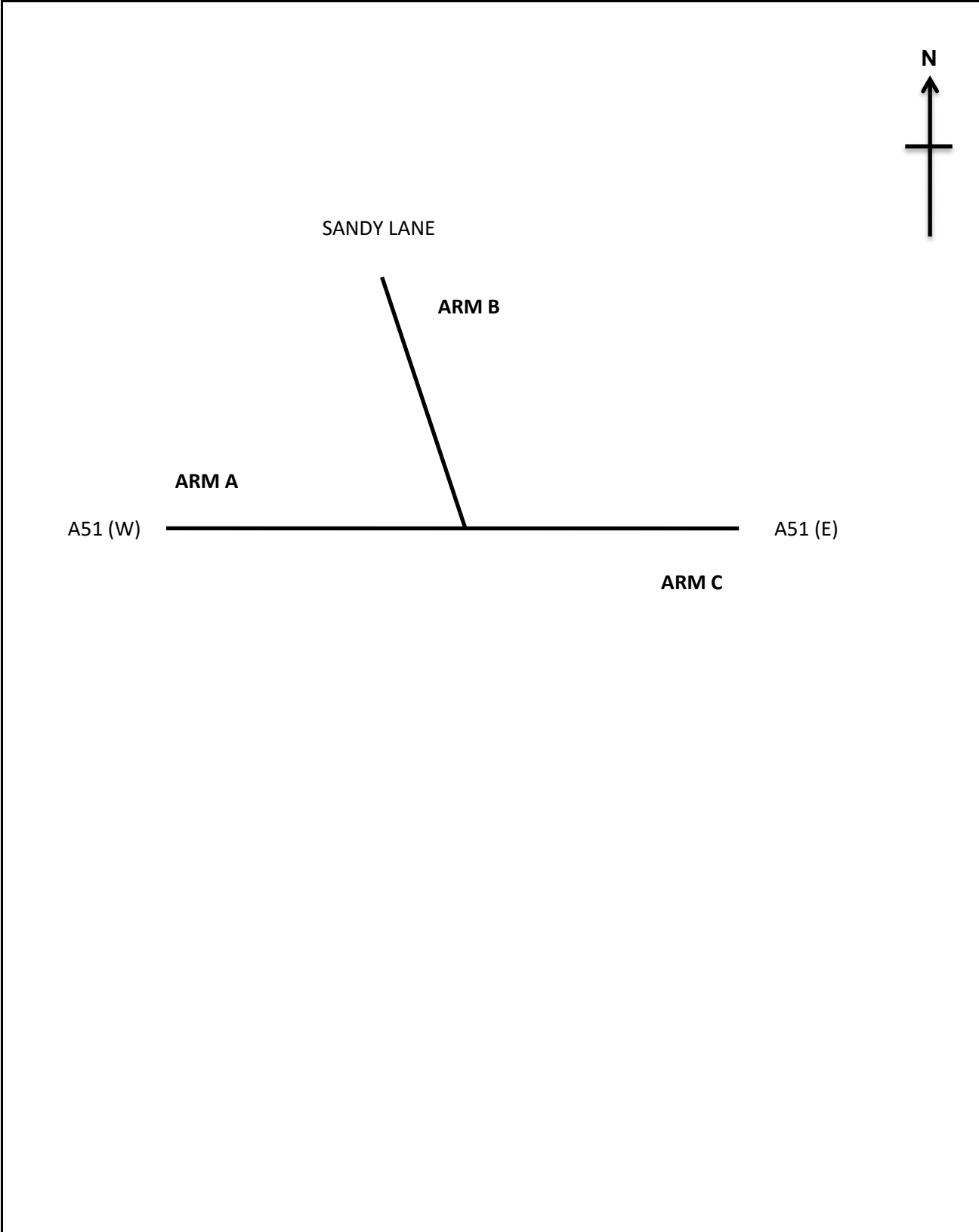
**SITE: 3**



**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
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>101</b>
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
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>99</b>
<b>P/TOT</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>203</b>	<b>57</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>290</b>

# 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
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
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>99</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>132</b>
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
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>126</b>
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
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>83</b>
<b>P/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>257</b>	<b>60</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>341</b>

## 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	B TO A FROM SANDY LANE TO A51 (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	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
08:00	0	1	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
09:00	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:30	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>P/TOT</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>

TIME	B TO C FROM SANDY LANE TO A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7
07:15	12	2	0	0	0	0	0	14
07:30	11	1	0	0	0	1	0	13
07:45	10	0	0	0	0	0	0	10
<b>H/TOT</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>44</b>
08:00	9	4	0	0	0	0	0	13
08:15	5	4	0	0	0	0	0	9
08:30	12	4	0	0	0	0	0	16
08:45	9	1	0	0	0	0	0	10
<b>H/TOT</b>	<b>35</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>
09:00	4	1	1	0	0	0	0	6
09:15	6	2	0	0	0	0	0	8
09:30	3	4	1	0	0	0	0	8
09:45	5	2	0	0	0	0	0	7
<b>H/TOT</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>P/TOT</b>	<b>92</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>121</b>



# 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1
16:15	1	1	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1
16:45	3	0	0	0	0	0	0	3
<b>H/TOT</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
17:00	0	0	0	0	0	0	0	0
17:15	2	1	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	3	0	4
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>
<b>P/TOT</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>

TIME	B TO C FROM SANDY LANE TO A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	2	1	0	0	0	0	9
16:15	6	1	2	0	0	0	0	9
16:30	7	0	0	0	0	0	0	7
16:45	4	1	0	0	0	0	0	5
<b>H/TOT</b>	<b>23</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
17:00	8	1	0	0	0	0	0	9
17:15	6	1	0	0	0	0	0	7
17:30	4	0	0	0	0	0	0	4
17:45	6	1	0	0	0	0	0	7
<b>H/TOT</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
18:00	4	1	0	0	0	0	0	5
18:15	4	2	0	0	0	0	0	6
18:30	3	0	0	0	0	0	0	3
18:45	4	0	0	0	0	0	1	5
<b>H/TOT</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>
<b>P/TOT</b>	<b>62</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>76</b>

## 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	2	1	0	1	0	0	15
07:15	22	6	2	1	1	0	1	33
07:30	16	6	1	1	3	0	0	27
07:45	23	9	2	0	0	0	0	34
<b>H/TOT</b>	<b>72</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>109</b>
08:00	18	7	0	2	1	0	0	28
08:15	19	12	2	0	0	0	0	33
08:30	16	5	1	3	0	1	0	26
08:45	14	4	4	3	0	0	0	25
<b>H/TOT</b>	<b>67</b>	<b>28</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>112</b>
09:00	20	7	1	1	0	0	0	29
09:15	17	2	1	0	0	0	0	20
09:30	13	2	0	3	0	0	0	18
09:45	19	7	5	2	0	0	0	33
<b>H/TOT</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>
<b>P/TOT</b>	<b>208</b>	<b>69</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>321</b>

TIME	C TO B FROM A51(E) TO SANDY LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	4	0	0	0	0	0	5
07:15	4	2	0	0	0	0	0	6
07:30	3	1	0	0	0	0	0	4
07:45	6	1	0	0	0	0	0	7
<b>H/TOT</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
08:00	6	0	0	0	1	0	0	7
08:15	7	1	0	0	0	0	0	8
08:30	9	3	0	0	0	0	0	12
08:45	10	2	1	0	0	0	0	13
<b>H/TOT</b>	<b>32</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>
09:00	6	0	0	0	0	0	0	6
09:15	3	0	0	0	0	0	0	3
09:30	2	0	0	0	0	0	0	2
09:45	2	1	0	0	0	0	0	3
<b>H/TOT</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>P/TOT</b>	<b>59</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>76</b>

# 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
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
<b>H/TOT</b>	<b>95</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>123</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
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
<b>H/TOT</b>	<b>113</b>	<b>29</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>151</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>
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
<b>H/TOT</b>	<b>70</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>86</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>P/TOT</b>	<b>278</b>	<b>56</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>360</b>	<b>67</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>84</b>

## 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 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
<b>H/TOT</b>	<b>72</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>110</b>	<b>67</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>
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
<b>H/TOT</b>	<b>68</b>	<b>30</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>115</b>	<b>66</b>	<b>21</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>101</b>
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
<b>H/TOT</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>101</b>
<b>P/TOT</b>	<b>210</b>	<b>73</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>327</b>	<b>205</b>	<b>58</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>293</b>

# 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
<b>H/TOT</b>	<b>101</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>130</b>	<b>101</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>134</b>
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
<b>H/TOT</b>	<b>115</b>	<b>30</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>154</b>	<b>96</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>127</b>
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
<b>H/TOT</b>	<b>71</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>90</b>	<b>64</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>84</b>
<b>P/TOT</b>	<b>287</b>	<b>58</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>374</b>	<b>261</b>	<b>60</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>345</b>

## 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
<b>H/TOT</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>39</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>45</b>
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
<b>H/TOT</b>	<b>32</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>36</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>
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
<b>H/TOT</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
<b>P/TOT</b>	<b>61</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>94</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>127</b>

# 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
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
<b>H/TOT</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>29</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>
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
<b>H/TOT</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
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
<b>H/TOT</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>23</b>
<b>P/TOT</b>	<b>71</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>71</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>90</b>

## 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 C A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	6	0	0	0	0	0	25
07:15	28	8	0	2	0	0	0	38
07:30	27	4	1	1	0	1	0	34
07:45	31	6	0	0	0	0	0	37
<b>H/TOT</b>	<b>105</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>134</b>
08:00	22	11	1	0	0	0	0	34
08:15	23	9	1	2	1	0	0	36
08:30	28	10	3	1	1	0	0	43
08:45	28	4	1	1	2	0	0	36
<b>H/TOT</b>	<b>101</b>	<b>34</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>149</b>
09:00	20	8	3	0	0	1	0	32
09:15	25	7	4	0	0	0	0	36
09:30	19	8	3	0	0	0	0	30
09:45	25	2	2	1	0	0	0	30
<b>H/TOT</b>	<b>89</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>128</b>
<b>P/TOT</b>	<b>295</b>	<b>83</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>411</b>

	FROM ARM C A51(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
	12	6	1	0	1	0	0	20
	26	8	2	1	1	0	1	39
	19	7	1	1	3	0	0	31
	29	10	2	0	0	0	0	41
	<b>86</b>	<b>31</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>131</b>
	24	7	0	2	2	0	0	35
	26	13	2	0	0	0	0	41
	25	8	1	3	0	1	0	38
	24	6	5	3	0	0	0	38
	<b>99</b>	<b>34</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>152</b>
	26	7	1	1	0	0	0	35
	20	2	1	0	0	0	0	23
	15	2	0	3	0	0	0	20
	21	8	5	2	0	0	0	36
	<b>82</b>	<b>19</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>
	<b>267</b>	<b>84</b>	<b>21</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>397</b>

# 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
<b>H/TOT</b>	<b>122</b>	<b>27</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>162</b>	<b>121</b>	<b>26</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>155</b>
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
<b>H/TOT</b>	<b>119</b>	<b>27</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>153</b>	<b>134</b>	<b>34</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>178</b>
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
<b>H/TOT</b>	<b>78</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>102</b>	<b>90</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>111</b>
<b>P/TOT</b>	<b>319</b>	<b>70</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>417</b>	<b>345</b>	<b>71</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>444</b>

## 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**

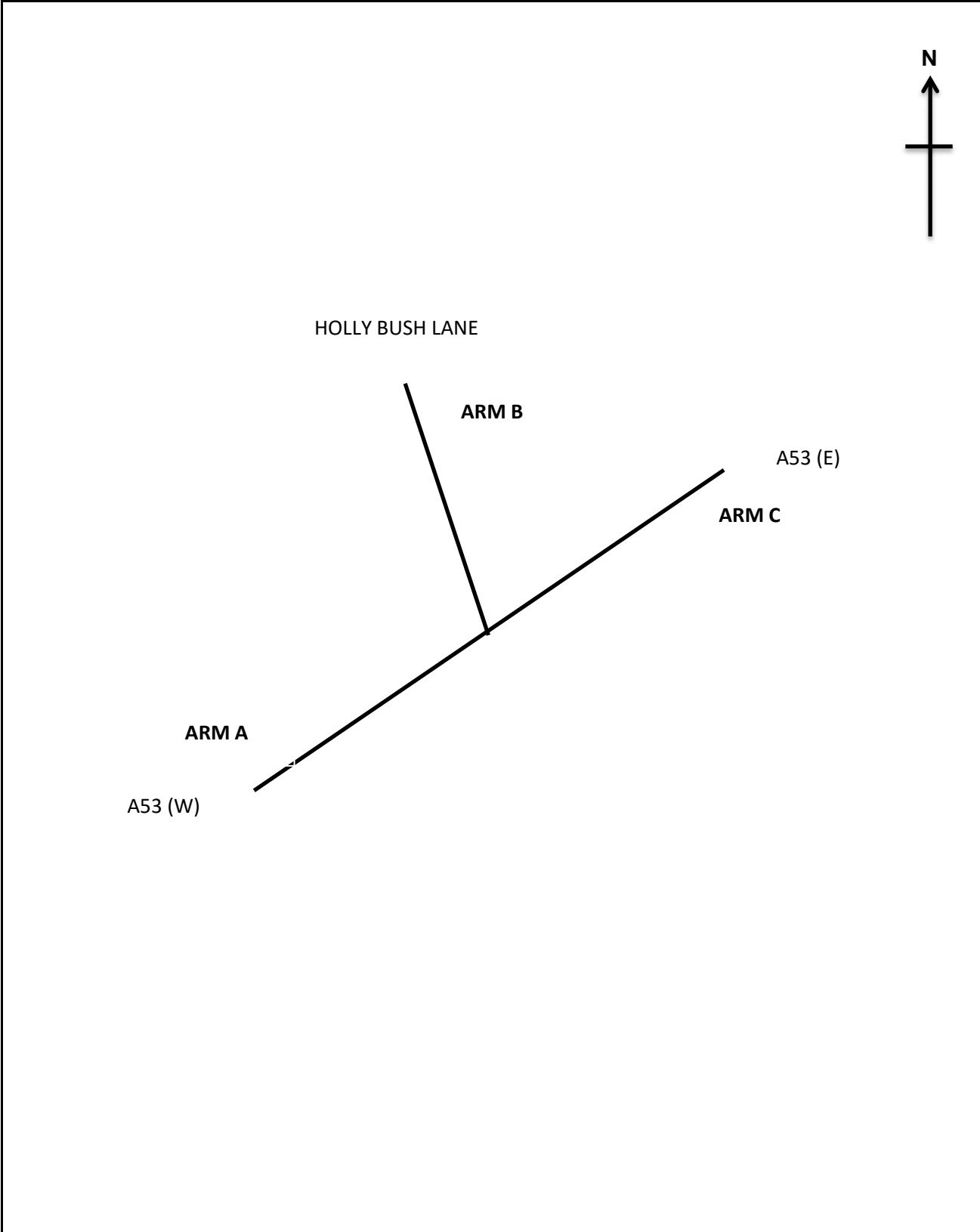


**DATE: 23rd JUNE 2021**

**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

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
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
<b>H/TOT</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>312</b>	<b>87</b>	<b>17</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>440</b>
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
<b>H/TOT</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>356</b>	<b>77</b>	<b>20</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>478</b>
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
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>254</b>	<b>62</b>	<b>13</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>354</b>
<b>P/TOT</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>922</b>	<b>226</b>	<b>50</b>	<b>70</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1272</b>

# 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
<b>H/TOT</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>251</b>	<b>103</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>389</b>
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
<b>H/TOT</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>296</b>	<b>87</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>410</b>
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
<b>H/TOT</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>199</b>	<b>46</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>264</b>
<b>P/TOT</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>746</b>	<b>236</b>	<b>37</b>	<b>38</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1063</b>

## 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	4	0	1	0	0	0	0	5
07:45	1	1	0	0	0	0	0	2
<b>H/TOT</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
08:00	0	1	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	5	0	0	0	0	0	0	5
08:45	4	0	0	0	0	0	0	4
<b>H/TOT</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
09:00	5	0	0	1	0	0	0	6
09:15	4	1	0	0	0	0	0	5
09:30	1	0	0	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>P/TOT</b>	<b>28</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>

TIME	B TO C FROM HOLLY BUSH LANE TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	1
09:45	0	1	0	0	0	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>P/TOT</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>



## 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

# 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
<b>H/TOT</b>	<b>188</b>	<b>94</b>	<b>29</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>340</b>	<b>317</b>	<b>88</b>	<b>17</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>446</b>
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
<b>H/TOT</b>	<b>189</b>	<b>110</b>	<b>30</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>358</b>	<b>366</b>	<b>77</b>	<b>22</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>490</b>
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
<b>H/TOT</b>	<b>209</b>	<b>87</b>	<b>28</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>353</b>	<b>257</b>	<b>62</b>	<b>13</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>357</b>
<b>P/TOT</b>	<b>586</b>	<b>291</b>	<b>87</b>	<b>81</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1051</b>	<b>940</b>	<b>227</b>	<b>52</b>	<b>70</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1293</b>

# 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
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
<b>H/TOT</b>	<b>316</b>	<b>54</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>393</b>	<b>255</b>	<b>105</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>395</b>
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
<b>H/TOT</b>	<b>344</b>	<b>49</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>421</b>	<b>304</b>	<b>88</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>420</b>
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
<b>H/TOT</b>	<b>285</b>	<b>34</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>344</b>	<b>207</b>	<b>49</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>275</b>
<b>P/TOT</b>	<b>945</b>	<b>137</b>	<b>18</b>	<b>29</b>	<b>3</b>	<b>25</b>	<b>1</b>	<b>1158</b>	<b>766</b>	<b>242</b>	<b>37</b>	<b>38</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1090</b>

## 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 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
<b>H/TOT</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
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
<b>H/TOT</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
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
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>P/TOT</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>31</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>

# 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
<b>H/TOT</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
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
<b>H/TOT</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>
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
<b>H/TOT</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>13</b>
<b>P/TOT</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>34</b>

## 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
<b>H/TOT</b>	<b>313</b>	<b>87</b>	<b>17</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>441</b>	<b>182</b>	<b>93</b>	<b>27</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>331</b>
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
<b>H/TOT</b>	<b>357</b>	<b>77</b>	<b>20</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>479</b>	<b>179</b>	<b>109</b>	<b>30</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>347</b>
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
<b>H/TOT</b>	<b>255</b>	<b>63</b>	<b>14</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>357</b>	<b>197</b>	<b>86</b>	<b>28</b>	<b>25</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>339</b>
<b>P/TOT</b>	<b>925</b>	<b>227</b>	<b>51</b>	<b>70</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1277</b>	<b>558</b>	<b>288</b>	<b>85</b>	<b>80</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1017</b>

# 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
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
<b>H/TOT</b>	<b>252</b>	<b>103</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>390</b>	<b>309</b>	<b>53</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>385</b>
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
<b>H/TOT</b>	<b>296</b>	<b>87</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>410</b>	<b>339</b>	<b>47</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>413</b>
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
<b>H/TOT</b>	<b>200</b>	<b>46</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>265</b>	<b>277</b>	<b>32</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>332</b>
<b>P/TOT</b>	<b>748</b>	<b>236</b>	<b>37</b>	<b>38</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1065</b>	<b>925</b>	<b>132</b>	<b>18</b>	<b>29</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>1130</b>

## 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

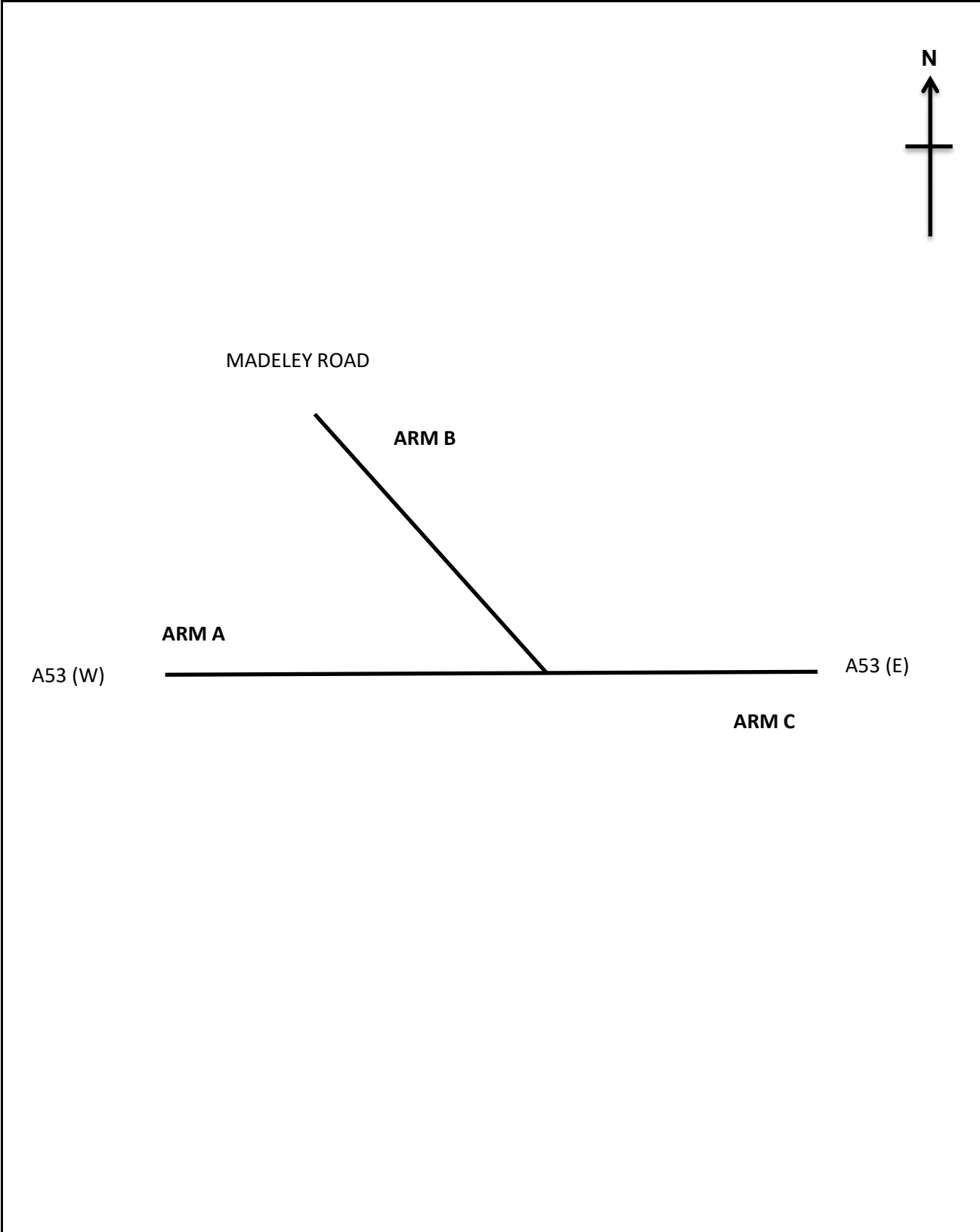
**SITE: 5**



**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

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
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>331</b>	<b>72</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>435</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>378</b>	<b>57</b>	<b>18</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>478</b>
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
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>266</b>	<b>52</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>356</b>
<b>P/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>975</b>	<b>181</b>	<b>47</b>	<b>61</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1269</b>

# 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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>257</b>	<b>100</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>390</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>298</b>	<b>86</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>409</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>	<b>36</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>262</b>
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>764</b>	<b>222</b>	<b>34</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1061</b>

## 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)							
	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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

TIME	B TO C FROM MADELEY RD TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	3	0	0	0	0	0	10
07:15	13	1	1	0	0	0	0	15
07:30	15	3	0	1	0	0	0	19
07:45	14	1	0	0	0	0	0	15
<b>H/TOT</b>	<b>49</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
08:00	22	4	1	0	0	0	0	27
08:15	12	4	0	0	0	0	0	16
08:30	24	1	1	0	0	0	0	26
08:45	9	1	1	0	0	0	0	11
<b>H/TOT</b>	<b>67</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>
09:00	10	1	2	1	0	0	0	14
09:15	9	5	1	0	0	0	0	15
09:30	6	2	0	0	0	0	0	8
09:45	5	1	0	0	0	0	0	6
<b>H/TOT</b>	<b>30</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>
<b>P/TOT</b>	<b>146</b>	<b>27</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>182</b>

# 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
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>54</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>56</b>
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>26</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>171</b>

## 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	C TO A FROM A53(E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	39	15	9	3	0	0	0	66
07:15	51	13	3	13	0	0	0	80
07:30	47	31	7	8	0	1	0	94
07:45	52	30	6	6	1	0	0	95
<b>H/TOT</b>	<b>189</b>	<b>89</b>	<b>25</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>335</b>
08:00	40	34	9	5	0	1	0	89
08:15	48	23	7	7	0	0	0	85
08:30	38	21	3	8	0	0	0	70
08:45	53	30	10	9	0	0	0	102
<b>H/TOT</b>	<b>179</b>	<b>108</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>346</b>
09:00	61	22	5	8	0	0	0	96
09:15	57	14	10	5	0	0	0	86
09:30	49	32	7	7	0	0	0	95
09:45	31	18	9	5	0	3	0	66
<b>H/TOT</b>	<b>198</b>	<b>86</b>	<b>31</b>	<b>25</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>343</b>
<b>P/TOT</b>	<b>566</b>	<b>283</b>	<b>85</b>	<b>84</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1024</b>

TIME	C TO B FROM A53(E) TO MADELEY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	0	0	0	0	0	3
07:15	8	1	0	0	0	0	0	9
07:30	10	2	1	0	0	0	0	13
07:45	9	4	1	0	0	0	0	14
<b>H/TOT</b>	<b>28</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
08:00	5	1	2	0	0	0	0	8
08:15	7	2	0	0	1	0	0	10
08:30	8	4	0	1	0	0	0	13
08:45	14	5	0	0	0	0	0	19
<b>H/TOT</b>	<b>34</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>
09:00	12	2	1	0	0	0	0	15
09:15	7	2	0	0	0	0	0	9
09:30	4	2	0	0	0	0	0	6
09:45	9	1	0	0	0	0	0	10
<b>H/TOT</b>	<b>32</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>P/TOT</b>	<b>94</b>	<b>28</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>129</b>

# 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	70	13	3	2	0	0	0	88
16:15	84	12	5	2	0	1	0	104
16:30	82	15	0	8	0	0	0	105
16:45	81	11	0	2	0	0	0	94
<b>H/TOT</b>	<b>317</b>	<b>51</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>391</b>
17:00	86	12	2	2	1	0	0	103
17:15	75	12	1	2	0	0	0	90
17:30	95	7	2	4	0	6	0	114
17:45	84	14	1	2	0	6	0	107
<b>H/TOT</b>	<b>340</b>	<b>45</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>414</b>
18:00	68	7	0	1	0	3	0	79
18:15	89	7	2	4	1	2	0	105
18:30	60	10	3	2	0	3	0	78
18:45	59	8	0	1	0	2	0	70
<b>H/TOT</b>	<b>276</b>	<b>32</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>332</b>
<b>P/TOT</b>	<b>933</b>	<b>128</b>	<b>19</b>	<b>32</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>1137</b>

TIME	C TO B FROM A53(E) TO MADELEY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	1	0	0	0	0	0	14
16:15	14	1	0	0	0	0	0	15
16:30	11	3	0	0	0	0	0	14
16:45	19	0	0	1	0	0	0	20
<b>H/TOT</b>	<b>57</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>
17:00	10	2	0	0	0	0	0	12
17:15	20	2	0	0	0	0	5	27
17:30	17	1	0	0	0	0	0	18
17:45	16	2	0	0	0	0	0	18
<b>H/TOT</b>	<b>63</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>
18:00	20	2	0	0	0	0	0	22
18:15	14	1	0	0	0	0	0	15
18:30	16	2	0	0	0	0	0	18
18:45	12	5	0	1	0	0	0	18
<b>H/TOT</b>	<b>62</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>
<b>P/TOT</b>	<b>182</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>211</b>

## 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
<b>H/TOT</b>	<b>189</b>	<b>89</b>	<b>25</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>335</b>	<b>331</b>	<b>72</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>435</b>
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
<b>H/TOT</b>	<b>179</b>	<b>108</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>346</b>	<b>378</b>	<b>57</b>	<b>18</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>478</b>
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
<b>H/TOT</b>	<b>198</b>	<b>86</b>	<b>31</b>	<b>25</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>343</b>	<b>267</b>	<b>52</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>357</b>
<b>P/TOT</b>	<b>566</b>	<b>283</b>	<b>85</b>	<b>84</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1024</b>	<b>976</b>	<b>181</b>	<b>47</b>	<b>61</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1270</b>

# 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
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
<b>H/TOT</b>	<b>317</b>	<b>51</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>391</b>	<b>257</b>	<b>100</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>390</b>
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
<b>H/TOT</b>	<b>340</b>	<b>45</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>414</b>	<b>298</b>	<b>86</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>409</b>
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
<b>H/TOT</b>	<b>276</b>	<b>32</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>332</b>	<b>209</b>	<b>36</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>262</b>
<b>P/TOT</b>	<b>933</b>	<b>128</b>	<b>19</b>	<b>32</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>1137</b>	<b>764</b>	<b>222</b>	<b>34</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1061</b>



## 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 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
<b>H/TOT</b>	<b>28</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>49</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
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
<b>H/TOT</b>	<b>34</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>67</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>
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
<b>H/TOT</b>	<b>33</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>30</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>
<b>P/TOT</b>	<b>95</b>	<b>28</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>146</b>	<b>27</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>182</b>

# 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
<b>H/TOT</b>	<b>57</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>47</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>
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
<b>H/TOT</b>	<b>63</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>42</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>54</b>
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
<b>H/TOT</b>	<b>62</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>48</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>56</b>
<b>P/TOT</b>	<b>182</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>211</b>	<b>137</b>	<b>26</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>171</b>

## 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
<b>H/TOT</b>	<b>380</b>	<b>80</b>	<b>10</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>494</b>	<b>217</b>	<b>98</b>	<b>27</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>374</b>
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
<b>H/TOT</b>	<b>445</b>	<b>67</b>	<b>21</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>558</b>	<b>213</b>	<b>120</b>	<b>31</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>396</b>
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
<b>H/TOT</b>	<b>296</b>	<b>61</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>399</b>	<b>230</b>	<b>93</b>	<b>32</b>	<b>25</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>383</b>
<b>P/TOT</b>	<b>1121</b>	<b>208</b>	<b>54</b>	<b>63</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1451</b>	<b>660</b>	<b>311</b>	<b>90</b>	<b>85</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1153</b>

# 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
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
<b>H/TOT</b>	<b>304</b>	<b>110</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>451</b>	<b>374</b>	<b>56</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>454</b>
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
<b>H/TOT</b>	<b>340</b>	<b>95</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>463</b>	<b>403</b>	<b>52</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>12</b>	<b>5</b>	<b>489</b>
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
<b>H/TOT</b>	<b>257</b>	<b>43</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>318</b>	<b>338</b>	<b>42</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>405</b>
<b>P/TOT</b>	<b>901</b>	<b>248</b>	<b>38</b>	<b>37</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>1232</b>	<b>1115</b>	<b>150</b>	<b>19</b>	<b>34</b>	<b>2</b>	<b>23</b>	<b>5</b>	<b>1348</b>

## 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

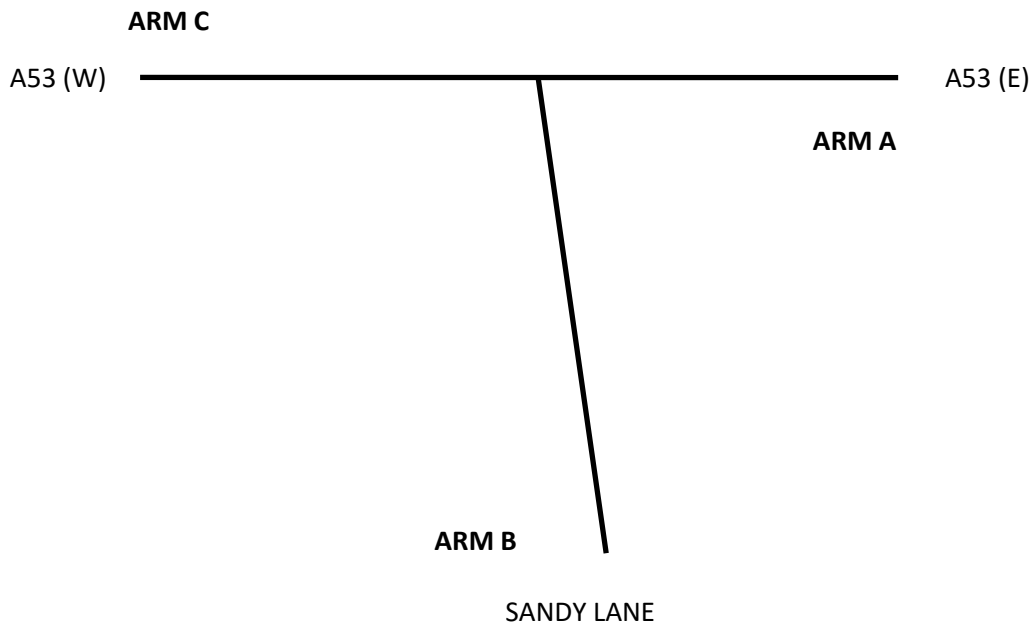
**SITE: 6**



**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

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# 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							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	5	1	0	0	0	0	18
07:15	11	9	0	0	0	0	0	20
07:30	13	2	0	0	0	1	0	16
07:45	16	4	0	0	0	0	0	20
<b>H/TOT</b>	<b>52</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>74</b>
08:00	7	12	0	0	0	0	0	19
08:15	13	4	0	0	1	0	0	18
08:30	14	1	0	0	0	0	0	15
08:45	16	6	0	0	0	0	0	22
<b>H/TOT</b>	<b>50</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>74</b>
09:00	10	3	0	0	0	0	0	13
09:15	9	2	0	0	0	0	0	11
09:30	10	6	0	0	0	0	0	16
09:45	11	8	0	0	1	0	0	20
<b>H/TOT</b>	<b>40</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>60</b>
<b>P/TOT</b>	<b>142</b>	<b>62</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>208</b>

TIME	A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	15	8	5	0	0	0	69
07:15	56	13	3	12	0	0	0	84
07:30	56	32	7	9	0	1	0	105
07:45	49	36	6	7	1	0	0	99
<b>H/TOT</b>	<b>202</b>	<b>96</b>	<b>24</b>	<b>33</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>357</b>
08:00	43	34	10	6	0	1	0	94
08:15	52	24	5	9	1	0	0	91
08:30	43	21	3	9	0	0	0	76
08:45	70	32	10	9	0	0	0	121
<b>H/TOT</b>	<b>208</b>	<b>111</b>	<b>28</b>	<b>33</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>382</b>
09:00	68	26	4	9	0	0	0	107
09:15	61	16	10	5	0	0	0	92
09:30	51	33	8	7	0	0	0	99
09:45	37	20	8	5	0	3	0	73
<b>H/TOT</b>	<b>217</b>	<b>95</b>	<b>30</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>371</b>
<b>P/TOT</b>	<b>627</b>	<b>302</b>	<b>82</b>	<b>92</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1110</b>

# 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
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
<b>H/TOT</b>	<b>95</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>112</b>	<b>349</b>	<b>61</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>436</b>
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
<b>H/TOT</b>	<b>111</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>133</b>	<b>383</b>	<b>53</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>461</b>
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
<b>H/TOT</b>	<b>53</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>69</b>	<b>324</b>	<b>34</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>382</b>
<b>P/TOT</b>	<b>259</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>3</b>	<b>314</b>	<b>1056</b>	<b>148</b>	<b>18</b>	<b>33</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>1279</b>

## 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	B TO A FROM SANDY LANE TO A53 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	3	0	0	0	0	0	7
07:15	3	5	0	0	0	0	0	8
07:30	3	2	2	0	0	0	0	7
07:45	8	1	0	0	1	0	0	10
<b>H/TOT</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>
08:00	12	0	0	0	2	1	0	15
08:15	6	2	0	0	0	0	0	8
08:30	11	2	0	0	0	0	0	13
08:45	15	4	0	0	0	0	0	19
<b>H/TOT</b>	<b>44</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>55</b>
09:00	12	0	1	0	0	0	0	13
09:15	7	1	0	0	0	0	0	8
09:30	3	2	0	0	1	0	0	6
09:45	6	1	1	0	0	0	0	8
<b>H/TOT</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>35</b>
<b>P/TOT</b>	<b>90</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>122</b>

TIME	B TO C FROM SANDY LANE TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	2	0	0	0	0	0	2
07:15	2	1	0	0	0	0	0	3
07:30	4	1	0	0	0	0	0	5
07:45	5	0	0	0	0	0	0	5
<b>H/TOT</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
08:00	2	1	1	0	0	0	0	4
08:15	4	1	0	0	0	0	0	5
08:30	4	1	0	0	0	0	0	5
08:45	1	2	0	0	0	0	0	3
<b>H/TOT</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
09:00	4	0	1	0	0	0	0	5
09:15	2	0	0	0	0	0	0	2
09:30	1	1	0	0	0	0	0	2
09:45	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>P/TOT</b>	<b>31</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>

# 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	5	0	0	0	0	0	16
16:15	9	4	0	0	0	0	0	13
16:30	12	1	0	0	1	0	0	14
16:45	12	3	0	0	0	0	0	15
<b>H/TOT</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>58</b>
17:00	10	2	0	0	0	0	0	12
17:15	9	2	0	0	0	0	0	11
17:30	10	2	1	0	1	1	0	15
17:45	6	1	0	0	0	0	1	8
<b>H/TOT</b>	<b>35</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>46</b>
18:00	5	1	0	0	0	0	0	6
18:15	12	0	0	0	0	0	0	12
18:30	7	0	0	0	0	0	0	7
18:45	5	1	0	0	0	0	1	7
<b>H/TOT</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>32</b>
<b>P/TOT</b>	<b>108</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>136</b>

TIME	B TO C FROM SANDY LANE TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	0	0	0	0	0	3
16:15	4	0	0	0	0	0	0	4
16:30	5	0	0	0	0	0	0	5
16:45	5	0	0	0	0	0	0	5
<b>H/TOT</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
17:00	3	1	0	0	0	0	0	4
17:15	6	2	0	0	0	0	4	12
17:30	2	0	0	0	0	0	0	2
17:45	3	1	0	0	0	0	0	4
<b>H/TOT</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>22</b>
18:00	7	0	0	0	0	0	0	7
18:15	2	1	0	0	0	0	0	3
18:30	4	1	0	0	0	0	0	5
18:45	4	2	2	0	0	0	0	8
<b>H/TOT</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>P/TOT</b>	<b>48</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>62</b>

## 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
<b>H/TOT</b>	<b>354</b>	<b>80</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>468</b>
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
<b>H/TOT</b>	<b>423</b>	<b>67</b>	<b>18</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>534</b>
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
<b>H/TOT</b>	<b>290</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>381</b>
<b>P/TOT</b>	<b>1067</b>	<b>200</b>	<b>47</b>	<b>65</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1383</b>

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
<b>H/TOT</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
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
<b>H/TOT</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
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
<b>H/TOT</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>P/TOT</b>	<b>54</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>

# 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
16:00	58	24	6	9	0	3	0	100
16:15	72	22	1	1	0	0	0	96
16:30	84	31	4	3	0	0	0	122
16:45	77	24	2	4	0	0	0	107
<b>H/TOT</b>	<b>291</b>	<b>101</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>425</b>
17:00	80	27	6	3	0	0	0	116
17:15	87	27	1	1	0	0	0	116
17:30	89	25	2	6	0	1	0	123
17:45	75	15	5	1	0	0	1	97
<b>H/TOT</b>	<b>331</b>	<b>94</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>452</b>
18:00	61	14	2	3	0	0	0	80
18:15	67	9	2	2	0	0	0	80
18:30	62	8	2	3	0	2	0	77
18:45	50	13	1	2	0	0	0	66
<b>H/TOT</b>	<b>240</b>	<b>44</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>303</b>
<b>P/TOT</b>	<b>862</b>	<b>239</b>	<b>34</b>	<b>38</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>1180</b>

TIME	C TO B FROM A53 (W) TO SANDY LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	2	1	0	0	0	0	7
16:15	4	2	1	0	0	0	0	7
16:30	5	0	0	0	0	0	0	5
16:45	3	2	0	0	0	0	0	5
<b>H/TOT</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
17:00	4	0	0	0	0	0	0	4
17:15	1	1	0	0	0	0	0	2
17:30	3	0	2	0	0	0	0	5
17:45	6	1	0	0	0	0	1	8
<b>H/TOT</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>
18:00	3	0	0	0	0	1	0	4
18:15	6	0	0	0	0	0	0	6
18:30	3	0	0	0	0	0	0	3
18:45	4	0	0	0	0	0	0	4
<b>H/TOT</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>P/TOT</b>	<b>46</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>60</b>

## 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 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
<b>H/TOT</b>	<b>372</b>	<b>91</b>	<b>13</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>500</b>	<b>254</b>	<b>116</b>	<b>25</b>	<b>33</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>431</b>
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
<b>H/TOT</b>	<b>467</b>	<b>75</b>	<b>18</b>	<b>25</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>589</b>	<b>258</b>	<b>134</b>	<b>28</b>	<b>33</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>456</b>
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
<b>H/TOT</b>	<b>318</b>	<b>57</b>	<b>20</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>416</b>	<b>257</b>	<b>114</b>	<b>30</b>	<b>26</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>431</b>
<b>P/TOT</b>	<b>1157</b>	<b>223</b>	<b>51</b>	<b>65</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1505</b>	<b>769</b>	<b>364</b>	<b>83</b>	<b>92</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1318</b>

# 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
<b>H/TOT</b>	<b>335</b>	<b>114</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>483</b>	<b>444</b>	<b>74</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>548</b>
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
<b>H/TOT</b>	<b>366</b>	<b>101</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>498</b>	<b>494</b>	<b>69</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>594</b>
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
<b>H/TOT</b>	<b>269</b>	<b>46</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>335</b>	<b>377</b>	<b>35</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>451</b>
<b>P/TOT</b>	<b>970</b>	<b>261</b>	<b>35</b>	<b>38</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>1316</b>	<b>1315</b>	<b>178</b>	<b>20</b>	<b>33</b>	<b>5</b>	<b>39</b>	<b>3</b>	<b>1593</b>

## 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
<b>H/TOT</b>	<b>75</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>29</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>47</b>
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
<b>H/TOT</b>	<b>71</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>55</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>72</b>
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
<b>H/TOT</b>	<b>50</b>	<b>25</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>37</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>46</b>
<b>P/TOT</b>	<b>196</b>	<b>74</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>280</b>	<b>121</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>165</b>

# 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
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
<b>H/TOT</b>	<b>111</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>136</b>	<b>61</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>75</b>
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
<b>H/TOT</b>	<b>125</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>152</b>	<b>49</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>68</b>
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
<b>H/TOT</b>	<b>69</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>86</b>	<b>46</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>55</b>
<b>P/TOT</b>	<b>305</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>4</b>	<b>374</b>	<b>156</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>198</b>



## 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 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
<b>H/TOT</b>	<b>213</b>	<b>100</b>	<b>24</b>	<b>33</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>372</b>	<b>377</b>	<b>82</b>	<b>11</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>494</b>
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
<b>H/TOT</b>	<b>219</b>	<b>116</b>	<b>29</b>	<b>33</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>399</b>	<b>444</b>	<b>71</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>560</b>
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
<b>H/TOT</b>	<b>226</b>	<b>96</b>	<b>31</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>382</b>	<b>300</b>	<b>59</b>	<b>21</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>401</b>
<b>P/TOT</b>	<b>658</b>	<b>312</b>	<b>84</b>	<b>92</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1153</b>	<b>1121</b>	<b>212</b>	<b>51</b>	<b>67</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1455</b>

# 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
<b>H/TOT</b>	<b>366</b>	<b>61</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>453</b>	<b>307</b>	<b>107</b>	<b>15</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>449</b>
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
<b>H/TOT</b>	<b>397</b>	<b>57</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>11</b>	<b>4</b>	<b>483</b>	<b>345</b>	<b>96</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>471</b>
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
<b>H/TOT</b>	<b>341</b>	<b>38</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>405</b>	<b>256</b>	<b>44</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>320</b>
<b>P/TOT</b>	<b>1104</b>	<b>156</b>	<b>20</b>	<b>33</b>	<b>2</b>	<b>22</b>	<b>4</b>	<b>1341</b>	<b>908</b>	<b>247</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>1240</b>

## 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

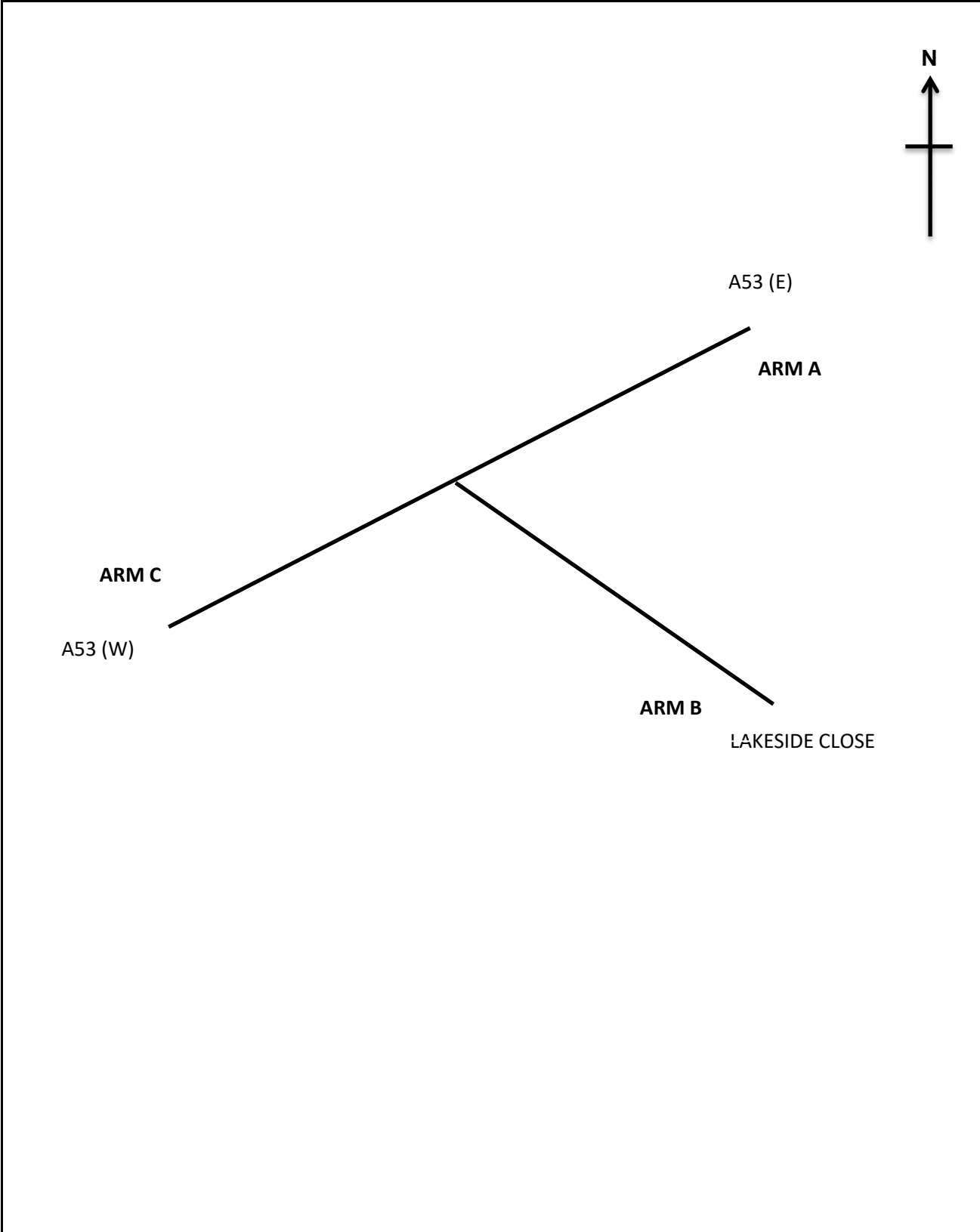
**SITE: 7**



**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
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>251</b>	<b>121</b>	<b>28</b>	<b>30</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>433</b>
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
<b>H/TOT</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>248</b>	<b>139</b>	<b>32</b>	<b>29</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>452</b>
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
<b>H/TOT</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>246</b>	<b>123</b>	<b>30</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>428</b>
<b>P/TOT</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>745</b>	<b>383</b>	<b>90</b>	<b>84</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1313</b>

# 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
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
<b>H/TOT</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>436</b>	<b>76</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>542</b>
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
<b>H/TOT</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>484</b>	<b>77</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>590</b>
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
<b>H/TOT</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>365</b>	<b>45</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>448</b>
<b>P/TOT</b>	<b>35</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1285</b>	<b>198</b>	<b>18</b>	<b>33</b>	<b>5</b>	<b>39</b>	<b>2</b>	<b>1580</b>



## 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	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
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
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
<b>H/TOT</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
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
<b>H/TOT</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>P/TOT</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>

# 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
<b>H/TOT</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
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
<b>H/TOT</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>
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
<b>H/TOT</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>P/TOT</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>

## 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
<b>H/TOT</b>	<b>379</b>	<b>80</b>	<b>12</b>	<b>22</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>498</b>
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
<b>H/TOT</b>	<b>469</b>	<b>68</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>584</b>
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
<b>H/TOT</b>	<b>316</b>	<b>57</b>	<b>23</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>415</b>
<b>P/TOT</b>	<b>1164</b>	<b>205</b>	<b>56</b>	<b>59</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1497</b>

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
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
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
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
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
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>P/TOT</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>

# 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
16:00	70	28	6	9	0	3	0	116
16:15	82	27	1	1	0	0	0	111
16:30	94	33	2	4	1	0	0	134
16:45	89	27	3	4	0	0	0	123
<b>H/TOT</b>	<b>335</b>	<b>115</b>	<b>12</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>484</b>
17:00	90	27	6	3	0	0	0	126
17:15	92	29	1	1	0	0	0	123
17:30	96	26	3	5	1	2	0	133
17:45	77	19	4	0	0	0	2	102
<b>H/TOT</b>	<b>355</b>	<b>101</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>484</b>
18:00	67	14	4	2	0	0	0	87
18:15	79	9	2	2	0	0	0	92
18:30	69	7	3	2	0	2	0	83
18:45	52	14	2	2	0	0	0	70
<b>H/TOT</b>	<b>267</b>	<b>44</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>332</b>
<b>P/TOT</b>	<b>957</b>	<b>260</b>	<b>37</b>	<b>35</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1300</b>

TIME	C TO B FROM A53 (W) TO LAKESIDE CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2
16:30	0	0	1	0	0	0	0	1
16:45	1	1	0	0	0	0	0	2
<b>H/TOT</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
17:00	2	1	0	0	0	0	0	3
17:15	3	0	0	0	0	0	0	3
17:30	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1
18:45	0	1	0	0	0	0	1	2
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
<b>P/TOT</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>

## 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 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
<b>H/TOT</b>	<b>384</b>	<b>80</b>	<b>12</b>	<b>22</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>503</b>	<b>252</b>	<b>121</b>	<b>28</b>	<b>30</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>434</b>
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
<b>H/TOT</b>	<b>486</b>	<b>70</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>603</b>	<b>258</b>	<b>139</b>	<b>32</b>	<b>29</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>462</b>
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
<b>H/TOT</b>	<b>332</b>	<b>57</b>	<b>23</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>431</b>	<b>253</b>	<b>125</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>438</b>
<b>P/TOT</b>	<b>1202</b>	<b>207</b>	<b>56</b>	<b>59</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1537</b>	<b>763</b>	<b>385</b>	<b>91</b>	<b>84</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1334</b>



# 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
<b>H/TOT</b>	<b>341</b>	<b>116</b>	<b>13</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>492</b>	<b>447</b>	<b>77</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>555</b>
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
<b>H/TOT</b>	<b>360</b>	<b>102</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>490</b>	<b>493</b>	<b>77</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>599</b>
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
<b>H/TOT</b>	<b>277</b>	<b>45</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>344</b>	<b>380</b>	<b>45</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>463</b>
<b>P/TOT</b>	<b>978</b>	<b>263</b>	<b>39</b>	<b>35</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1326</b>	<b>1320</b>	<b>199</b>	<b>19</b>	<b>33</b>	<b>5</b>	<b>39</b>	<b>2</b>	<b>1617</b>

## 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
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
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
<b>H/TOT</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
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
<b>H/TOT</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>P/TOT</b>	<b>26</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>52</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>

# 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
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
<b>H/TOT</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
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
<b>H/TOT</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
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
<b>H/TOT</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>P/TOT</b>	<b>49</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>34</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>42</b>

## 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 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
<b>H/TOT</b>	<b>256</b>	<b>121</b>	<b>28</b>	<b>30</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>438</b>	<b>381</b>	<b>80</b>	<b>12</b>	<b>22</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>500</b>
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
<b>H/TOT</b>	<b>253</b>	<b>140</b>	<b>32</b>	<b>29</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>458</b>	<b>472</b>	<b>68</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>587</b>
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
<b>H/TOT</b>	<b>250</b>	<b>124</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>434</b>	<b>319</b>	<b>57</b>	<b>24</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>419</b>
<b>P/TOT</b>	<b>759</b>	<b>385</b>	<b>91</b>	<b>84</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1330</b>	<b>1172</b>	<b>205</b>	<b>57</b>	<b>59</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1506</b>

# 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
<b>H/TOT</b>	<b>440</b>	<b>77</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>548</b>	<b>339</b>	<b>117</b>	<b>13</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>491</b>
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
<b>H/TOT</b>	<b>489</b>	<b>77</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>596</b>	<b>363</b>	<b>102</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>493</b>
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
<b>H/TOT</b>	<b>369</b>	<b>45</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>452</b>	<b>269</b>	<b>45</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>336</b>
<b>P/TOT</b>	<b>1298</b>	<b>199</b>	<b>19</b>	<b>33</b>	<b>5</b>	<b>39</b>	<b>3</b>	<b>1596</b>	<b>971</b>	<b>264</b>	<b>38</b>	<b>35</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>1320</b>

## 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



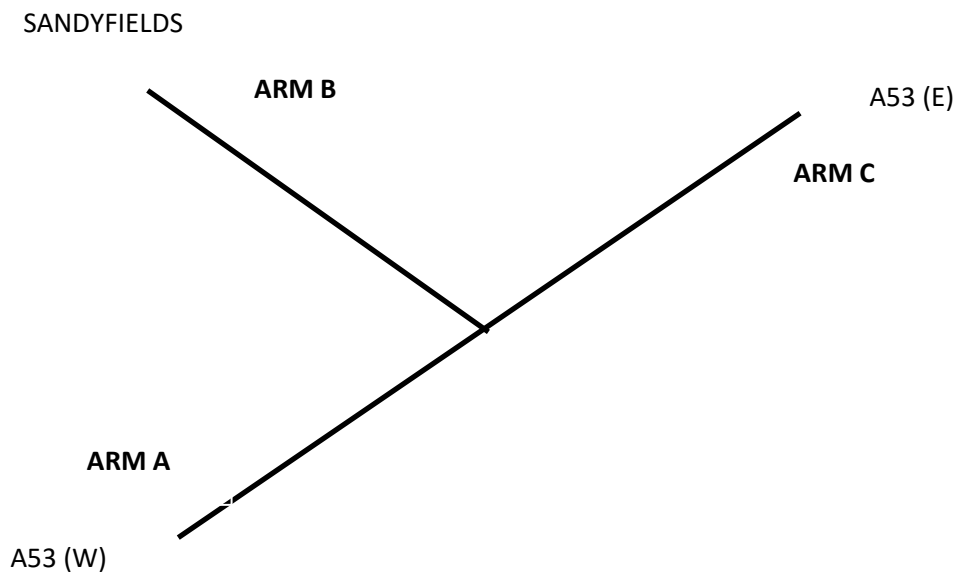
**SITE: 8**



**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
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>381</b>	<b>82</b>	<b>10</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>497</b>
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
<b>H/TOT</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>479</b>	<b>75</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>598</b>
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
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>334</b>	<b>57</b>	<b>19</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>432</b>
<b>P/TOT</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1194</b>	<b>214</b>	<b>49</b>	<b>61</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1527</b>

# 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
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
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>339</b>	<b>120</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>494</b>
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
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>362</b>	<b>103</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>493</b>
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
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>272</b>	<b>43</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>337</b>
<b>P/TOT</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>973</b>	<b>266</b>	<b>36</b>	<b>38</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>1324</b>

## 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	B TO A FROM SANDYFIELDS TO A53 (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	2	0	0	0	0	0	0	2
07:45	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
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	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
09:00	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1
09:30	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>P/TOT</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>

TIME	B TO C FROM SANDYFIELDS TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	1	0	1	0	0	0	0	2
07:30	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
08:00	1	0	0	0	0	0	0	1
08:15	1	1	0	0	0	0	0	2
08:30	3	0	0	0	0	0	0	3
08:45	4	0	0	0	0	0	0	4
<b>H/TOT</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
09:00	2	2	1	0	0	0	0	5
09:15	1	1	0	0	0	0	0	2
09:30	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>P/TOT</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>



## 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

# 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
<b>H/TOT</b>	<b>257</b>	<b>117</b>	<b>28</b>	<b>29</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>434</b>	<b>382</b>	<b>82</b>	<b>11</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>499</b>
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
<b>H/TOT</b>	<b>275</b>	<b>133</b>	<b>33</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>473</b>	<b>480</b>	<b>77</b>	<b>21</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>602</b>
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
<b>H/TOT</b>	<b>257</b>	<b>121</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>438</b>	<b>335</b>	<b>57</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>434</b>
<b>P/TOT</b>	<b>789</b>	<b>371</b>	<b>92</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1345</b>	<b>1197</b>	<b>216</b>	<b>52</b>	<b>61</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1535</b>

# 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
<b>H/TOT</b>	<b>460</b>	<b>68</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>559</b>	<b>341</b>	<b>121</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>497</b>
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
<b>H/TOT</b>	<b>504</b>	<b>69</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>601</b>	<b>363</b>	<b>103</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>494</b>
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
<b>H/TOT</b>	<b>386</b>	<b>41</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>22</b>	<b>2</b>	<b>467</b>	<b>275</b>	<b>43</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>340</b>
<b>P/TOT</b>	<b>1350</b>	<b>178</b>	<b>22</b>	<b>30</b>	<b>5</b>	<b>40</b>	<b>2</b>	<b>1627</b>	<b>979</b>	<b>267</b>	<b>36</b>	<b>38</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>1331</b>

## 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
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
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
<b>H/TOT</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
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
<b>H/TOT</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>P/TOT</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>





## 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 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
<b>H/TOT</b>	<b>384</b>	<b>82</b>	<b>11</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>501</b>	<b>254</b>	<b>117</b>	<b>28</b>	<b>29</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>431</b>
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
<b>H/TOT</b>	<b>488</b>	<b>76</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>608</b>	<b>277</b>	<b>134</b>	<b>33</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>476</b>
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
<b>H/TOT</b>	<b>339</b>	<b>60</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>441</b>	<b>260</b>	<b>122</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>442</b>
<b>P/TOT</b>	<b>1211</b>	<b>218</b>	<b>51</b>	<b>61</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1550</b>	<b>791</b>	<b>373</b>	<b>92</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1349</b>

# 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
<b>H/TOT</b>	<b>342</b>	<b>122</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>499</b>	<b>463</b>	<b>68</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>562</b>
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
<b>H/TOT</b>	<b>366</b>	<b>103</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>497</b>	<b>509</b>	<b>69</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>606</b>
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
<b>H/TOT</b>	<b>274</b>	<b>44</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>340</b>	<b>390</b>	<b>42</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>22</b>	<b>2</b>	<b>472</b>
<b>P/TOT</b>	<b>982</b>	<b>269</b>	<b>36</b>	<b>38</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>1336</b>	<b>1362</b>	<b>179</b>	<b>22</b>	<b>30</b>	<b>5</b>	<b>40</b>	<b>2</b>	<b>1640</b>

## MANUAL CLASSIFIED COUNTS

JOB REF: 10499

JOB NAME: BALDWINS GATE

SITE: 8

LOCATION: A53 (W) / SANDYFIELDS / A53(E)



DATE: 23/06/2021

DAY: WEDNESDAY

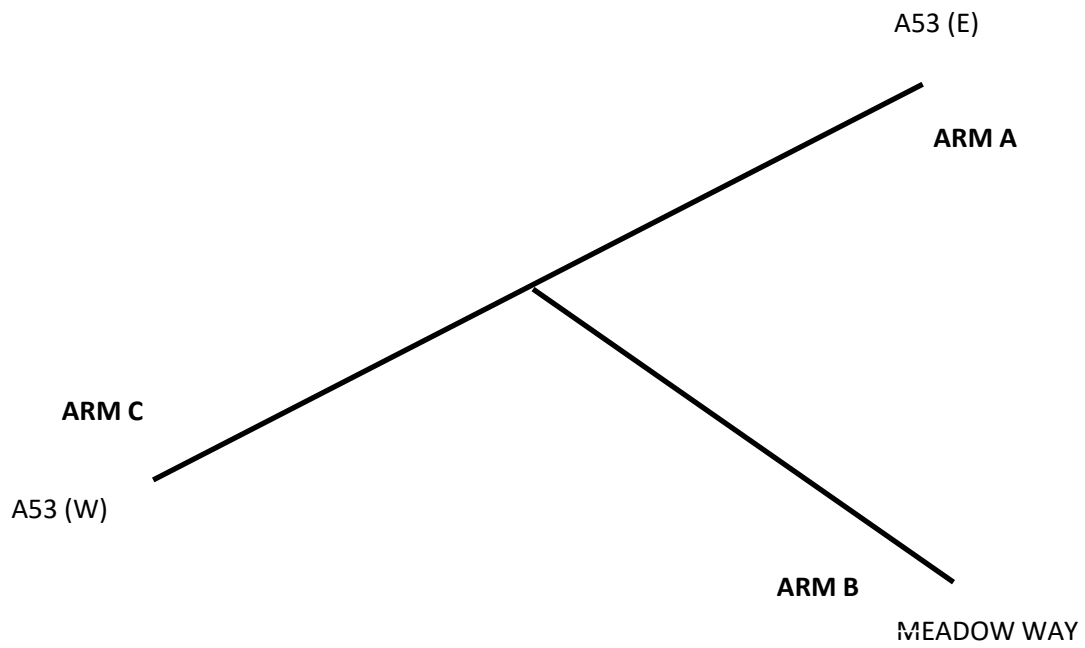
**SITE: 9**



**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
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>252</b>	<b>118</b>	<b>26</b>	<b>32</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>431</b>
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
<b>H/TOT</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>256</b>	<b>138</b>	<b>32</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>460</b>
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
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>246</b>	<b>118</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>424</b>
<b>P/TOT</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>754</b>	<b>374</b>	<b>89</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1315</b>

# 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
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
<b>H/TOT</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>448</b>	<b>71</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>549</b>
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
<b>H/TOT</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>506</b>	<b>64</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>599</b>
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
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>389</b>	<b>34</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>22</b>	<b>2</b>	<b>465</b>
<b>P/TOT</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1343</b>	<b>169</b>	<b>20</b>	<b>34</b>	<b>5</b>	<b>40</b>	<b>2</b>	<b>1613</b>



## 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

# 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
<b>H/TOT</b>	<b>377</b>	<b>87</b>	<b>10</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>499</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
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
<b>H/TOT</b>	<b>471</b>	<b>71</b>	<b>18</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>587</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
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
<b>H/TOT</b>	<b>325</b>	<b>60</b>	<b>19</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>427</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>P/TOT</b>	<b>1173</b>	<b>218</b>	<b>47</b>	<b>66</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1513</b>	<b>40</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>



## 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 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
<b>H/TOT</b>	<b>380</b>	<b>87</b>	<b>11</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>503</b>	<b>255</b>	<b>118</b>	<b>26</b>	<b>32</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>434</b>
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
<b>H/TOT</b>	<b>483</b>	<b>73</b>	<b>18</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>601</b>	<b>261</b>	<b>142</b>	<b>32</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>469</b>
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
<b>H/TOT</b>	<b>332</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>435</b>	<b>248</b>	<b>118</b>	<b>32</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>427</b>
<b>P/TOT</b>	<b>1195</b>	<b>220</b>	<b>49</b>	<b>66</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1539</b>	<b>764</b>	<b>378</b>	<b>90</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1330</b>



# 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
<b>H/TOT</b>	<b>342</b>	<b>126</b>	<b>12</b>	<b>19</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>503</b>	<b>451</b>	<b>74</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>555</b>
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
<b>H/TOT</b>	<b>370</b>	<b>97</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>495</b>	<b>514</b>	<b>64</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>607</b>
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
<b>H/TOT</b>	<b>277</b>	<b>41</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>340</b>	<b>392</b>	<b>34</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>22</b>	<b>2</b>	<b>468</b>
<b>P/TOT</b>	<b>989</b>	<b>264</b>	<b>35</b>	<b>39</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1338</b>	<b>1357</b>	<b>172</b>	<b>20</b>	<b>34</b>	<b>5</b>	<b>40</b>	<b>2</b>	<b>1630</b>

## 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
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
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
<b>H/TOT</b>	<b>31</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
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
<b>H/TOT</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>P/TOT</b>	<b>50</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>59</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>



## 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 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
<b>H/TOT</b>	<b>255</b>	<b>118</b>	<b>26</b>	<b>32</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>434</b>	<b>380</b>	<b>87</b>	<b>10</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>502</b>
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
<b>H/TOT</b>	<b>273</b>	<b>140</b>	<b>32</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>479</b>	<b>497</b>	<b>76</b>	<b>18</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>618</b>
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
<b>H/TOT</b>	<b>263</b>	<b>120</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>443</b>	<b>336</b>	<b>61</b>	<b>20</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>440</b>
<b>P/TOT</b>	<b>791</b>	<b>378</b>	<b>89</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1356</b>	<b>1213</b>	<b>224</b>	<b>48</b>	<b>66</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1560</b>

# 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
<b>H/TOT</b>	<b>459</b>	<b>73</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>562</b>	<b>343</b>	<b>124</b>	<b>12</b>	<b>19</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>502</b>
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
<b>H/TOT</b>	<b>512</b>	<b>64</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>605</b>	<b>373</b>	<b>98</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>499</b>
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
<b>H/TOT</b>	<b>393</b>	<b>37</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>22</b>	<b>2</b>	<b>472</b>	<b>275</b>	<b>43</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>340</b>
<b>P/TOT</b>	<b>1364</b>	<b>174</b>	<b>20</b>	<b>34</b>	<b>5</b>	<b>40</b>	<b>2</b>	<b>1639</b>	<b>991</b>	<b>265</b>	<b>35</b>	<b>39</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1341</b>

## 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



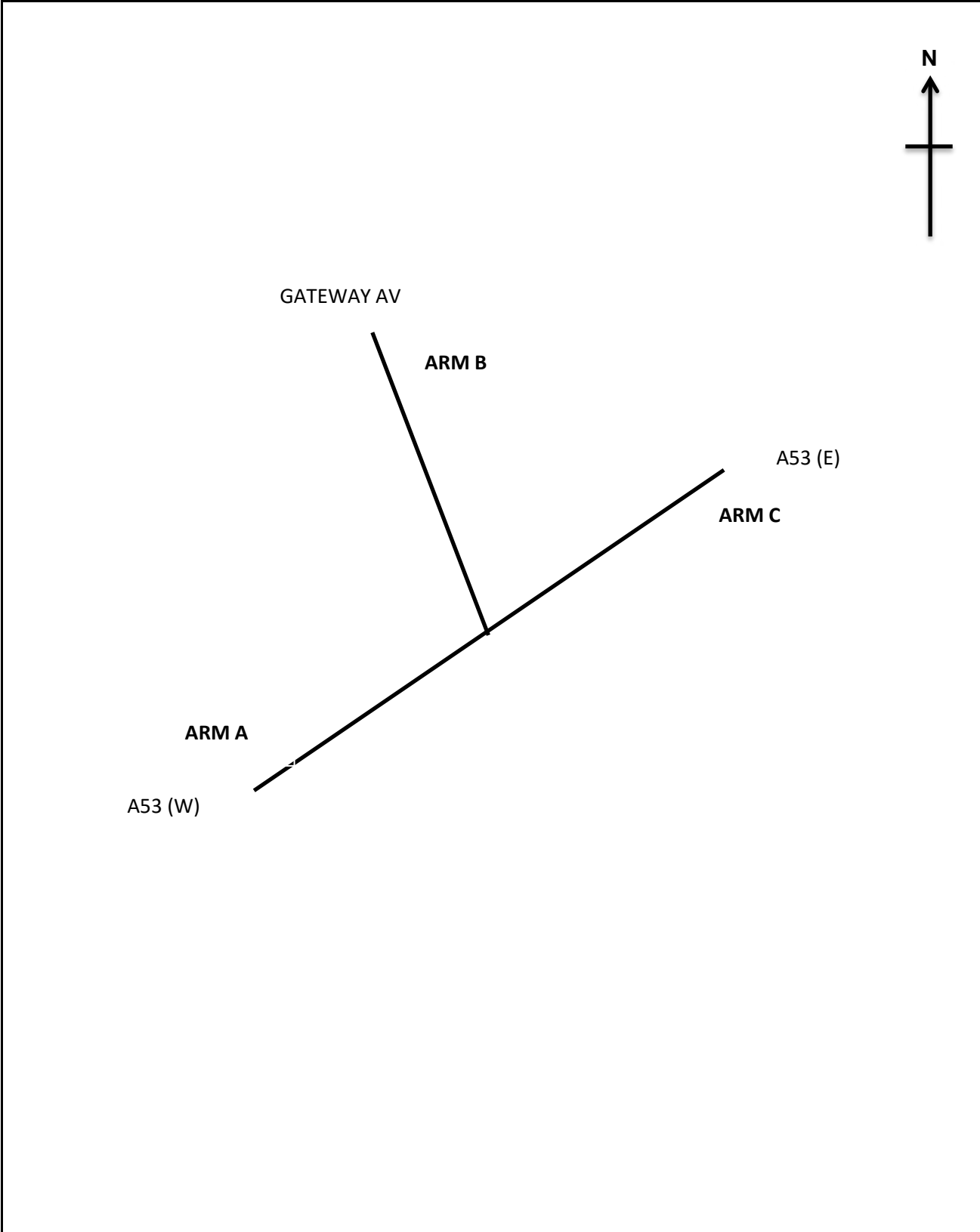
**SITE: 10**



**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
<b>H/TOT</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>377</b>	<b>83</b>	<b>12</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>495</b>
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
<b>H/TOT</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>480</b>	<b>72</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>596</b>
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
<b>H/TOT</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>327</b>	<b>58</b>	<b>21</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>426</b>
<b>P/TOT</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1184</b>	<b>213</b>	<b>53</b>	<b>58</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1517</b>

# 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
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
<b>H/TOT</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>328</b>	<b>120</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>483</b>
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
<b>H/TOT</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>347</b>	<b>100</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>475</b>
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
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>269</b>	<b>41</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>332</b>
<b>P/TOT</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>944</b>	<b>261</b>	<b>39</b>	<b>35</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1290</b>

## 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	B TO A FROM GATEWAY AV TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3
07:15	5	0	0	0	0	0	0	5
07:30	2	1	0	0	0	0	0	3
07:45	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
08:00	3	0	0	0	0	0	0	3
08:15	2	0	0	0	0	0	0	2
08:30	3	0	0	0	0	0	0	3
08:45	1	0	1	0	0	0	0	2
<b>H/TOT</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
09:00	0	0	0	0	0	0	0	0
09:15	1	3	0	0	0	0	0	4
09:30	1	0	0	0	0	0	0	1
09:45	3	2	0	0	0	0	0	5
<b>H/TOT</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>P/TOT</b>	<b>25</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>

TIME	B TO C FROM GATEWAY AV TO A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2
07:15	6	0	0	0	0	0	0	6
07:30	6	0	0	0	0	0	0	6
07:45	5	2	1	0	0	0	0	8
<b>H/TOT</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
08:00	12	1	0	0	0	0	0	13
08:15	10	1	0	0	0	0	0	11
08:30	15	1	0	0	0	0	0	16
08:45	5	1	0	0	0	0	0	6
<b>H/TOT</b>	<b>42</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>
09:00	5	0	1	0	0	0	0	6
09:15	2	3	0	0	0	0	0	5
09:30	7	2	0	0	0	0	0	9
09:45	2	0	1	0	0	0	0	3
<b>H/TOT</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>P/TOT</b>	<b>77</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>



## 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
<b>H/TOT</b>	<b>243</b>	<b>115</b>	<b>27</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>419</b>
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
<b>H/TOT</b>	<b>249</b>	<b>147</b>	<b>31</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>458</b>
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
<b>H/TOT</b>	<b>240</b>	<b>116</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>416</b>
<b>P/TOT</b>	<b>732</b>	<b>378</b>	<b>89</b>	<b>84</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1293</b>

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
<b>H/TOT</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
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
<b>H/TOT</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
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
<b>H/TOT</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>P/TOT</b>	<b>26</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>

# 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
16:00	106	16	3	2	0	0	0	127
16:15	112	17	7	1	0	3	0	140
16:30	120	24	1	9	0	0	0	154
16:45	120	19	1	3	0	0	0	143
<b>H/TOT</b>	<b>458</b>	<b>76</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>564</b>
17:00	117	26	1	1	1	0	0	146
17:15	116	13	1	2	0	2	0	134
17:30	138	18	1	3	0	8	0	168
17:45	118	19	0	2	1	6	0	146
<b>H/TOT</b>	<b>489</b>	<b>76</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>594</b>
18:00	100	13	0	1	0	5	0	119
18:15	123	9	2	4	1	3	1	143
18:30	77	11	2	2	1	3	0	96
18:45	81	11	0	1	0	11	1	105
<b>H/TOT</b>	<b>381</b>	<b>44</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>2</b>	<b>463</b>
<b>P/TOT</b>	<b>1328</b>	<b>196</b>	<b>19</b>	<b>31</b>	<b>4</b>	<b>41</b>	<b>2</b>	<b>1621</b>

TIME	C TO B FROM A53(E) TO GATEWAY AV							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	2	0	0	0	0	0	6
16:15	4	1	0	0	0	0	0	5
16:30	4	0	0	0	0	0	0	4
16:45	9	0	0	0	0	0	0	9
<b>H/TOT</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
17:00	6	0	0	0	0	0	0	6
17:15	7	0	0	0	0	0	0	7
17:30	7	0	0	0	0	0	0	7
17:45	3	0	0	0	0	0	0	3
<b>H/TOT</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
18:00	6	1	0	0	0	0	0	7
18:15	6	0	1	0	0	0	0	7
18:30	5	0	0	0	0	0	0	5
18:45	2	1	0	0	0	0	0	3
<b>H/TOT</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>P/TOT</b>	<b>63</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>

## 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
<b>H/TOT</b>	<b>254</b>	<b>116</b>	<b>27</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>431</b>	<b>380</b>	<b>84</b>	<b>13</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>500</b>
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
<b>H/TOT</b>	<b>258</b>	<b>147</b>	<b>32</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>468</b>	<b>483</b>	<b>73</b>	<b>21</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>601</b>
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
<b>H/TOT</b>	<b>245</b>	<b>121</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>426</b>	<b>333</b>	<b>59</b>	<b>22</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>434</b>
<b>P/TOT</b>	<b>757</b>	<b>384</b>	<b>90</b>	<b>84</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1325</b>	<b>1196</b>	<b>216</b>	<b>56</b>	<b>58</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1535</b>

# 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	109	16	3	2	0	0	0	130
16:15	114	19	7	1	0	3	0	144
16:30	120	24	1	9	0	0	0	154
16:45	120	19	1	3	0	0	0	143
<b>H/TOT</b>	<b>463</b>	<b>78</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>571</b>
17:00	120	26	1	1	1	0	0	149
17:15	119	13	1	2	0	2	0	137
17:30	141	18	1	3	0	8	0	171
17:45	121	19	0	2	1	6	0	149
<b>H/TOT</b>	<b>501</b>	<b>76</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>606</b>
18:00	101	13	0	1	0	5	0	120
18:15	124	9	2	4	1	3	1	144
18:30	81	11	3	2	1	3	0	101
18:45	81	11	0	1	0	11	1	105
<b>H/TOT</b>	<b>387</b>	<b>44</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>2</b>	<b>470</b>
<b>P/TOT</b>	<b>1351</b>	<b>198</b>	<b>20</b>	<b>31</b>	<b>4</b>	<b>41</b>	<b>2</b>	<b>1647</b>

TIME	FROM ARM A A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	67	28	6	9	0	3	0	113
16:15	84	30	2	1	0	0	0	117
16:30	94	35	3	3	1	0	0	136
16:45	93	29	3	4	0	0	0	129
<b>H/TOT</b>	<b>338</b>	<b>122</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>495</b>
17:00	94	29	6	3	0	0	0	132
17:15	86	28	1	1	0	0	0	116
17:30	102	25	3	5	1	2	0	138
17:45	84	18	4	0	0	0	2	108
<b>H/TOT</b>	<b>366</b>	<b>100</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>494</b>
18:00	70	12	3	2	0	0	0	87
18:15	83	7	3	2	0	0	0	95
18:30	68	7	2	3	0	2	0	82
18:45	53	15	3	2	0	0	0	73
<b>H/TOT</b>	<b>274</b>	<b>41</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>337</b>
<b>P/TOT</b>	<b>978</b>	<b>263</b>	<b>39</b>	<b>35</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1326</b>

## 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
<b>H/TOT</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>30</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
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
<b>H/TOT</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>
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
<b>H/TOT</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
<b>P/TOT</b>	<b>38</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>102</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>123</b>

# 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
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
<b>H/TOT</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
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
<b>H/TOT</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
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
<b>H/TOT</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>P/TOT</b>	<b>97</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>66</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>



## 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 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
<b>H/TOT</b>	<b>396</b>	<b>85</b>	<b>13</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>517</b>	<b>249</b>	<b>117</b>	<b>27</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>427</b>
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
<b>H/TOT</b>	<b>522</b>	<b>76</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>642</b>	<b>260</b>	<b>150</b>	<b>32</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>473</b>
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
<b>H/TOT</b>	<b>343</b>	<b>63</b>	<b>23</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>449</b>	<b>249</b>	<b>123</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>432</b>
<b>P/TOT</b>	<b>1261</b>	<b>224</b>	<b>56</b>	<b>58</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1608</b>	<b>758</b>	<b>390</b>	<b>90</b>	<b>84</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1332</b>

# 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	70	28	6	9	0	3	0	116
16:15	84	30	2	1	0	0	0	117
16:30	97	35	3	3	1	0	0	139
16:45	93	29	3	4	0	0	0	129
<b>H/TOT</b>	<b>344</b>	<b>122</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>501</b>
17:00	92	29	6	3	0	0	0	130
17:15	86	29	1	1	0	0	0	117
17:30	100	27	3	5	1	2	0	138
17:45	80	19	4	0	0	0	2	105
<b>H/TOT</b>	<b>358</b>	<b>104</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>490</b>
18:00	76	12	3	2	0	0	0	93
18:15	83	7	3	2	0	0	0	95
18:30	69	7	2	3	0	2	0	83
18:45	57	15	3	2	0	0	0	77
<b>H/TOT</b>	<b>285</b>	<b>41</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>348</b>
<b>P/TOT</b>	<b>987</b>	<b>267</b>	<b>39</b>	<b>35</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1339</b>

TIME	FROM ARM C A53(E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	110	18	3	2	0	0	0	133
16:15	116	18	7	1	0	3	0	145
16:30	124	24	1	9	0	0	0	158
16:45	129	19	1	3	0	0	0	152
<b>H/TOT</b>	<b>479</b>	<b>79</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>588</b>
17:00	123	26	1	1	1	0	0	152
17:15	123	13	1	2	0	2	0	141
17:30	145	18	1	3	0	8	0	175
17:45	121	19	0	2	1	6	0	149
<b>H/TOT</b>	<b>512</b>	<b>76</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>617</b>
18:00	106	14	0	1	0	5	0	126
18:15	129	9	3	4	1	3	1	150
18:30	82	11	2	2	1	3	0	101
18:45	83	12	0	1	0	11	1	108
<b>H/TOT</b>	<b>400</b>	<b>46</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>2</b>	<b>485</b>
<b>P/TOT</b>	<b>1391</b>	<b>201</b>	<b>20</b>	<b>31</b>	<b>4</b>	<b>41</b>	<b>2</b>	<b>1690</b>

## 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

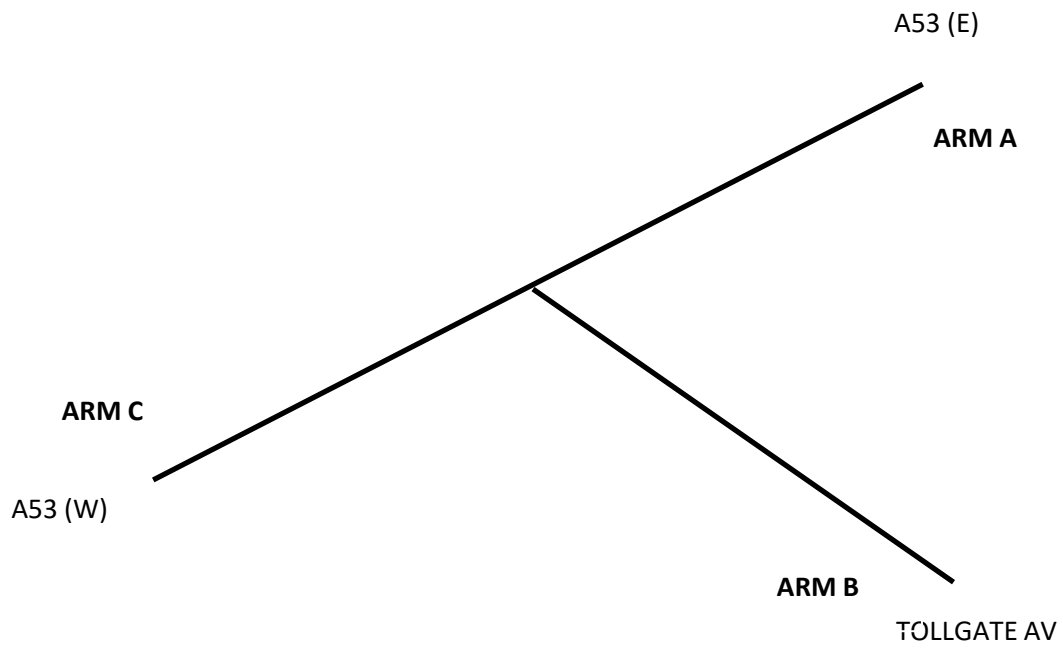
**SITE: 11**



**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
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>247</b>	<b>118</b>	<b>26</b>	<b>33</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>427</b>
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
<b>H/TOT</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>251</b>	<b>146</b>	<b>30</b>	<b>28</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>459</b>
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
<b>H/TOT</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>259</b>	<b>108</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>427</b>
<b>P/TOT</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>757</b>	<b>372</b>	<b>87</b>	<b>86</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1313</b>

# 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
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
<b>H/TOT</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>476</b>	<b>76</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>581</b>
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
<b>H/TOT</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>519</b>	<b>66</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>608</b>
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
<b>H/TOT</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>411</b>	<b>36</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>1</b>	<b>484</b>
<b>P/TOT</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1406</b>	<b>178</b>	<b>18</b>	<b>31</b>	<b>4</b>	<b>35</b>	<b>1</b>	<b>1673</b>



## 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	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
<b>H/TOT</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>H/TOT</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>
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
<b>H/TOT</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>P/TOT</b>	<b>37</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>23</b>



## 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	68	18	1	6	0	0	0	93
07:15	76	23	2	7	0	0	0	108
07:30	111	28	3	6	0	1	0	149
07:45	129	27	3	3	2	0	0	164
<b>H/TOT</b>	<b>384</b>	<b>96</b>	<b>9</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>514</b>
08:00	152	26	9	4	2	1	0	194
08:15	144	20	5	4	0	0	0	173
08:30	114	13	1	8	1	1	0	138
08:45	95	10	3	4	0	0	0	112
<b>H/TOT</b>	<b>505</b>	<b>69</b>	<b>18</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>617</b>
09:00	107	20	5	4	0	0	0	136
09:15	79	11	8	6	0	1	0	105
09:30	75	15	3	5	1	0	0	99
09:45	88	11	5	2	0	1	0	107
<b>H/TOT</b>	<b>349</b>	<b>57</b>	<b>21</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>447</b>
<b>P/TOT</b>	<b>1238</b>	<b>222</b>	<b>48</b>	<b>59</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1578</b>

TIME	C TO B FROM A53 (W) TO TOLLGATE AV							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1
07:30	3	0	0	0	0	0	0	3
07:45	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
08:00	5	0	0	0	0	0	0	5
08:15	1	0	0	0	0	0	0	1
08:30	8	0	0	0	1	0	0	9
08:45	11	0	0	0	0	0	0	11
<b>H/TOT</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>26</b>
09:00	4	0	0	0	0	0	0	4
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>P/TOT</b>	<b>36</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>38</b>



## 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 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
<b>H/TOT</b>	<b>386</b>	<b>98</b>	<b>9</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>518</b>	<b>252</b>	<b>118</b>	<b>26</b>	<b>33</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>432</b>
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
<b>H/TOT</b>	<b>529</b>	<b>70</b>	<b>18</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>642</b>	<b>273</b>	<b>150</b>	<b>30</b>	<b>28</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>485</b>
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
<b>H/TOT</b>	<b>360</b>	<b>57</b>	<b>22</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>459</b>	<b>272</b>	<b>109</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>441</b>
<b>P/TOT</b>	<b>1275</b>	<b>225</b>	<b>49</b>	<b>59</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1619</b>	<b>797</b>	<b>377</b>	<b>87</b>	<b>86</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1358</b>



# 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
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
<b>H/TOT</b>	<b>350</b>	<b>126</b>	<b>11</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>509</b>	<b>485</b>	<b>76</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>590</b>
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
<b>H/TOT</b>	<b>368</b>	<b>104</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>499</b>	<b>522</b>	<b>69</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>614</b>
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
<b>H/TOT</b>	<b>290</b>	<b>40</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>352</b>	<b>416</b>	<b>37</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>1</b>	<b>490</b>
<b>P/TOT</b>	<b>1008</b>	<b>270</b>	<b>38</b>	<b>35</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>1360</b>	<b>1423</b>	<b>182</b>	<b>18</b>	<b>31</b>	<b>4</b>	<b>35</b>	<b>1</b>	<b>1694</b>

## 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
<b>H/TOT</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
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
<b>H/TOT</b>	<b>47</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>42</b>
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
<b>H/TOT</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>P/TOT</b>	<b>76</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>57</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>64</b>



## 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 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
<b>H/TOT</b>	<b>247</b>	<b>118</b>	<b>26</b>	<b>33</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>427</b>	<b>389</b>	<b>96</b>	<b>10</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>520</b>
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
<b>H/TOT</b>	<b>265</b>	<b>148</b>	<b>30</b>	<b>28</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>476</b>	<b>530</b>	<b>69</b>	<b>18</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>643</b>
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
<b>H/TOT</b>	<b>265</b>	<b>108</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>433</b>	<b>355</b>	<b>57</b>	<b>21</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>453</b>
<b>P/TOT</b>	<b>777</b>	<b>374</b>	<b>87</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1336</b>	<b>1274</b>	<b>222</b>	<b>49</b>	<b>59</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1616</b>

# 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	107	20	3	2	0	0	0	132
16:15	119	17	5	2	0	3	0	146
16:30	126	22	1	8	0	1	0	158
16:45	131	17	1	3	0	0	0	152
<b>H/TOT</b>	<b>483</b>	<b>76</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>588</b>
17:00	131	17	2	0	1	0	0	151
17:15	131	11	1	2	0	2	0	147
17:30	139	20	1	4	0	1	0	165
17:45	123	18	0	2	1	6	0	150
<b>H/TOT</b>	<b>524</b>	<b>66</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>613</b>
18:00	113	8	0	1	0	5	0	127
18:15	128	7	3	4	1	3	1	147
18:30	86	10	1	2	1	3	0	103
18:45	84	11	0	1	0	11	0	107
<b>H/TOT</b>	<b>411</b>	<b>36</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>1</b>	<b>484</b>
<b>P/TOT</b>	<b>1418</b>	<b>178</b>	<b>18</b>	<b>31</b>	<b>4</b>	<b>35</b>	<b>1</b>	<b>1685</b>

TIME	FROM ARM C A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	72	27	5	9	0	3	0	116
16:15	83	31	2	1	0	0	0	117
16:30	97	36	2	4	1	0	0	140
16:45	92	30	2	4	0	0	0	128
<b>H/TOT</b>	<b>344</b>	<b>124</b>	<b>11</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>501</b>
17:00	92	29	6	3	0	0	0	130
17:15	84	30	1	1	0	0	0	116
17:30	102	26	4	4	1	1	0	138
17:45	81	18	5	0	0	0	1	105
<b>H/TOT</b>	<b>359</b>	<b>103</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>489</b>
18:00	81	10	3	2	0	0	0	96
18:15	83	6	3	2	0	0	0	94
18:30	69	8	2	3	0	2	0	84
18:45	54	16	3	2	0	0	0	75
<b>H/TOT</b>	<b>287</b>	<b>40</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>349</b>
<b>P/TOT</b>	<b>990</b>	<b>267</b>	<b>38</b>	<b>35</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>1339</b>

## 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



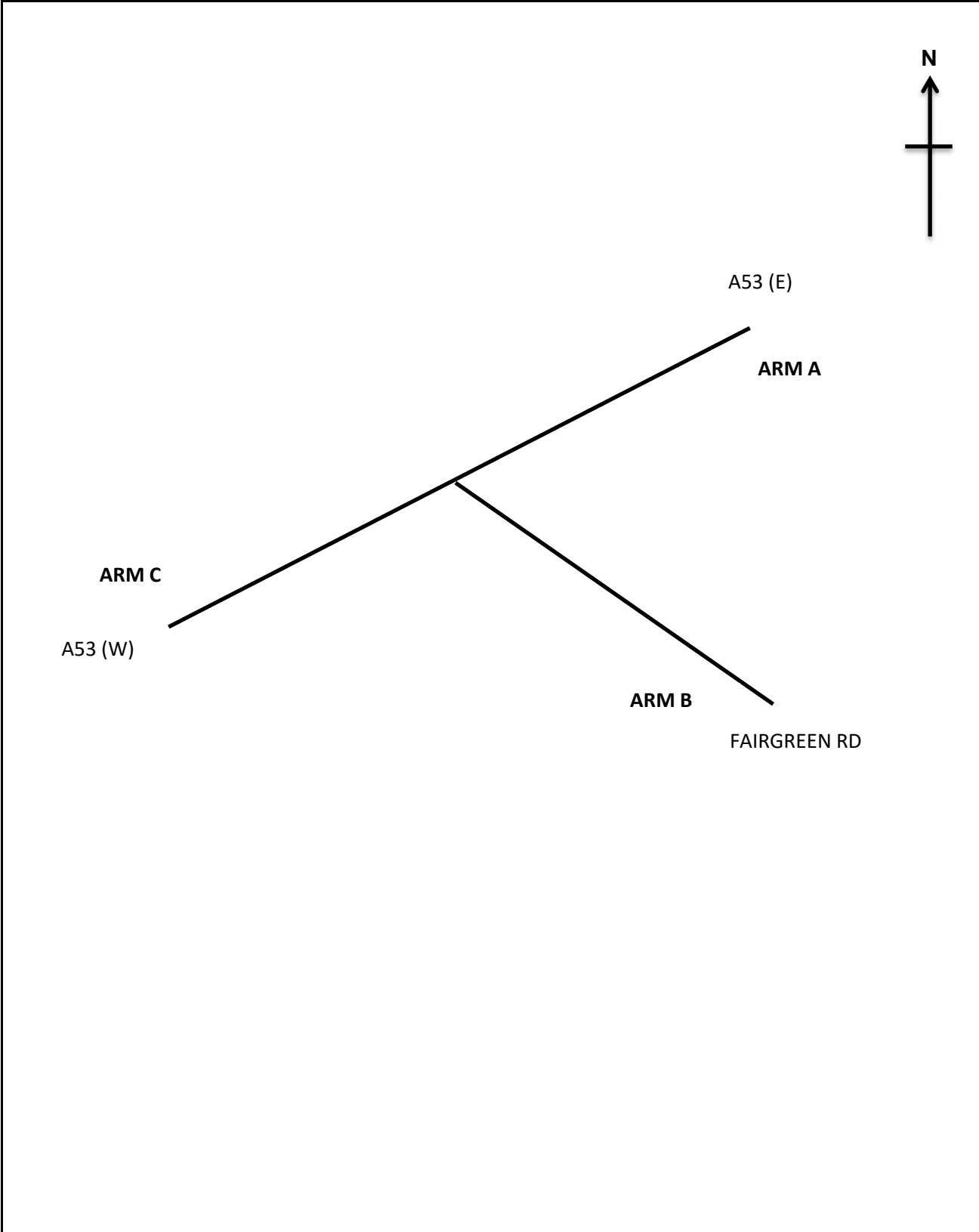
**SITE: 12**



**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
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>248</b>	<b>121</b>	<b>28</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>431</b>
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
<b>H/TOT</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>265</b>	<b>144</b>	<b>32</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>463</b>
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
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>252</b>	<b>122</b>	<b>29</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>432</b>
<b>P/TOT</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>765</b>	<b>387</b>	<b>89</b>	<b>75</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1326</b>

# 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							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	0	0	0	0	0	2
16:15	1	1	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
17:00	3	0	0	0	0	0	0	3
17:15	2	0	0	0	0	0	0	2
17:30	3	0	0	0	0	0	0	3
17:45	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
18:00	0	1	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0
18:45	3	0	0	0	0	0	0	3
<b>H/TOT</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>P/TOT</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>

TIME	A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	109	15	3	1	0	0	0	128
16:15	120	15	5	1	0	3	0	144
16:30	123	24	0	8	1	0	0	156
16:45	140	13	1	3	0	0	0	157
<b>H/TOT</b>	<b>492</b>	<b>67</b>	<b>9</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>585</b>
17:00	115	27	2	0	1	0	0	145
17:15	132	13	1	2	0	2	0	150
17:30	138	16	1	4	0	7	0	166
17:45	127	18	0	2	1	6	0	154
<b>H/TOT</b>	<b>512</b>	<b>74</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>615</b>
18:00	106	11	0	1	0	5	0	123
18:15	132	9	4	3	0	3	1	152
18:30	85	9	2	2	1	2	0	101
18:45	87	9	0	1	0	10	0	107
<b>H/TOT</b>	<b>410</b>	<b>38</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>483</b>
<b>P/TOT</b>	<b>1414</b>	<b>179</b>	<b>19</b>	<b>28</b>	<b>4</b>	<b>38</b>	<b>1</b>	<b>1683</b>

## 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	B TO A FROM FAIRGREEN RD TO A53 (E)							
	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	2	0	0	0	0	0	0	2
07:45	3	0	1	0	0	0	0	4
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
08:00	2	0	1	0	0	0	0	3
08:15	4	0	0	0	0	0	0	4
08:30	2	0	0	0	0	0	0	2
08:45	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>P/TOT</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>

TIME	B TO C FROM FAIRGREEN RD TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2
07:15	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
08:00	1	1	0	0	0	0	0	2
08:15	2	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0
08:45	1	1	0	0	0	0	0	2
<b>H/TOT</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
09:00	2	0	0	0	0	0	0	2
09:15	3	0	1	0	0	0	0	4
09:30	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>P/TOT</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>

# 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
<b>H/TOT</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
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
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
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
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>P/TOT</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>

## 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	67	18	1	6	0	0	0	92
07:15	76	23	2	7	0	0	0	108
07:30	112	27	5	6	0	1	0	151
07:45	132	27	3	2	1	0	0	165
<b>H/TOT</b>	<b>387</b>	<b>95</b>	<b>11</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>516</b>
08:00	157	25	8	5	2	1	0	198
08:15	143	22	5	4	0	0	0	174
08:30	119	15	2	7	0	1	0	144
08:45	107	10	3	4	0	0	0	124
<b>H/TOT</b>	<b>526</b>	<b>72</b>	<b>18</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>640</b>
09:00	105	25	8	3	0	0	0	141
09:15	80	12	8	6	0	1	0	107
09:30	76	17	3	5	1	0	0	102
09:45	88	13	6	2	0	1	0	110
<b>H/TOT</b>	<b>349</b>	<b>67</b>	<b>25</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>460</b>
<b>P/TOT</b>	<b>1262</b>	<b>234</b>	<b>54</b>	<b>57</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1616</b>

TIME	C TO B FROM A53 (W) TO FAIRGREEN RD							
	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	1	0	0	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
08:00	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
09:00	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>P/TOT</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>

# 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	71	27	5	9	0	3	0	115
16:15	84	31	2	1	0	0	0	118
16:30	95	35	2	3	1	0	0	136
16:45	91	31	2	4	0	0	0	128
<b>H/TOT</b>	<b>341</b>	<b>124</b>	<b>11</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>497</b>
17:00	97	29	7	3	0	0	0	136
17:15	86	31	1	1	0	0	0	119
17:30	100	27	3	5	1	2	0	138
17:45	77	19	3	0	0	0	2	101
<b>H/TOT</b>	<b>360</b>	<b>106</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>494</b>
18:00	79	12	1	2	0	0	0	94
18:15	81	8	3	2	0	0	0	94
18:30	73	7	2	3	0	2	0	87
18:45	55	15	3	2	0	0	0	75
<b>H/TOT</b>	<b>288</b>	<b>42</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>350</b>
<b>P/TOT</b>	<b>989</b>	<b>272</b>	<b>34</b>	<b>35</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1341</b>

TIME	C TO B FROM A53 (W) TO FAIRGREEN RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	1	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0
16:30	2	1	0	0	0	0	0	3
16:45	3	0	0	0	0	0	0	3
<b>H/TOT</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
17:00	1	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	1
17:30	2	0	0	0	0	0	0	2
17:45	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>

## 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
<b>H/TOT</b>	<b>393</b>	<b>95</b>	<b>12</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>523</b>	<b>250</b>	<b>121</b>	<b>28</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>433</b>
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
<b>H/TOT</b>	<b>536</b>	<b>72</b>	<b>19</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>651</b>	<b>270</b>	<b>145</b>	<b>33</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>470</b>
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
<b>H/TOT</b>	<b>352</b>	<b>68</b>	<b>25</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>464</b>	<b>254</b>	<b>122</b>	<b>30</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>435</b>
<b>P/TOT</b>	<b>1281</b>	<b>235</b>	<b>56</b>	<b>57</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1638</b>	<b>774</b>	<b>388</b>	<b>91</b>	<b>75</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1338</b>

# 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
<b>H/TOT</b>	<b>345</b>	<b>125</b>	<b>11</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>502</b>	<b>496</b>	<b>69</b>	<b>9</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>591</b>
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
<b>H/TOT</b>	<b>365</b>	<b>106</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>499</b>	<b>521</b>	<b>74</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>624</b>
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
<b>H/TOT</b>	<b>290</b>	<b>42</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>353</b>	<b>415</b>	<b>39</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>489</b>
<b>P/TOT</b>	<b>1000</b>	<b>273</b>	<b>35</b>	<b>35</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1354</b>	<b>1432</b>	<b>182</b>	<b>19</b>	<b>28</b>	<b>4</b>	<b>38</b>	<b>1</b>	<b>1704</b>

## 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
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
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
<b>H/TOT</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
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
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>P/TOT</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>

# 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
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
<b>H/TOT</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
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
<b>H/TOT</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
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
<b>H/TOT</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>P/TOT</b>	<b>33</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>



## 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 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
<b>H/TOT</b>	<b>252</b>	<b>122</b>	<b>28</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>436</b>	<b>387</b>	<b>95</b>	<b>12</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>517</b>
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
<b>H/TOT</b>	<b>269</b>	<b>146</b>	<b>32</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>469</b>	<b>527</b>	<b>73</b>	<b>18</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>642</b>
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
<b>H/TOT</b>	<b>258</b>	<b>122</b>	<b>30</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>439</b>	<b>351</b>	<b>67</b>	<b>25</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>462</b>
<b>P/TOT</b>	<b>779</b>	<b>390</b>	<b>90</b>	<b>75</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1344</b>	<b>1265</b>	<b>235</b>	<b>55</b>	<b>57</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1621</b>

# 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
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
<b>H/TOT</b>	<b>499</b>	<b>69</b>	<b>10</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>595</b>	<b>349</b>	<b>125</b>	<b>12</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>507</b>
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
<b>H/TOT</b>	<b>514</b>	<b>74</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>617</b>	<b>366</b>	<b>106</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>500</b>
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
<b>H/TOT</b>	<b>412</b>	<b>38</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>485</b>	<b>289</b>	<b>42</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>351</b>
<b>P/TOT</b>	<b>1425</b>	<b>181</b>	<b>20</b>	<b>28</b>	<b>4</b>	<b>38</b>	<b>1</b>	<b>1697</b>	<b>1004</b>	<b>273</b>	<b>35</b>	<b>35</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1358</b>

## 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

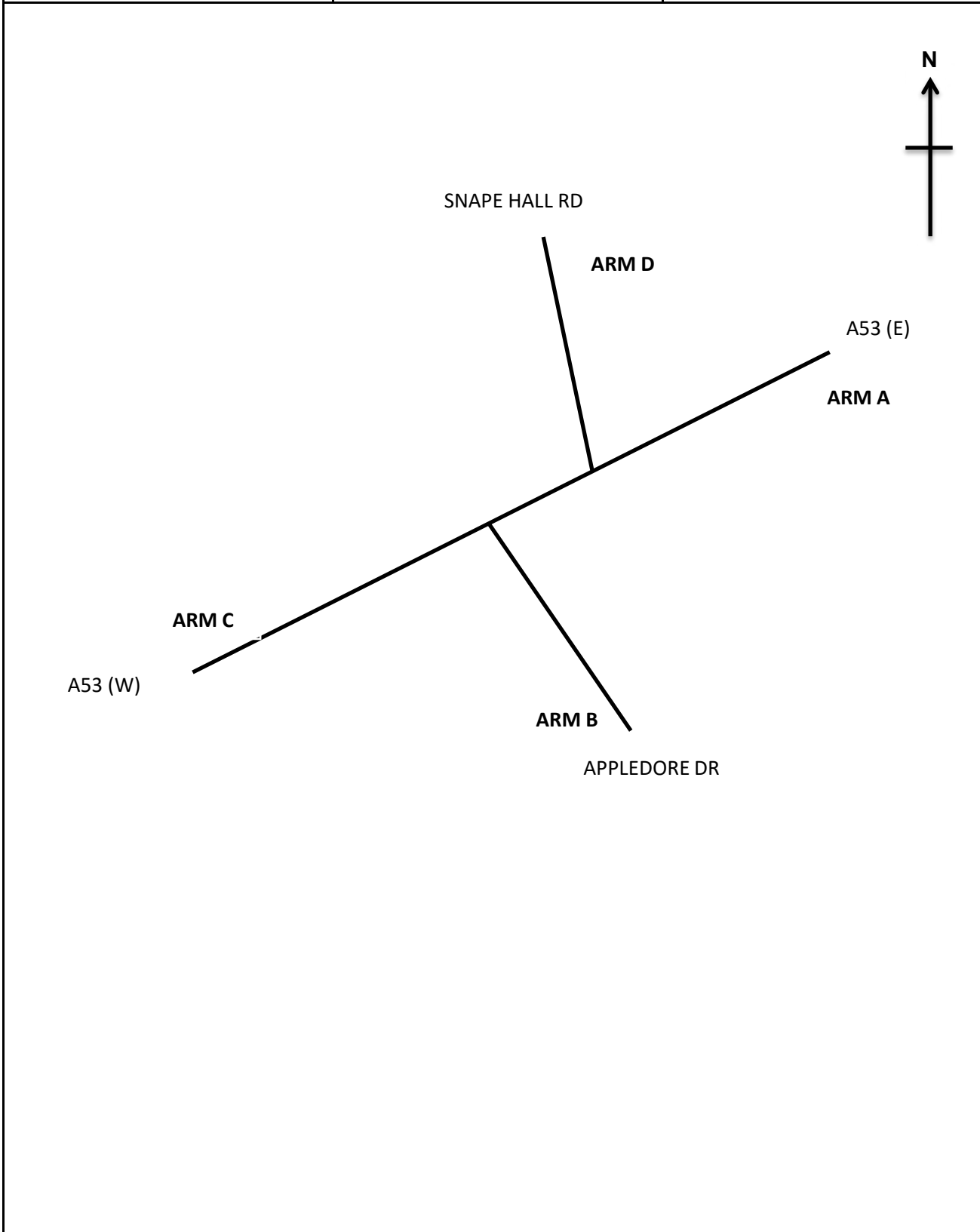
**SITE: 13**



**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							
	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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	1	1	0	0	0	0	2
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
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	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

	A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
	56	23	9	5	0	0	0	93
	62	27	5	11	0	0	0	105
	61	33	9	6	0	2	0	111
	67	40	8	7	1	0	0	123
	246	123	31	29	1	2	0	432
	50	44	9	5	1	1	0	110
	62	34	8	9	1	0	0	114
	63	30	6	6	0	0	0	105
	83	35	10	9	0	0	0	137
	258	143	33	29	2	1	0	466
	82	38	4	8	0	0	0	132
	63	16	9	8	0	0	0	96
	58	41	8	4	0	0	0	111
	44	32	9	5	1	3	0	94
	247	127	30	25	1	3	0	433
	751	393	94	83	4	6	0	1331

# 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							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2
16:30	1	1	0	0	0	0	0	2
16:45	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
17:00	1	0	0	0	0	0	0	1
17:15	3	0	0	0	0	0	0	3
17:30	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
18:00	3	0	0	0	0	0	0	3
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>P/TOT</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>

TIME	A TO C FROM A53 (E) TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	67	12	2	0	0	0	0	81
16:15	113	18	5	2	0	3	0	141
16:30	123	24	0	8	1	0	0	156
16:45	141	20	0	4	0	0	0	165
<b>H/TOT</b>	<b>444</b>	<b>74</b>	<b>7</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>543</b>
17:00	127	25	1	0	1	0	0	154
17:15	138	12	1	2	0	2	0	155
17:30	137	18	2	3	0	7	0	167
17:45	131	19	0	2	1	6	0	159
<b>H/TOT</b>	<b>533</b>	<b>74</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>635</b>
18:00	110	12	0	1	0	5	0	128
18:15	134	9	4	4	1	3	1	156
18:30	88	12	2	2	1	3	0	108
18:45	98	13	0	1	0	11	0	123
<b>H/TOT</b>	<b>430</b>	<b>46</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>1</b>	<b>515</b>
<b>P/TOT</b>	<b>1407</b>	<b>194</b>	<b>17</b>	<b>29</b>	<b>5</b>	<b>40</b>	<b>1</b>	<b>1693</b>



# 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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
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
<b>H/TOT</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
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
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>P/TOT</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>24</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>



# 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	B TO C FROM APPLETON DR TO A53 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
08:00	1	0	0	0	0	0	0	1
08:15	3	1	0	0	0	0	0	4
08:30	1	0	1	0	0	0	0	2
08:45	3	0	0	0	0	0	0	3
<b>H/TOT</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
09:00	0	0	1	0	0	0	0	1
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>

TIME	B TO D FROM APPLETON DR TO SNAPE HALL RD							
	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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00	0	0	1	0	0	0	0	1
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>













# 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
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>

# 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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>

# 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 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
<b>H/TOT</b>	<b>403</b>	<b>95</b>	<b>12</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>533</b>	<b>246</b>	<b>123</b>	<b>31</b>	<b>29</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>432</b>
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
<b>H/TOT</b>	<b>550</b>	<b>76</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>670</b>	<b>263</b>	<b>145</b>	<b>34</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>474</b>
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
<b>H/TOT</b>	<b>355</b>	<b>70</b>	<b>25</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>469</b>	<b>250</b>	<b>127</b>	<b>30</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>436</b>
<b>P/TOT</b>	<b>1308</b>	<b>241</b>	<b>57</b>	<b>57</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1672</b>	<b>759</b>	<b>395</b>	<b>95</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1342</b>

# 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
<b>H/TOT</b>	<b>356</b>	<b>128</b>	<b>9</b>	<b>17</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>515</b>	<b>454</b>	<b>75</b>	<b>7</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>554</b>
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
<b>H/TOT</b>	<b>365</b>	<b>112</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>503</b>	<b>544</b>	<b>75</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>647</b>
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
<b>H/TOT</b>	<b>282</b>	<b>43</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>346</b>	<b>439</b>	<b>46</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>1</b>	<b>524</b>
<b>P/TOT</b>	<b>1003</b>	<b>283</b>	<b>33</b>	<b>35</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>1364</b>	<b>1437</b>	<b>196</b>	<b>17</b>	<b>29</b>	<b>5</b>	<b>40</b>	<b>1</b>	<b>1725</b>

# 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 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
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
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
<b>H/TOT</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
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
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>P/TOT</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>

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
<b>H/TOT</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
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
<b>H/TOT</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
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
<b>H/TOT</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>P/TOT</b>	<b>35</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>



# 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
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
<b>H/TOT</b>	<b>251</b>	<b>123</b>	<b>31</b>	<b>29</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>437</b>	<b>399</b>	<b>96</b>	<b>11</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>529</b>
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
<b>H/TOT</b>	<b>274</b>	<b>146</b>	<b>35</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>487</b>	<b>543</b>	<b>76</b>	<b>22</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>665</b>
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
<b>H/TOT</b>	<b>251</b>	<b>127</b>	<b>31</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>438</b>	<b>352</b>	<b>70</b>	<b>25</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>466</b>
<b>P/TOT</b>	<b>776</b>	<b>396</b>	<b>97</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1362</b>	<b>1294</b>	<b>242</b>	<b>58</b>	<b>57</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1660</b>

# 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
<b>H/TOT</b>	<b>447</b>	<b>76</b>	<b>7</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>548</b>	<b>361</b>	<b>127</b>	<b>9</b>	<b>17</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>519</b>
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
<b>H/TOT</b>	<b>536</b>	<b>75</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>641</b>	<b>369</b>	<b>112</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>510</b>
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
<b>H/TOT</b>	<b>440</b>	<b>46</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>1</b>	<b>525</b>	<b>287</b>	<b>43</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>351</b>
<b>P/TOT</b>	<b>1423</b>	<b>197</b>	<b>17</b>	<b>30</b>	<b>5</b>	<b>40</b>	<b>2</b>	<b>1714</b>	<b>1017</b>	<b>282</b>	<b>33</b>	<b>35</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>1380</b>



# 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
<b>H/TOT</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
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
<b>H/TOT</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
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
<b>H/TOT</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>P/TOT</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>

# 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
<b>H/TOT</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
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
<b>H/TOT</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>
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
<b>H/TOT</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>P/TOT</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>

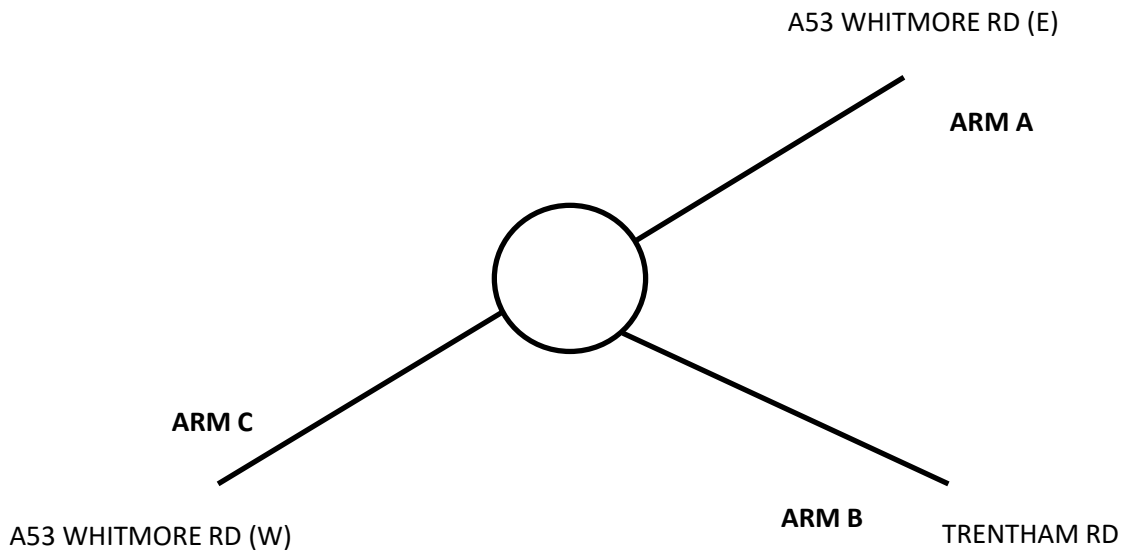
**SITE: 14**



**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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
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
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>19</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
<b>P/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>63</b>

# 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	A TO A FROM WHITMORE RD (E) TO WHITMORE RD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	1	1	0	0	0	0	0	2
<b>P/TOT</b>	1	1	0	0	0	0	0	2

TIME	A TO B FROM WHITMORE RD (E) TO TRENTHAM RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	0	0	0	0	7
16:15	4	1	0	0	0	0	0	5
16:30	3	0	0	0	0	0	0	3
16:45	10	2	0	0	0	0	0	12
<b>H/TOT</b>	23	4	0	0	0	0	0	27
17:00	1	0	0	0	0	0	0	1
17:15	7	2	0	0	0	0	0	9
17:30	4	0	0	0	0	0	0	4
17:45	4	0	0	0	0	1	0	5
<b>H/TOT</b>	16	2	0	0	0	1	0	19
18:00	6	0	0	0	0	0	0	6
18:15	4	1	0	0	0	0	0	5
18:30	4	3	0	0	0	0	0	7
18:45	3	1	0	0	0	0	0	4
<b>H/TOT</b>	17	5	0	0	0	0	0	22
<b>P/TOT</b>	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
<b>H/TOT</b>	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
<b>H/TOT</b>	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
<b>H/TOT</b>	137	30	9	2	1	0	0	179	12	2	1	1	0	2	0	18
<b>P/TOT</b>	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
<b>H/TOT</b>	<b>293</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>350</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
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
<b>H/TOT</b>	<b>330</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>367</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
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
<b>H/TOT</b>	<b>214</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>260</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>P/TOT</b>	<b>837</b>	<b>104</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>23</b>	<b>2</b>	<b>977</b>	<b>40</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>



**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	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
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>128</b>	<b>84</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>263</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>93</b>	<b>21</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>268</b>
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
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>98</b>	<b>23</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>266</b>
<b>P/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>377</b>	<b>275</b>	<b>66</b>	<b>74</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>797</b>

# 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							
	FROM TRENTHAM RD TO TRENTHAM RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

TIME	B TO C							
	FROM TRENTHAM RD TO WHITMORE RD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	44	10	4	2	0	0	0	60
16:15	38	8	1	5	0	0	0	52
16:30	68	16	1	4	0	0	0	89
16:45	58	7	1	4	1	0	0	71
<b>H/TOT</b>	<b>208</b>	<b>41</b>	<b>7</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>272</b>
17:00	47	13	1	0	0	1	0	62
17:15	69	6	1	2	0	1	0	79
17:30	59	16	1	4	0	2	0	82
17:45	55	18	1	2	0	5	0	81
<b>H/TOT</b>	<b>230</b>	<b>53</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>304</b>
18:00	57	5	0	1	0	4	0	67
18:15	67	6	2	2	1	0	0	78
18:30	44	8	2	2	0	1	0	57
18:45	49	7	0	0	0	1	0	57
<b>H/TOT</b>	<b>217</b>	<b>26</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>259</b>
<b>P/TOT</b>	<b>655</b>	<b>120</b>	<b>15</b>	<b>28</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>835</b>



**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
<b>H/TOT</b>	<b>254</b>	<b>46</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>314</b>	<b>140</b>	<b>53</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>212</b>
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
<b>H/TOT</b>	<b>408</b>	<b>47</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>472</b>	<b>187</b>	<b>33</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>250</b>
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
<b>H/TOT</b>	<b>210</b>	<b>32</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>257</b>	<b>149</b>	<b>35</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
<b>P/TOT</b>	<b>872</b>	<b>125</b>	<b>21</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1043</b>	<b>476</b>	<b>121</b>	<b>36</b>	<b>37</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>671</b>

# 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
<b>H/TOT</b>	<b>197</b>	<b>57</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>261</b>	<b>160</b>	<b>82</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>270</b>
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
<b>H/TOT</b>	<b>210</b>	<b>47</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>264</b>	<b>182</b>	<b>65</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>268</b>
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
<b>H/TOT</b>	<b>140</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>168</b>	<b>147</b>	<b>23</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>185</b>
<b>P/TOT</b>	<b>547</b>	<b>123</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>693</b>	<b>489</b>	<b>170</b>	<b>28</b>	<b>31</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>723</b>



**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



# 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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	34	11	1	3	0	0	0	49
07:15	55	4	1	1	0	0	0	61
07:30	85	18	0	4	0	1	0	108
07:45	93	17	3	1	0	0	0	114
<b>H/TOT</b>	<b>267</b>	<b>50</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>332</b>
08:00	124	11	2	1	1	1	0	140
08:15	121	19	2	2	0	1	0	145
08:30	99	15	6	0	0	0	0	120
08:45	86	8	0	4	0	0	0	98
<b>H/TOT</b>	<b>430</b>	<b>53</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>503</b>
09:00	65	14	4	1	0	0	0	84
09:15	51	9	3	1	0	1	0	65
09:30	49	7	4	0	1	2	0	63
09:45	57	4	0	2	0	0	0	63
<b>H/TOT</b>	<b>222</b>	<b>34</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>275</b>
<b>P/TOT</b>	<b>919</b>	<b>137</b>	<b>26</b>	<b>20</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>1110</b>

TIME	FROM ARM A WHITMORE RD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	7	0	1	0	0	1	33
07:15	30	10	0	0	0	1	0	41
07:30	41	13	6	0	1	0	0	61
07:45	45	19	6	0	0	0	0	70
<b>H/TOT</b>	<b>140</b>	<b>49</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>205</b>
08:00	38	16	4	0	1	0	0	59
08:15	29	13	4	2	1	0	0	49
08:30	46	15	3	3	0	0	0	67
08:45	60	10	2	2	0	0	0	74
<b>H/TOT</b>	<b>173</b>	<b>54</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>249</b>
09:00	46	11	3	0	0	0	0	60
09:15	40	7	3	1	0	0	0	51
09:30	42	8	4	1	1	0	0	56
09:45	30	7	2	1	0	0	0	40
<b>H/TOT</b>	<b>158</b>	<b>33</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>207</b>
<b>P/TOT</b>	<b>471</b>	<b>136</b>	<b>37</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>661</b>



**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)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	44	11	3	2	0	1	0	61
16:15	55	21	1	1	0	0	0	78
16:30	59	20	1	0	1	0	0	81
16:45	57	10	0	0	0	0	0	67
<b>H/TOT</b>	215	62	5	3	1	1	0	287
17:00	58	18	1	0	0	0	0	77
17:15	52	16	1	1	0	0	0	70
17:30	59	10	1	1	1	1	0	73
17:45	54	6	0	0	0	0	0	60
<b>H/TOT</b>	223	50	3	2	1	1	0	280
18:00	43	10	0	0	0	0	0	53
18:15	31	3	1	1	0	0	0	36
18:30	38	3	2	0	0	0	0	43
18:45	38	6	2	0	0	3	0	49
<b>H/TOT</b>	150	22	5	1	0	3	0	181
<b>P/TOT</b>	588	134	13	6	2	5	0	748

TIME	FROM ARM A WHITMORE RD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	62	12	2	0	0	2	0	78
16:15	88	13	0	0	0	0	0	101
16:30	72	18	1	0	1	0	0	92
16:45	94	11	1	0	0	0	0	106
<b>H/TOT</b>	316	54	4	0	1	2	0	377
17:00	77	11	0	0	0	0	0	88
17:15	104	6	0	0	0	4	0	114
17:30	94	7	0	0	0	0	0	101
17:45	71	8	0	0	1	3	0	83
<b>H/TOT</b>	346	32	0	0	1	7	0	386
18:00	68	9	1	1	0	3	0	82
18:15	70	5	0	1	0	0	1	77
18:30	45	10	0	1	1	2	1	60
18:45	49	6	0	0	0	10	0	65
<b>H/TOT</b>	232	30	1	3	1	15	2	284
<b>P/TOT</b>	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

LOCATION: WHITMORE RD (E) / TRENTHAM RD / WHITMORE RD (W)

DATE: 23/06/2021

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
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
<b>H/TOT</b>	<b>154</b>	<b>55</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>229</b>	<b>142</b>	<b>88</b>	<b>23</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>282</b>
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
<b>H/TOT</b>	<b>201</b>	<b>35</b>	<b>18</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>269</b>	<b>149</b>	<b>99</b>	<b>24</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>298</b>
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
<b>H/TOT</b>	<b>170</b>	<b>38</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>237</b>	<b>133</b>	<b>100</b>	<b>24</b>	<b>22</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>284</b>
<b>P/TOT</b>	<b>525</b>	<b>128</b>	<b>42</b>	<b>38</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>735</b>	<b>424</b>	<b>287</b>	<b>71</b>	<b>75</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>864</b>

# 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
<b>H/TOT</b>	<b>184</b>	<b>86</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>298</b>	<b>227</b>	<b>46</b>	<b>10</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>299</b>
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
<b>H/TOT</b>	<b>199</b>	<b>67</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>288</b>	<b>244</b>	<b>56</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>321</b>
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
<b>H/TOT</b>	<b>164</b>	<b>28</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>207</b>	<b>226</b>	<b>28</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>270</b>
<b>P/TOT</b>	<b>547</b>	<b>181</b>	<b>28</b>	<b>31</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>793</b>	<b>697</b>	<b>130</b>	<b>18</b>	<b>28</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>890</b>





**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
<b>H/TOT</b>	<b>255</b>	<b>131</b>	<b>33</b>	<b>29</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>452</b>	<b>394</b>	<b>99</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>526</b>
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
<b>H/TOT</b>	<b>286</b>	<b>145</b>	<b>32</b>	<b>32</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>497</b>	<b>595</b>	<b>80</b>	<b>23</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>722</b>
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
<b>H/TOT</b>	<b>258</b>	<b>128</b>	<b>32</b>	<b>23</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>445</b>	<b>359</b>	<b>67</b>	<b>23</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>466</b>
<b>P/TOT</b>	<b>799</b>	<b>404</b>	<b>97</b>	<b>84</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>1394</b>	<b>1348</b>	<b>246</b>	<b>57</b>	<b>56</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1714</b>

# 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
<b>H/TOT</b>	<b>501</b>	<b>91</b>	<b>11</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>622</b>	<b>357</b>	<b>139</b>	<b>13</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>531</b>
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
<b>H/TOT</b>	<b>560</b>	<b>83</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>671</b>	<b>392</b>	<b>112</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>532</b>
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
<b>H/TOT</b>	<b>431</b>	<b>50</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>519</b>	<b>287</b>	<b>42</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>353</b>
<b>P/TOT</b>	<b>1492</b>	<b>224</b>	<b>20</b>	<b>31</b>	<b>5</b>	<b>38</b>	<b>2</b>	<b>1812</b>	<b>1036</b>	<b>293</b>	<b>38</b>	<b>37</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>1416</b>

## 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		
<b>Tue 22-Jun-21</b>																
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		

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	
<b>24H,0-24</b>	<b>6379</b>	<b>55</b>	<b>5303</b>	<b>760</b>	<b>26</b>	<b>36</b>	<b>47</b>	<b>4</b>	<b>48</b>	<b>2</b>	<b>55</b>	<b>43</b>	<b>0</b>	<b>0</b>	
<b>Wed 23-Jun-21</b>															
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	
<b>08:00</b>	<b>614</b>	<b>2</b>	<b>531</b>	<b>61</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	
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	
<b>15:00</b>	<b>568</b>	<b>4</b>	<b>457</b>	<b>89</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	
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	
<b>12H,7-19</b>	<b>5629</b>	<b>55</b>	<b>4672</b>	<b>678</b>	<b>31</b>	<b>40</b>	<b>27</b>	<b>2</b>	<b>48</b>	<b>9</b>	<b>27</b>	<b>40</b>	<b>0</b>	<b>0</b>	
<b>16H,6-22</b>	<b>6377</b>	<b>68</b>	<b>5295</b>	<b>771</b>	<b>31</b>	<b>41</b>	<b>30</b>	<b>2</b>	<b>51</b>	<b>11</b>	<b>32</b>	<b>45</b>	<b>0</b>	<b>0</b>	

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	
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	
<b>Thu 24-Jun-21</b>															
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	



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
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

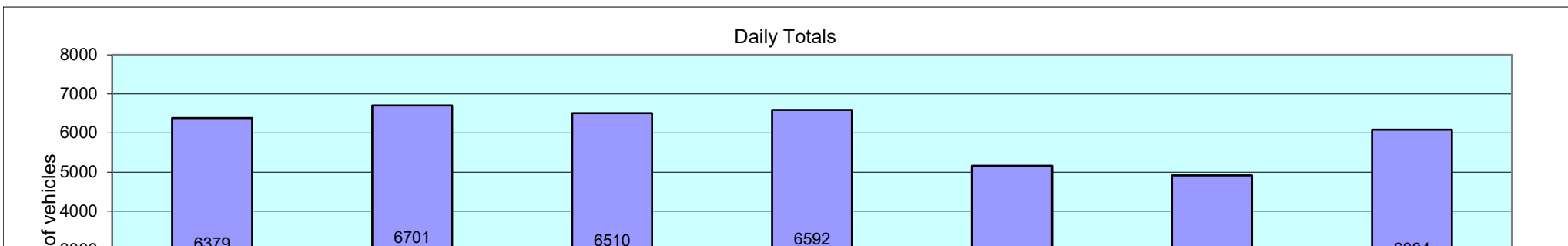
00:00	16	0	11	1	0	0	0	0	0	0	3	1	0	0
01:00	13	0	10	1	0	1	1	0	0	0	0	0	0	0
02:00	13	0	8	2	0	0	0	0	0	0	3	0	0	0
03:00	16	0	8	3	1	0	0	0	0	0	3	1	0	0
04:00	32	0	16	5	0	1	1	0	2	0	4	3	0	0
05:00	87	1	69	12	0	0	2	0	0	0	2	1	0	0
06:00	205	2	176	24	0	0	1	0	1	0	0	1	0	0
07:00	457	3	393	43	3	3	3	0	1	0	3	5	0	0
08:00	597	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

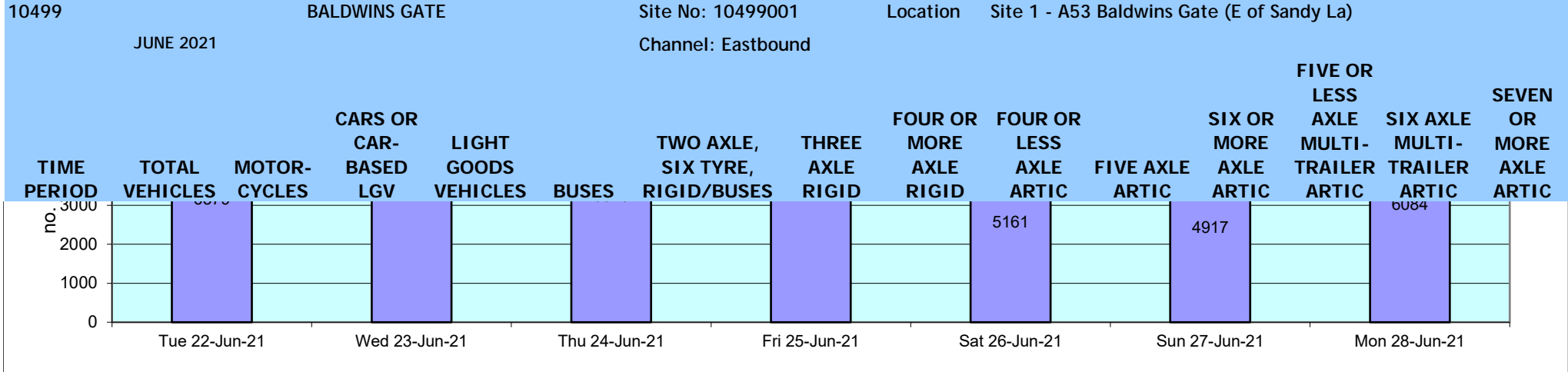
10499		BALDWINS GATE				Site No: 10499001		Location Site 1 - A53 Baldwins Gate (E of Sandy La)							
JUNE 2021		Channel: Eastbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE 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	
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	
<b>Sat 26-Jun-21</b>															
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	

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	
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	
<b>Sun 27-Jun-21</b>															
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		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	
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	
<b>Mon 28-Jun-21</b>															
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
<b>Daily Totals</b>														
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
<b>Total Vehicles</b>														
[--]	42344	376	35911	4503	134	211	210	16	335	28	302	313	5	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	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
<b>Tue 22-Jun-21</b>												
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	
<b>12H,7-19</b>	<b>5321</b>	<b>44</b>	<b>0.8</b>	<b>4407</b>	<b>82.8</b>	<b>662</b>	<b>12.4</b>	<b>183</b>	<b>3.4</b>	<b>25</b>	<b>0.5</b>	
<b>16H,6-22</b>	<b>6012</b>	<b>55</b>	<b>0.9</b>	<b>4996</b>	<b>83.1</b>	<b>728</b>	<b>12.1</b>	<b>208</b>	<b>3.5</b>	<b>25</b>	<b>0.4</b>	
<b>18H,6-24</b>	<b>6164</b>	<b>55</b>	<b>0.9</b>	<b>5130</b>	<b>83.2</b>	<b>739</b>	<b>12.0</b>	<b>215</b>	<b>3.5</b>	<b>25</b>	<b>0.4</b>	

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 %	
<b>24H,0-24</b>	<b>6379</b>	<b>55</b>	<b>0.9</b>	<b>5303</b>	<b>83.1</b>	<b>760</b>	<b>11.9</b>	<b>235</b>	<b>3.7</b>	<b>26</b>	<b>0.4</b>	
<b>Wed 23-Jun-21</b>												
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	
<b>08:00</b>	<b>614</b>	<b>2</b>	<b>0.3</b>	<b>531</b>	<b>86.5</b>	<b>61</b>	<b>9.9</b>	<b>19</b>	<b>3.1</b>	<b>1</b>	<b>0.2</b>	
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	
<b>15:00</b>	<b>568</b>	<b>4</b>	<b>0.7</b>	<b>457</b>	<b>80.5</b>	<b>89</b>	<b>15.7</b>	<b>17</b>	<b>3.0</b>	<b>1</b>	<b>0.2</b>	
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	
<b>12H,7-19</b>	<b>5629</b>	<b>55</b>	<b>1.0</b>	<b>4672</b>	<b>83.0</b>	<b>678</b>	<b>12.0</b>	<b>193</b>	<b>3.4</b>	<b>31</b>	<b>0.6</b>	
<b>16H,6-22</b>	<b>6377</b>	<b>68</b>	<b>1.1</b>	<b>5295</b>	<b>83.0</b>	<b>771</b>	<b>12.1</b>	<b>212</b>	<b>3.3</b>	<b>31</b>	<b>0.5</b>	



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 %
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 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 %
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
<b>Fri 25-Jun-21</b>											
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

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 %
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
<b>Sat 26-Jun-21</b>											
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

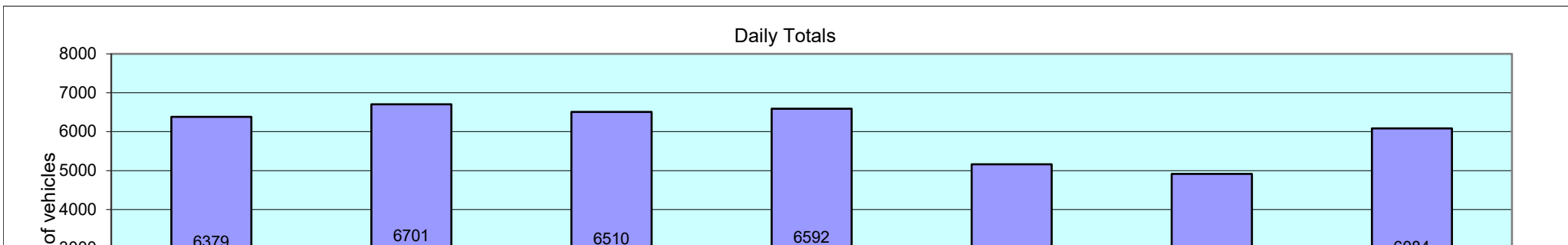
10499 BALDWINS GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)  
 JUNE 2021 Channel: Eastbound

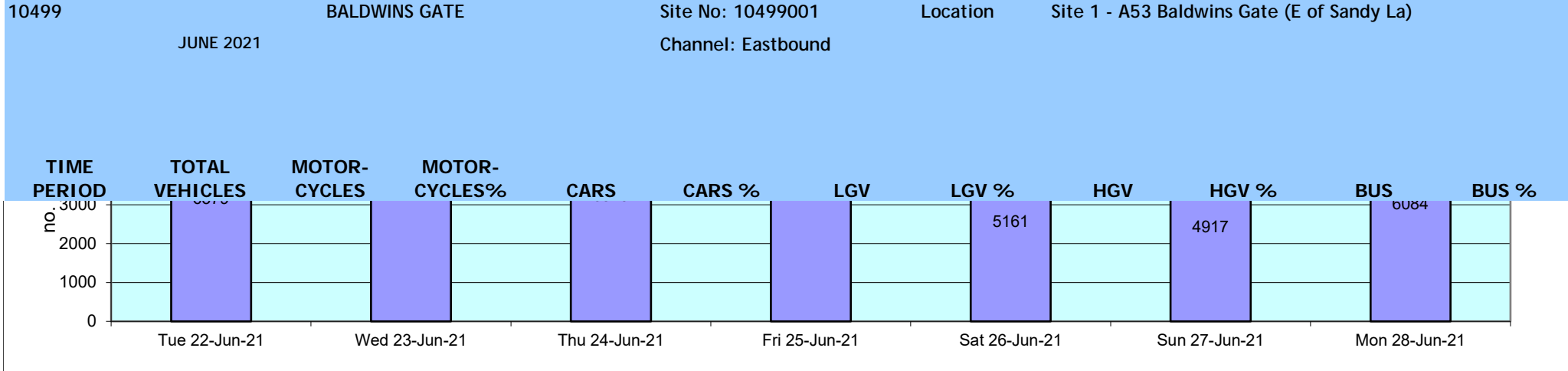
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
23:00	78	0	0.0	71	91.0	3	3.9	4	5.1	0	0.0
<b>12H,7-19</b>	<b>4273</b>	<b>48</b>	<b>1.1</b>	<b>3767</b>	<b>88.2</b>	<b>367</b>	<b>8.6</b>	<b>83</b>	<b>1.9</b>	<b>8</b>	<b>0.2</b>
<b>16H,6-22</b>	<b>4857</b>	<b>55</b>	<b>1.1</b>	<b>4304</b>	<b>88.6</b>	<b>395</b>	<b>8.1</b>	<b>95</b>	<b>2.0</b>	<b>8</b>	<b>0.2</b>
<b>18H,6-24</b>	<b>5013</b>	<b>55</b>	<b>1.1</b>	<b>4442</b>	<b>88.6</b>	<b>407</b>	<b>8.1</b>	<b>101</b>	<b>2.0</b>	<b>8</b>	<b>0.2</b>
<b>24H,0-24</b>	<b>5161</b>	<b>55</b>	<b>1.1</b>	<b>4552</b>	<b>88.2</b>	<b>424</b>	<b>8.2</b>	<b>122</b>	<b>2.4</b>	<b>8</b>	<b>0.2</b>
<b>Sun 27-Jun-21</b>											
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
<b>11:00</b>	<b>455</b>	<b>3</b>	<b>0.7</b>	<b>423</b>	<b>93.0</b>	<b>27</b>	<b>5.9</b>	<b>1</b>	<b>0.2</b>	<b>1</b>	<b>0.2</b>
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
<b>16:00</b>	<b>454</b>	<b>14</b>	<b>3.1</b>	<b>412</b>	<b>90.8</b>	<b>25</b>	<b>5.5</b>	<b>3</b>	<b>0.7</b>	<b>0</b>	<b>0.0</b>
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

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 %
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
<b>12H,7-19</b>	<b>4139</b>	<b>80</b>	<b>1.9</b>	<b>3733</b>	<b>90.2</b>	<b>260</b>	<b>6.3</b>	<b>64</b>	<b>1.6</b>	<b>2</b>	<b>0.1</b>
<b>16H,6-22</b>	<b>4708</b>	<b>84</b>	<b>1.8</b>	<b>4261</b>	<b>90.5</b>	<b>286</b>	<b>6.1</b>	<b>74</b>	<b>1.6</b>	<b>3</b>	<b>0.1</b>
<b>18H,6-24</b>	<b>4789</b>	<b>85</b>	<b>1.8</b>	<b>4333</b>	<b>90.5</b>	<b>290</b>	<b>6.1</b>	<b>78</b>	<b>1.6</b>	<b>3</b>	<b>0.1</b>
<b>24H,0-24</b>	<b>4917</b>	<b>85</b>	<b>1.7</b>	<b>4436</b>	<b>90.2</b>	<b>306</b>	<b>6.2</b>	<b>87</b>	<b>1.8</b>	<b>3</b>	<b>0.1</b>
<b>Mon 28-Jun-21</b>											
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
<b>08:00</b>	<b>612</b>	<b>2</b>	<b>0.3</b>	<b>536</b>	<b>87.6</b>	<b>54</b>	<b>8.8</b>	<b>19</b>	<b>3.1</b>	<b>1</b>	<b>0.2</b>
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
<b>15:00</b>	<b>500</b>	<b>1</b>	<b>0.2</b>	<b>429</b>	<b>85.8</b>	<b>51</b>	<b>10.2</b>	<b>16</b>	<b>3.2</b>	<b>3</b>	<b>0.6</b>
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

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
<b>12H,7-19</b>	<b>5155</b>	<b>14</b>	<b>0.3</b>	<b>4306</b>	<b>83.5</b>	<b>629</b>	<b>12.2</b>	<b>184</b>	<b>3.6</b>	<b>22</b>	<b>0.4</b>
<b>16H,6-22</b>	<b>5788</b>	<b>16</b>	<b>0.3</b>	<b>4846</b>	<b>83.7</b>	<b>690</b>	<b>11.9</b>	<b>214</b>	<b>3.7</b>	<b>22</b>	<b>0.4</b>
<b>18H,6-24</b>	<b>5877</b>	<b>16</b>	<b>0.3</b>	<b>4917</b>	<b>83.7</b>	<b>699</b>	<b>11.9</b>	<b>223</b>	<b>3.8</b>	<b>22</b>	<b>0.4</b>
<b>24H,0-24</b>	<b>6084</b>	<b>16</b>	<b>0.3</b>	<b>5074</b>	<b>83.4</b>	<b>724</b>	<b>11.9</b>	<b>248</b>	<b>4.1</b>	<b>22</b>	<b>0.4</b>
<b>Daily Totals</b>											
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
<b>Total Vehicles</b>											
[--]	42344	376	0.9	35911	85.1	4503	10.4	1420	3.3	134	0.3





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

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



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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

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<b>Thu 24-Jun-21</b>																
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

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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

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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

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

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

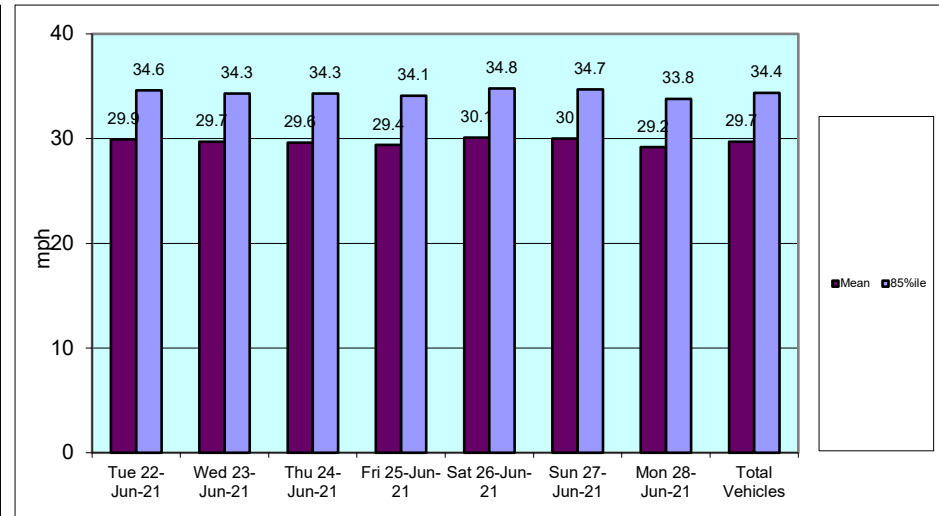
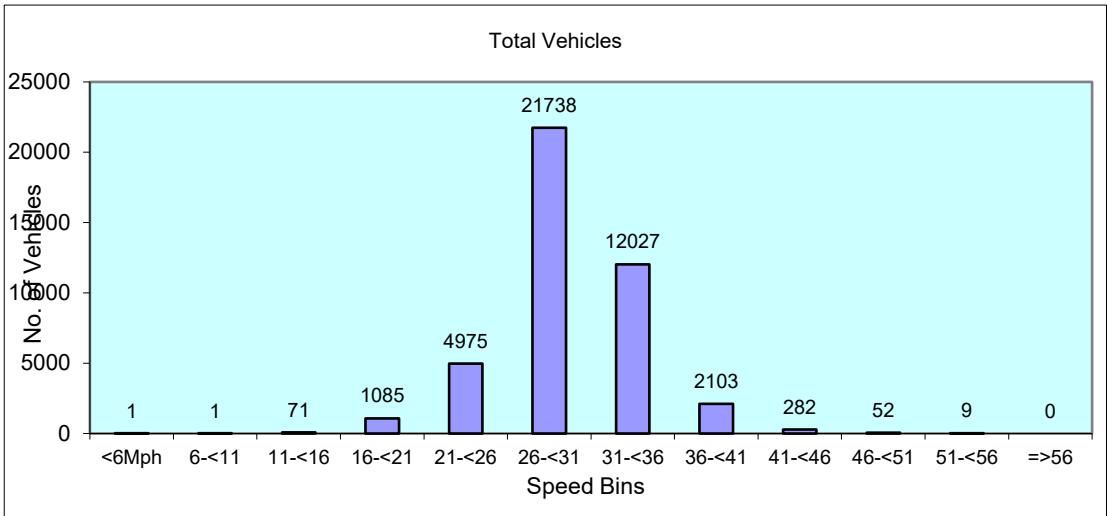
10499	BALDWINS GATE				Site No: 10499001	Location Site 1 - A53 Baldwins Gate (E of Sandy La)										
JUNE 2021					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

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
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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

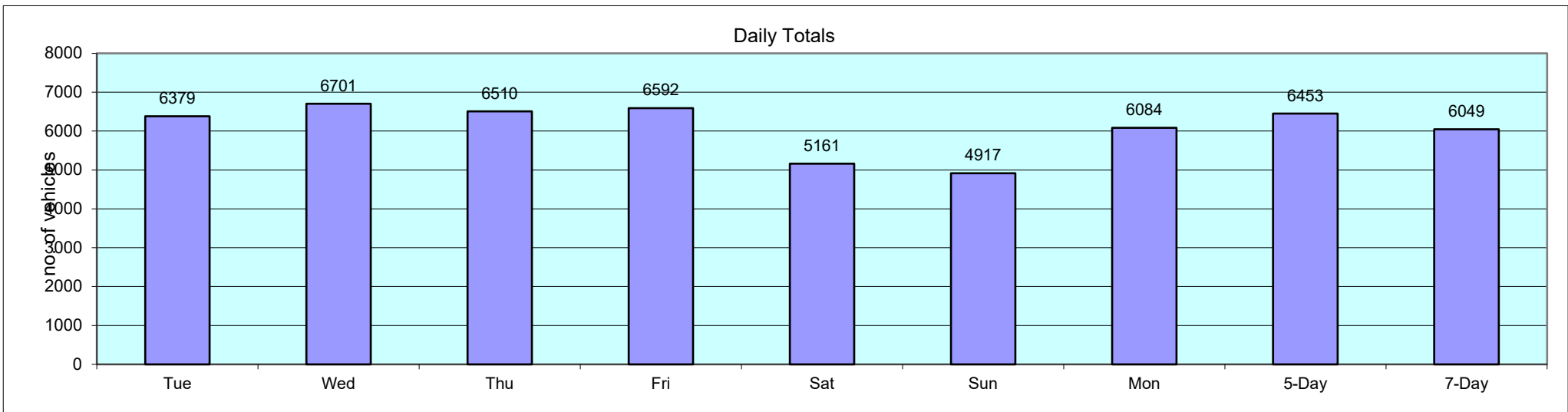


10499	BALDWINS GATE		Site No: 10499001		Location		Site 1 - A53 Baldwins Gate (E of Sandy La)		
	JUNE 2021		Channel: Eastbound						
TIME PERIOD	Tue 22/06/2021	Wed 23/06/2021	Thu 24/06/2021	Fri 25/06/2021	Sat 26/06/2021	Sun 27/06/2021	Mon 28/06/2021	5-Day Av	7-Day Av
<b>Week Begin: 22-Jun-21</b>									
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
<b>12H,7-19</b>	<b>5321</b>	<b>5629</b>	<b>5453</b>	<b>5605</b>	<b>4273</b>	<b>4139</b>	<b>5155</b>	<b>5433</b>	<b>5082</b>
<b>16H,6-22</b>	<b>6012</b>	<b>6377</b>	<b>6181</b>	<b>6269</b>	<b>4857</b>	<b>4708</b>	<b>5788</b>	<b>6125</b>	<b>5742</b>
<b>18H,6-24</b>	<b>6164</b>	<b>6493</b>	<b>6303</b>	<b>6415</b>	<b>5013</b>	<b>4789</b>	<b>5877</b>	<b>6250</b>	<b>5865</b>
<b>24H,0-24</b>	<b>6379</b>	<b>6701</b>	<b>6510</b>	<b>6592</b>	<b>5161</b>	<b>4917</b>	<b>6084</b>	<b>6453</b>	<b>6049</b>
<b>Am</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>11:00</b>	<b>11:00</b>	<b>08:00</b>		



10499 BALDWIN'S GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)  
 JUNE 2021 Channel: Eastbound

	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	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		



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		
<b>Tue 22-Jun-21</b>																
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	
<b>24H,0-24</b>	<b>6257</b>	<b>55</b>	<b>5104</b>	<b>807</b>	<b>25</b>	<b>34</b>	<b>31</b>	<b>8</b>	<b>61</b>	<b>2</b>	<b>51</b>	<b>79</b>	<b>0</b>	<b>0</b>	
<b>Wed 23-Jun-21</b>															
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	
<b>08:00</b>	<b>489</b>	<b>3</b>	<b>364</b>	<b>99</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	
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	
<b>17:00</b>	<b>563</b>	<b>2</b>	<b>510</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	
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	
<b>12H,7-19</b>	<b>5535</b>	<b>70</b>	<b>4503</b>	<b>697</b>	<b>21</b>	<b>33</b>	<b>17</b>	<b>8</b>	<b>62</b>	<b>6</b>	<b>45</b>	<b>73</b>	<b>0</b>	<b>0</b>	
<b>16H,6-22</b>	<b>6221</b>	<b>75</b>	<b>5069</b>	<b>774</b>	<b>25</b>	<b>34</b>	<b>22</b>	<b>9</b>	<b>70</b>	<b>7</b>	<b>54</b>	<b>82</b>	<b>0</b>	<b>0</b>	

10499		BALDWINS GATE				Site No: 10499001		Location		Site 1 - A53 Baldwins Gate (E of Sandy La)						
JUNE 2021		Channel: Westbound										FIVE OR LESS AXLE		SIX AXLE		SEVEN OR MORE AXLE
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	TRAILER ARTIC	MULTI-TRAILER ARTIC	SIX OR MORE AXLE ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC
<b>18H,6-24</b>	<b>6343</b>	<b>75</b>	<b>5172</b>	<b>782</b>	<b>25</b>	<b>34</b>	<b>23</b>	<b>9</b>	<b>72</b>	<b>7</b>	<b>56</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24H,0-24</b>	<b>6527</b>	<b>78</b>	<b>5306</b>	<b>807</b>	<b>27</b>	<b>37</b>	<b>26</b>	<b>9</b>	<b>75</b>	<b>8</b>	<b>60</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Thu 24-Jun-21</b>																
00:00	22	0	17	2	0	1	0	0	0	0	0	2	0	0	0	
01:00	19	0	11	2	0	1	0	0	1	0	1	3	0	0	0	
02:00	15	0	7	1	0	1	0	0	0	0	1	5	0	0	0	
03:00	12	0	9	1	0	0	0	0	0	0	1	1	0	0	0	
04:00	30	0	19	3	0	3	1	0	1	0	0	3	0	0	0	
05:00	76	1	56	8	1	0	1	2	2	0	2	3	0	0	0	
06:00	193	0	134	41	2	4	0	0	3	2	3	4	0	0	0	
07:00	448	1	338	85	2	6	5	2	3	0	0	6	0	0	0	
<b>08:00</b>	<b>461</b>	<b>1</b>	<b>340</b>	<b>90</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
09:00	435	1	325	79	3	6	3	0	4	0	7	7	0	0	0	
10:00	343	5	267	45	2	1	2	0	4	0	7	10	0	0	0	
11:00	382	3	282	69	3	4	1	5	4	0	4	7	0	0	0	
12:00	369	4	286	57	2	1	2	1	3	0	6	7	0	0	0	
13:00	372	1	293	54	3	3	2	2	5	0	3	6	0	0	0	
14:00	393	5	308	48	1	2	0	1	11	0	6	11	0	0	0	
15:00	492	1	419	51	1	7	1	2	2	0	3	5	0	0	0	
16:00	544	1	478	47	2	0	4	1	2	0	4	5	0	0	0	
<b>17:00</b>	<b>610</b>	<b>12</b>	<b>551</b>	<b>36</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
18:00	441	7	384	36	1	1	0	0	9	0	2	1	0	0	0	
19:00	266	11	230	19	0	0	0	0	4	0	1	1	0	0	0	
20:00	195	1	177	12	1	0	0	0	1	0	1	2	0	0	0	
21:00	120	1	104	14	0	1	0	0	0	0	0	0	0	0	0	
22:00	76	1	67	3	0	0	0	0	1	0	0	4	0	0	0	
23:00	39	0	32	6	0	0	0	0	0	0	0	1	0	0	0	
<b>12H,7-19</b>	<b>5290</b>	<b>42</b>	<b>4271</b>	<b>697</b>	<b>22</b>	<b>37</b>	<b>25</b>	<b>14</b>	<b>56</b>	<b>0</b>	<b>51</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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	
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	
<b>Fri 25-Jun-21</b>															
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	

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	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

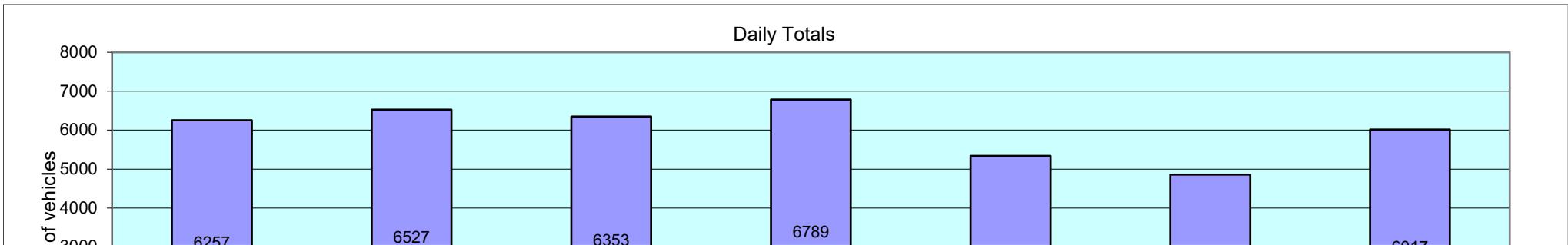
00:00	41	0	38	1	0	0	0	0	1	0	0	1	0	0
01:00	19	0	12	3	0	0	1	0	0	0	2	1	0	0
02:00	14	0	12	0	0	1	0	0	0	0	0	1	0	0
03:00	10	0	7	1	0	0	0	0	0	0	0	2	0	0
04:00	10	0	9	0	0	0	0	0	0	0	0	1	0	0
05:00	52	1	34	6	3	0	0	3	1	0	2	2	0	0
06:00	86	1	74	10	0	0	0	0	0	0	0	1	0	0
07:00	171	3	130	33	0	0	0	0	1	0	2	2	0	0
08:00	259	7	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

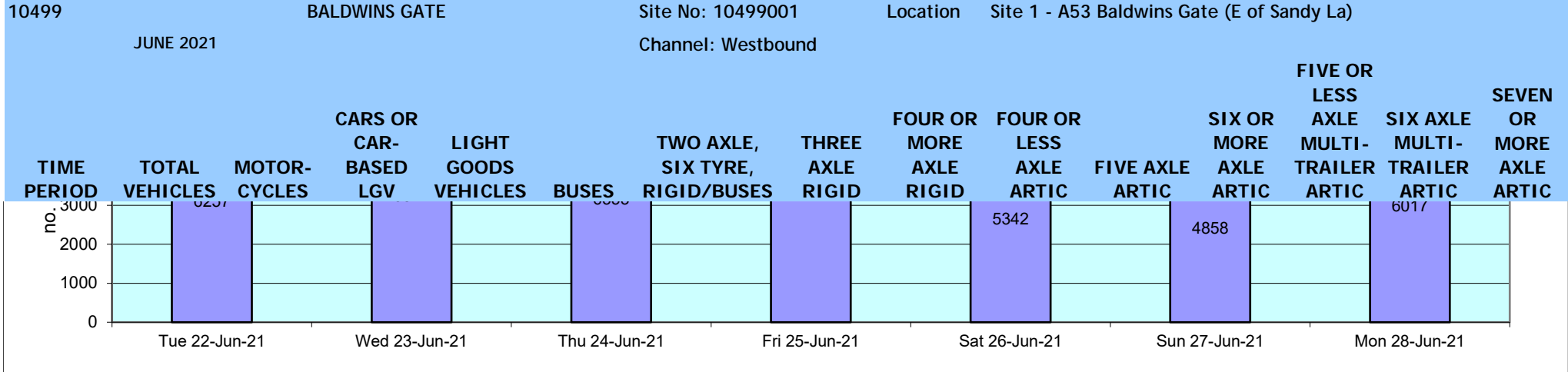
10499		BALDWINS GATE				Site No: 10499001		Location Site 1 - A53 Baldwins Gate (E of Sandy La)							
JUNE 2021		Channel: Westbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE 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	
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	
<b>Sun 27-Jun-21</b>															
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	

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	
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	
<b>Mon 28-Jun-21</b>															
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
<b>Daily Totals</b>														
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
<b>Total Vehicles</b>														
[--]	42143	409	35173	4701	142	215	184	58	395	25	323	517	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	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
<b>Tue 22-Jun-21</b>												
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	
<b>12H,7-19</b>	<b>5254</b>	<b>45</b>	<b>0.9</b>	<b>4262</b>	<b>81.1</b>	<b>719</b>	<b>13.7</b>	<b>210</b>	<b>4.0</b>	<b>18</b>	<b>0.3</b>	
<b>16H,6-22</b>	<b>5952</b>	<b>52</b>	<b>0.9</b>	<b>4857</b>	<b>81.6</b>	<b>785</b>	<b>13.2</b>	<b>236</b>	<b>4.0</b>	<b>22</b>	<b>0.4</b>	
<b>18H,6-24</b>	<b>6079</b>	<b>52</b>	<b>0.9</b>	<b>4971</b>	<b>81.8</b>	<b>792</b>	<b>13.0</b>	<b>242</b>	<b>4.0</b>	<b>22</b>	<b>0.4</b>	

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 %
<b>24H,0-24</b>	<b>6257</b>	<b>55</b>	<b>0.9</b>	<b>5104</b>	<b>81.6</b>	<b>807</b>	<b>12.9</b>	<b>266</b>	<b>4.3</b>	<b>25</b>	<b>0.4</b>
<b>Wed 23-Jun-21</b>											
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
<b>08:00</b>	<b>489</b>	<b>3</b>	<b>0.6</b>	<b>364</b>	<b>74.4</b>	<b>99</b>	<b>20.3</b>	<b>17</b>	<b>3.5</b>	<b>6</b>	<b>1.2</b>
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
<b>17:00</b>	<b>563</b>	<b>2</b>	<b>0.4</b>	<b>510</b>	<b>90.6</b>	<b>43</b>	<b>7.6</b>	<b>8</b>	<b>1.4</b>	<b>0</b>	<b>0.0</b>
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
<b>12H,7-19</b>	<b>5535</b>	<b>70</b>	<b>1.3</b>	<b>4503</b>	<b>81.4</b>	<b>697</b>	<b>12.6</b>	<b>244</b>	<b>4.4</b>	<b>21</b>	<b>0.4</b>
<b>16H,6-22</b>	<b>6221</b>	<b>75</b>	<b>1.2</b>	<b>5069</b>	<b>81.5</b>	<b>774</b>	<b>12.4</b>	<b>278</b>	<b>4.5</b>	<b>25</b>	<b>0.4</b>

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

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 %
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
<b>Fri 25-Jun-21</b>											
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

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 %
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
<b>Sat 26-Jun-21</b>											
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

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 %	
23:00	58	0	0.0	52	89.7	4	6.9	2	3.5	0	0.0	
<b>12H,7-19</b>	<b>4477</b>	<b>59</b>	<b>1.3</b>	<b>3954</b>	<b>88.3</b>	<b>367</b>	<b>8.2</b>	<b>89</b>	<b>2.0</b>	<b>8</b>	<b>0.2</b>	
<b>16H,6-22</b>	<b>5045</b>	<b>67</b>	<b>1.3</b>	<b>4459</b>	<b>88.4</b>	<b>403</b>	<b>8.0</b>	<b>108</b>	<b>2.1</b>	<b>8</b>	<b>0.2</b>	
<b>18H,6-24</b>	<b>5196</b>	<b>67</b>	<b>1.3</b>	<b>4595</b>	<b>88.4</b>	<b>413</b>	<b>8.0</b>	<b>113</b>	<b>2.2</b>	<b>8</b>	<b>0.2</b>	
<b>24H,0-24</b>	<b>5342</b>	<b>68</b>	<b>1.3</b>	<b>4707</b>	<b>88.1</b>	<b>424</b>	<b>7.9</b>	<b>132</b>	<b>2.5</b>	<b>11</b>	<b>0.2</b>	
<b>Sun 27-Jun-21</b>												
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	

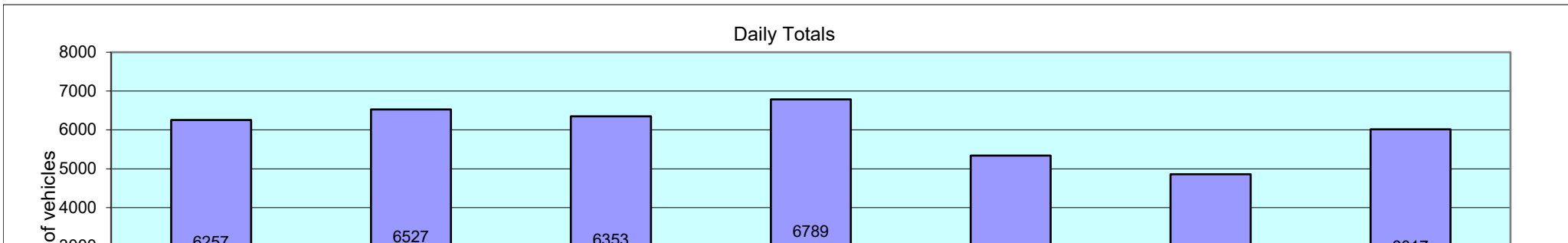


10499 BALDWINS GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)  
 JUNE 2021 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
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
<b>12H,7-19</b>	<b>4120</b>	<b>83</b>	<b>2.0</b>	<b>3696</b>	<b>89.7</b>	<b>275</b>	<b>6.7</b>	<b>64</b>	<b>1.6</b>	<b>2</b>	<b>0.1</b>
<b>16H,6-22</b>	<b>4623</b>	<b>87</b>	<b>1.9</b>	<b>4150</b>	<b>89.8</b>	<b>304</b>	<b>6.6</b>	<b>80</b>	<b>1.7</b>	<b>2</b>	<b>0.0</b>
<b>18H,6-24</b>	<b>4713</b>	<b>87</b>	<b>1.9</b>	<b>4234</b>	<b>89.8</b>	<b>308</b>	<b>6.5</b>	<b>82</b>	<b>1.7</b>	<b>2</b>	<b>0.0</b>
<b>24H,0-24</b>	<b>4858</b>	<b>88</b>	<b>1.8</b>	<b>4356</b>	<b>89.7</b>	<b>320</b>	<b>6.6</b>	<b>91</b>	<b>1.9</b>	<b>3</b>	<b>0.1</b>
<b>Mon 28-Jun-21</b>											
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

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 %
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
<b>12H,7-19</b>	<b>5068</b>	<b>21</b>	<b>0.4</b>	<b>4168</b>	<b>82.2</b>	<b>635</b>	<b>12.5</b>	<b>225</b>	<b>4.4</b>	<b>19</b>	<b>0.4</b>
<b>16H,6-22</b>	<b>5755</b>	<b>24</b>	<b>0.4</b>	<b>4738</b>	<b>82.3</b>	<b>708</b>	<b>12.3</b>	<b>264</b>	<b>4.6</b>	<b>21</b>	<b>0.4</b>
<b>18H,6-24</b>	<b>5846</b>	<b>24</b>	<b>0.4</b>	<b>4819</b>	<b>82.4</b>	<b>712</b>	<b>12.2</b>	<b>270</b>	<b>4.6</b>	<b>21</b>	<b>0.4</b>
<b>24H,0-24</b>	<b>6017</b>	<b>27</b>	<b>0.5</b>	<b>4940</b>	<b>82.1</b>	<b>731</b>	<b>12.2</b>	<b>296</b>	<b>4.9</b>	<b>23</b>	<b>0.4</b>
<b>Daily Totals</b>											
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
<b>Total Vehicles</b>											
[--]	42143	409	1.0	35173	83.8	4701	10.9	1718	4.0	142	0.3



10499

BALDWINS GATE

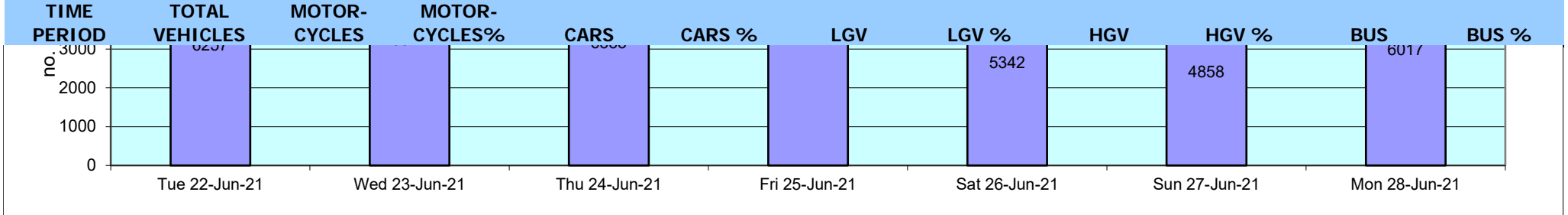
Site No: 10499001

Location

Site 1 - A53 Baldwins Gate (E of Sandy La)

JUNE 2021

Channel: Westbound



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

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	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

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

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

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

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
<b>Mon 28-Jun-21</b>																
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

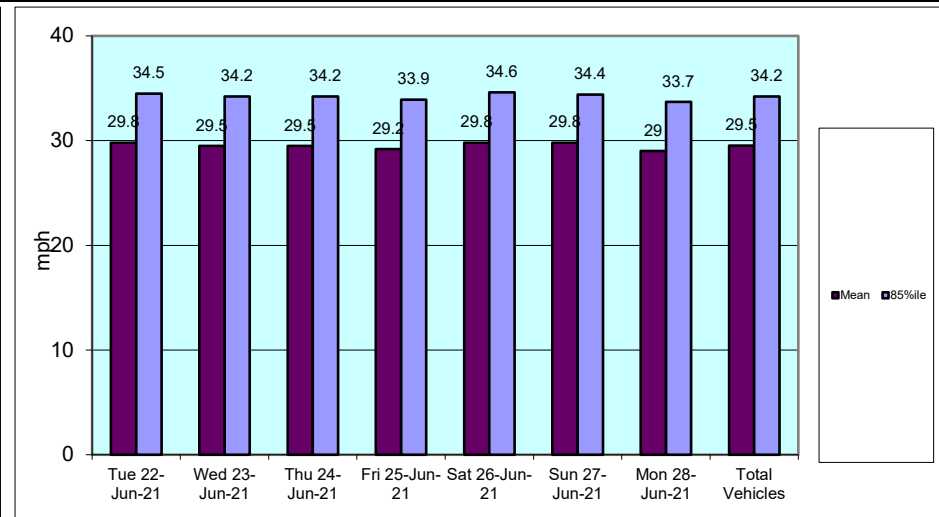
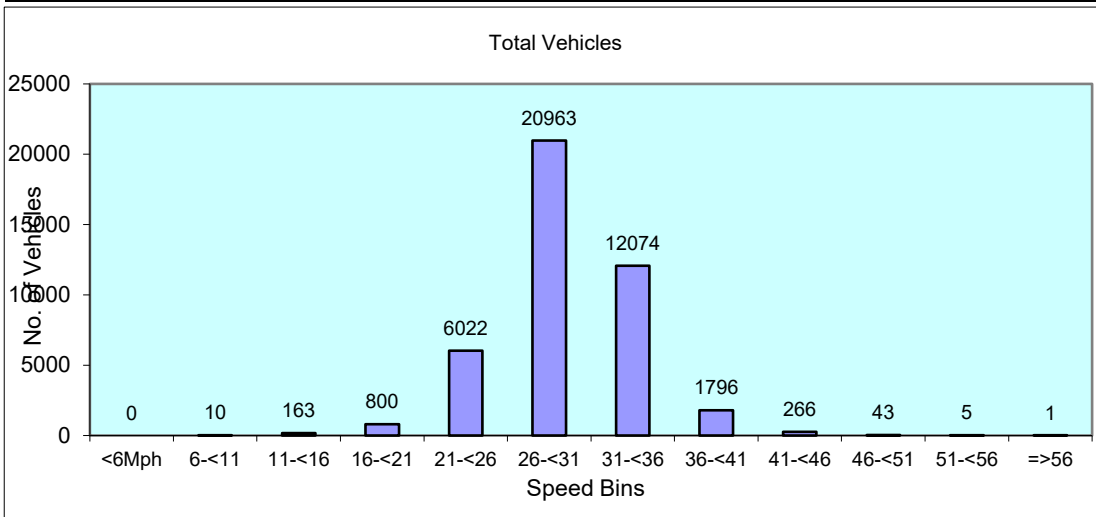
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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**Daily Totals**

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**

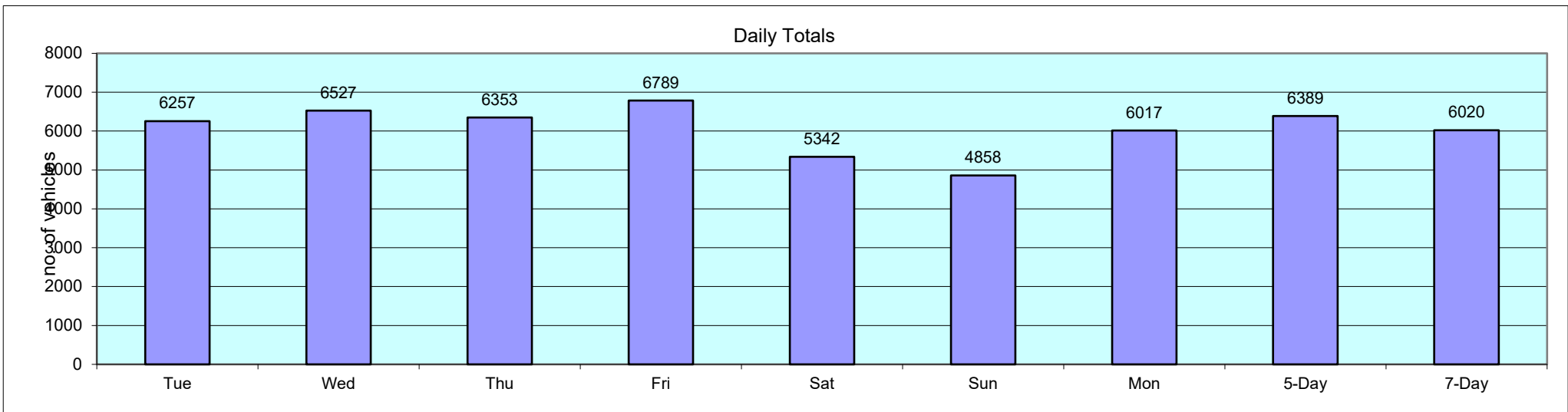
[--]	42143	34.2	29.5	4.6	0	10	163	800	6022	20963	12074	1796	266	43	5	1
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10499	BALDWIN'S GATE		Site No: 10499001		Location		Site 1 - A53 Baldwins Gate (E of Sandy La)		
	JUNE 2021		Channel: Westbound						
TIME PERIOD	Tue 22/06/2021	Wed 23/06/2021	Thu 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
<b>Week Begin: 22-Jun-21</b>									
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
<b>12H,7-19</b>	<b>5254</b>	<b>5535</b>	<b>5290</b>	<b>5641</b>	<b>4477</b>	<b>4120</b>	<b>5068</b>	<b>5358</b>	<b>5055</b>
<b>16H,6-22</b>	<b>5952</b>	<b>6221</b>	<b>6064</b>	<b>6438</b>	<b>5045</b>	<b>4623</b>	<b>5755</b>	<b>6086</b>	<b>5728</b>
<b>18H,6-24</b>	<b>6079</b>	<b>6343</b>	<b>6179</b>	<b>6602</b>	<b>5196</b>	<b>4713</b>	<b>5846</b>	<b>6210</b>	<b>5851</b>
<b>24H,0-24</b>	<b>6257</b>	<b>6527</b>	<b>6353</b>	<b>6789</b>	<b>5342</b>	<b>4858</b>	<b>6017</b>	<b>6389</b>	<b>6020</b>
<b>Am</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>11:00</b>	<b>11:00</b>	<b>09:00</b>		

10499 BALDWINS GATE Site No: 10499001 Location Site 1 - A53 Baldwins Gate (E of Sandy La)  
 JUNE 2021 Channel: Westbound

	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	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

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		
<b>Tue 22-Jun-21</b>																
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	
<b>24H,0-24</b>	<b>836</b>	<b>17</b>	<b>739</b>	<b>74</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Wed 23-Jun-21</b>															
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	
<b>08:00</b>	<b>59</b>	<b>1</b>	<b>50</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
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	
<b>16:00</b>	<b>79</b>	<b>3</b>	<b>70</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
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	
<b>12H,7-19</b>	<b>689</b>	<b>13</b>	<b>599</b>	<b>64</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	
<b>16H,6-22</b>	<b>790</b>	<b>17</b>	<b>689</b>	<b>70</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	

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	
<b>18H,6-24</b>	<b>808</b>	<b>17</b>	<b>706</b>	<b>71</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	
<b>24H,0-24</b>	<b>822</b>	<b>17</b>	<b>717</b>	<b>74</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	
<b>Thu 24-Jun-21</b>															
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	
<b>08:00</b>	<b>63</b>	<b>0</b>	<b>54</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
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	
<b>18:00</b>	<b>87</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
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	
<b>12H,7-19</b>	<b>708</b>	<b>5</b>	<b>620</b>	<b>75</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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	
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	
<b>Fri 25-Jun-21</b>															
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	

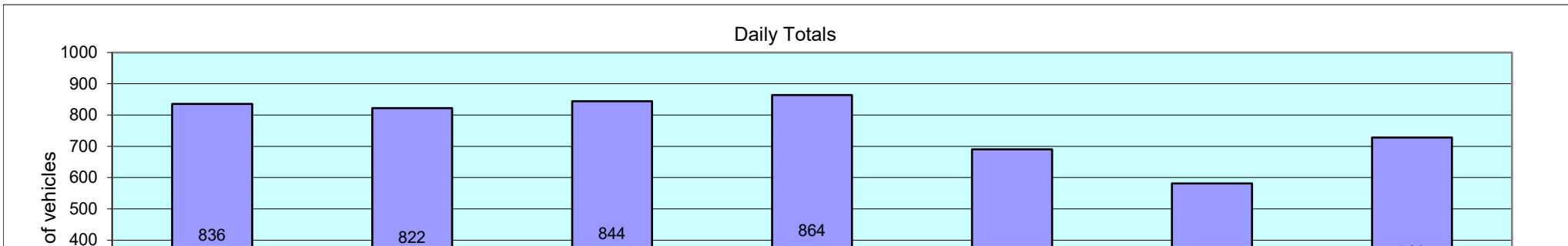
10499		BALDWINS GATE				Site No: 10499002		Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)							
JUNE 2021		Channel: Northbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE 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	
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	
<b>Sat 26-Jun-21</b>															
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	

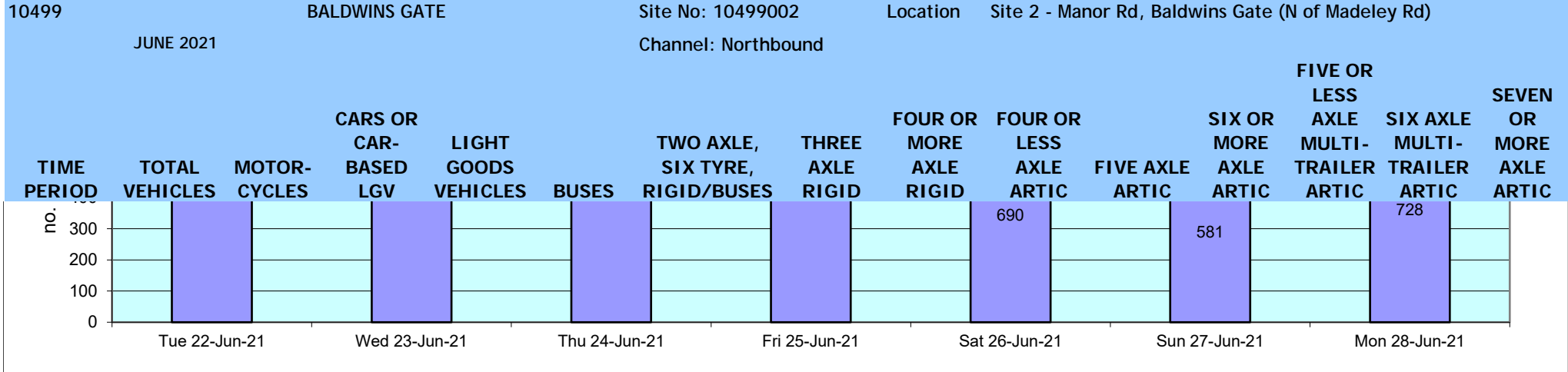
10499		BALDWINS GATE				Site No: 10499002		Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)							
JUNE 2021		Channel: Northbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE 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	
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	
<b>Sun 27-Jun-21</b>															
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	

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	
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	
<b>Mon 28-Jun-21</b>															
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	

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	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
<b>Daily Totals</b>														
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
<b>Total Vehicles</b>														
[--]	5365	77	4802	425	4	14	19	1	20	0	1	2	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	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
<b>Tue 22-Jun-21</b>												
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	
<b>12H,7-19</b>	<b>693</b>	<b>13</b>	<b>1.9</b>	<b>605</b>	<b>87.3</b>	<b>69</b>	<b>10.0</b>	<b>6</b>	<b>0.9</b>	<b>0</b>	<b>0.0</b>	
<b>16H,6-22</b>	<b>801</b>	<b>16</b>	<b>2.0</b>	<b>705</b>	<b>88.0</b>	<b>74</b>	<b>9.2</b>	<b>6</b>	<b>0.8</b>	<b>0</b>	<b>0.0</b>	
<b>18H,6-24</b>	<b>826</b>	<b>17</b>	<b>2.1</b>	<b>729</b>	<b>88.3</b>	<b>74</b>	<b>9.0</b>	<b>6</b>	<b>0.7</b>	<b>0</b>	<b>0.0</b>	

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	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>24H,0-24</b>	<b>836</b>	<b>17</b>	<b>2.0</b>	<b>739</b>	<b>88.4</b>	<b>74</b>	<b>8.9</b>	<b>6</b>	<b>0.7</b>	<b>0</b>	<b>0.0</b>
<b>Wed 23-Jun-21</b>											
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
<b>08:00</b>	<b>59</b>	<b>1</b>	<b>1.7</b>	<b>50</b>	<b>84.8</b>	<b>7</b>	<b>11.9</b>	<b>0</b>	<b>0.0</b>	<b>1</b>	<b>1.7</b>
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
<b>16:00</b>	<b>79</b>	<b>3</b>	<b>3.8</b>	<b>70</b>	<b>88.6</b>	<b>6</b>	<b>7.6</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>
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
<b>12H,7-19</b>	<b>689</b>	<b>13</b>	<b>1.9</b>	<b>599</b>	<b>86.9</b>	<b>64</b>	<b>9.3</b>	<b>12</b>	<b>1.7</b>	<b>1</b>	<b>0.2</b>
<b>16H,6-22</b>	<b>790</b>	<b>17</b>	<b>2.2</b>	<b>689</b>	<b>87.2</b>	<b>70</b>	<b>8.9</b>	<b>13</b>	<b>1.7</b>	<b>1</b>	<b>0.1</b>

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	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

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	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
<b>Fri 25-Jun-21</b>											
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

10499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)  
 JUNE 2021 Channel: Northbound

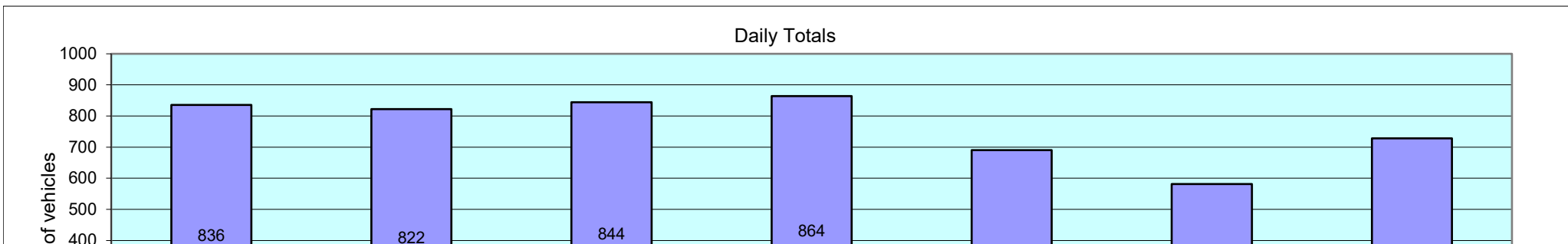
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12H,7-19	743	4	0.5	673	90.6	59	7.9	6	0.8	1	0.1
16H,6-22	822	4	0.5	748	91.0	63	7.7	6	0.7	1	0.1
18H,6-24	853	4	0.5	777	91.1	65	7.6	6	0.7	1	0.1
24H,0-24	864	4	0.5	788	91.2	65	7.5	6	0.7	1	0.1
<b>Sat 26-Jun-21</b>											
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

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	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	
<b>12H,7-19</b>	<b>563</b>	<b>15</b>	<b>2.7</b>	<b>501</b>	<b>89.0</b>	<b>42</b>	<b>7.5</b>	<b>5</b>	<b>0.9</b>	<b>0</b>	<b>0.0</b>	
<b>16H,6-22</b>	<b>646</b>	<b>18</b>	<b>2.8</b>	<b>580</b>	<b>89.8</b>	<b>42</b>	<b>6.5</b>	<b>6</b>	<b>0.9</b>	<b>0</b>	<b>0.0</b>	
<b>18H,6-24</b>	<b>672</b>	<b>18</b>	<b>2.7</b>	<b>603</b>	<b>89.7</b>	<b>45</b>	<b>6.7</b>	<b>6</b>	<b>0.9</b>	<b>0</b>	<b>0.0</b>	
<b>24H,0-24</b>	<b>690</b>	<b>18</b>	<b>2.6</b>	<b>621</b>	<b>90.0</b>	<b>45</b>	<b>6.5</b>	<b>6</b>	<b>0.9</b>	<b>0</b>	<b>0.0</b>	
<b>Sun 27-Jun-21</b>												
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	
<b>09:00</b>	<b>57</b>	<b>0</b>	<b>0.0</b>	<b>54</b>	<b>94.7</b>	<b>2</b>	<b>3.5</b>	<b>1</b>	<b>1.8</b>	<b>0</b>	<b>0.0</b>	
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	
<b>17:00</b>	<b>55</b>	<b>0</b>	<b>0.0</b>	<b>54</b>	<b>98.2</b>	<b>0</b>	<b>0.0</b>	<b>1</b>	<b>1.8</b>	<b>0</b>	<b>0.0</b>	
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	

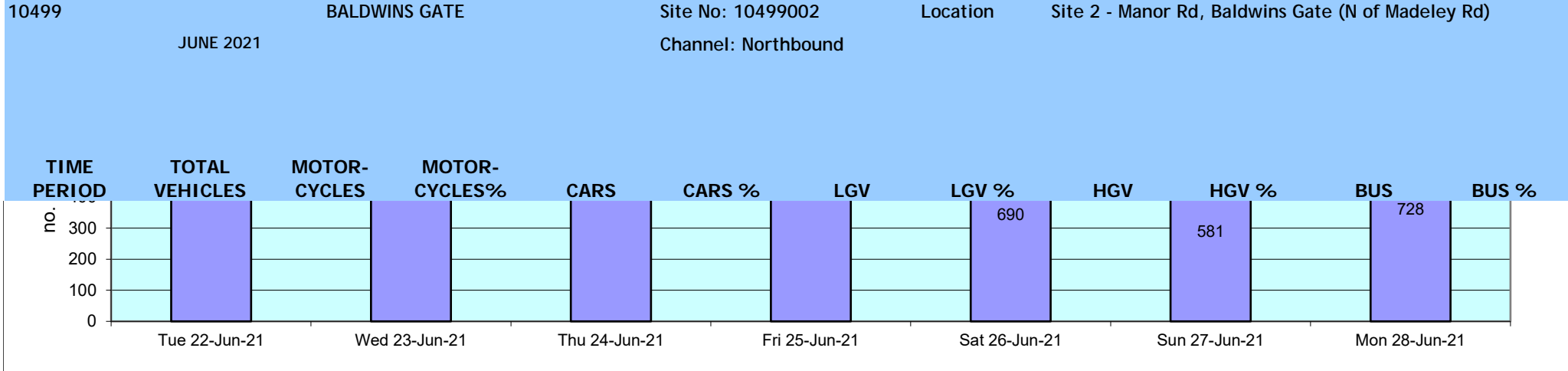
10499		BALDWINS GATE			Site No: 10499002		Location		Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)			
JUNE 2021		Channel: Northbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
22:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0	
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0	
<b>12H,7-19</b>	<b>475</b>	<b>8</b>	<b>1.7</b>	<b>446</b>	<b>93.9</b>	<b>17</b>	<b>3.6</b>	<b>4</b>	<b>0.8</b>	<b>0</b>	<b>0.0</b>	
<b>16H,6-22</b>	<b>541</b>	<b>8</b>	<b>1.5</b>	<b>511</b>	<b>94.5</b>	<b>17</b>	<b>3.1</b>	<b>5</b>	<b>0.9</b>	<b>0</b>	<b>0.0</b>	
<b>18H,6-24</b>	<b>551</b>	<b>8</b>	<b>1.5</b>	<b>521</b>	<b>94.6</b>	<b>17</b>	<b>3.1</b>	<b>5</b>	<b>0.9</b>	<b>0</b>	<b>0.0</b>	
<b>24H,0-24</b>	<b>581</b>	<b>8</b>	<b>1.4</b>	<b>548</b>	<b>94.3</b>	<b>20</b>	<b>3.4</b>	<b>5</b>	<b>0.9</b>	<b>0</b>	<b>0.0</b>	
<b>Mon 28-Jun-21</b>												
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	
<b>08:00</b>	<b>71</b>	<b>0</b>	<b>0.0</b>	<b>63</b>	<b>88.7</b>	<b>6</b>	<b>8.5</b>	<b>1</b>	<b>1.4</b>	<b>1</b>	<b>1.4</b>	
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	
<b>17:00</b>	<b>78</b>	<b>0</b>	<b>0.0</b>	<b>74</b>	<b>94.9</b>	<b>3</b>	<b>3.9</b>	<b>1</b>	<b>1.3</b>	<b>0</b>	<b>0.0</b>	
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
<b>12H,7-19</b>	<b>628</b>	<b>4</b>	<b>0.6</b>	<b>562</b>	<b>89.5</b>	<b>53</b>	<b>8.4</b>	<b>8</b>	<b>1.3</b>	<b>1</b>	<b>0.2</b>
<b>16H,6-22</b>	<b>709</b>	<b>4</b>	<b>0.6</b>	<b>635</b>	<b>89.6</b>	<b>60</b>	<b>8.5</b>	<b>9</b>	<b>1.3</b>	<b>1</b>	<b>0.1</b>
<b>18H,6-24</b>	<b>722</b>	<b>4</b>	<b>0.6</b>	<b>647</b>	<b>89.6</b>	<b>61</b>	<b>8.5</b>	<b>9</b>	<b>1.3</b>	<b>1</b>	<b>0.1</b>
<b>24H,0-24</b>	<b>728</b>	<b>4</b>	<b>0.6</b>	<b>653</b>	<b>89.7</b>	<b>61</b>	<b>8.4</b>	<b>9</b>	<b>1.2</b>	<b>1</b>	<b>0.1</b>
<b>Daily Totals</b>											
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
<b>Total Vehicles</b>											
[--]	5365	77	1.5	4802	89.7	425	7.7	57	1.1	4	0.1







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
<b>Tue 22-Jun-21</b>																
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

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	

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

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
<b>Thu 24-Jun-21</b>																
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

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

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

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

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

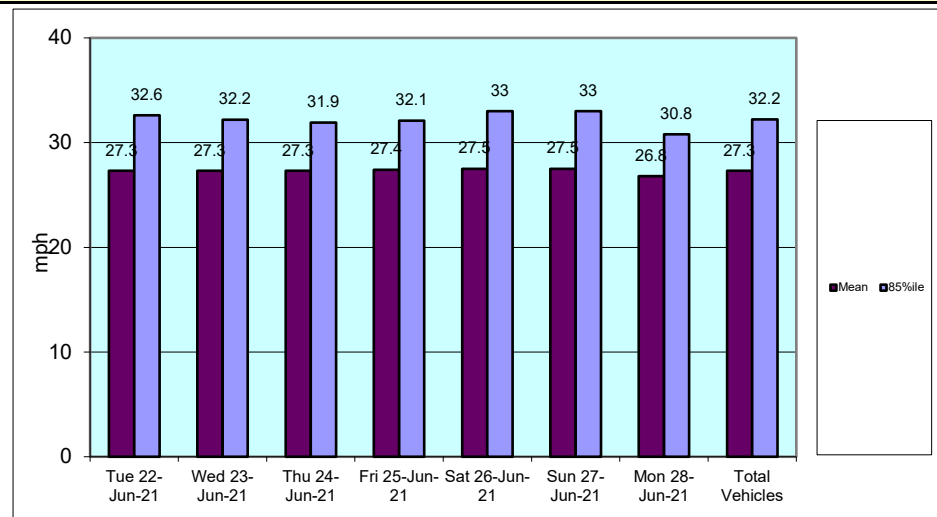
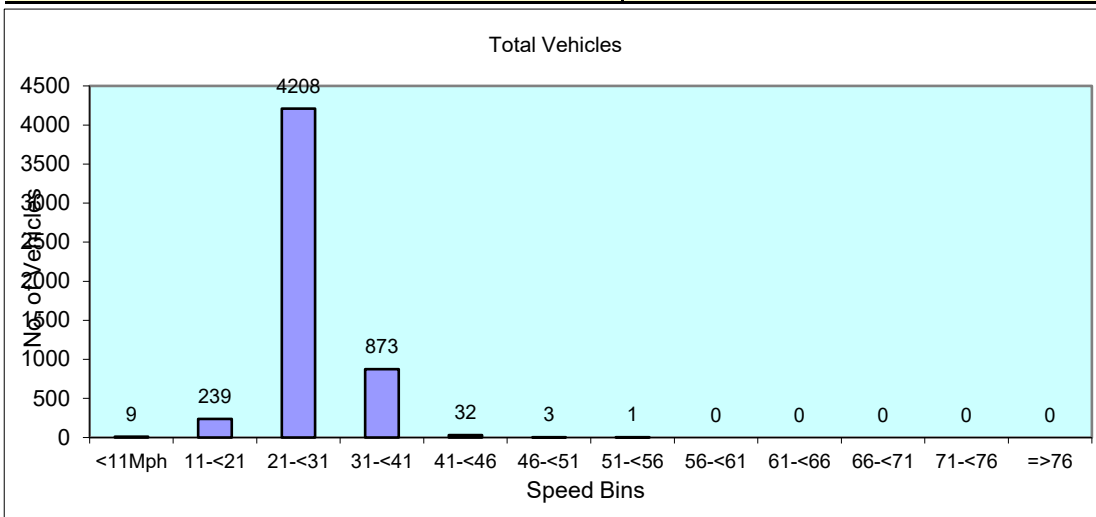
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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**Daily Totals**

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**

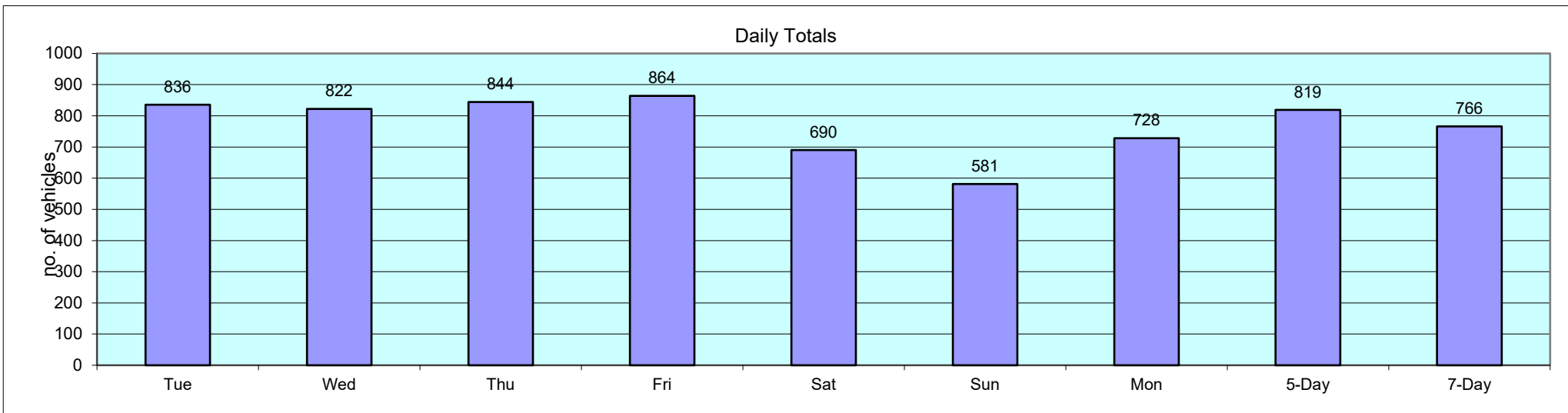
[--]	5365	32.2	27.3	5.5	9	239	4208	873	32	3	1	0	0	0	0	0
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10499	BALDWIN'S GATE		Site No: 10499002		Location		Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)		
	JUNE 2021		Channel: Northbound						
TIME PERIOD	Tue 22/06/2021	Wed 23/06/2021	Thu 24/06/2021	Fri 25/06/2021	Sat 26/06/2021	Sun 27/06/2021	Mon 28/06/2021	5-Day Av	7-Day Av
<b>Week Begin: 22-Jun-21</b>									
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
<b>12H,7-19</b>	<b>693</b>	<b>689</b>	<b>708</b>	<b>743</b>	<b>563</b>	<b>475</b>	<b>628</b>	<b>692</b>	<b>643</b>
<b>16H,6-22</b>	<b>801</b>	<b>790</b>	<b>822</b>	<b>822</b>	<b>646</b>	<b>541</b>	<b>709</b>	<b>789</b>	<b>733</b>
<b>18H,6-24</b>	<b>826</b>	<b>808</b>	<b>837</b>	<b>853</b>	<b>672</b>	<b>551</b>	<b>722</b>	<b>809</b>	<b>753</b>
<b>24H,0-24</b>	<b>836</b>	<b>822</b>	<b>844</b>	<b>864</b>	<b>690</b>	<b>581</b>	<b>728</b>	<b>819</b>	<b>766</b>
<b>Am</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>11:00</b>	<b>09:00</b>	<b>08:00</b>		

10499 BALDWINS 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
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		



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	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		
<b>Tue 22-Jun-21</b>																
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	

10499		BALDWINS GATE				Site No: 10499002		Location		Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)						
JUNE 2021		Channel: Southbound										FIVE OR LESS AXLE		SIX AXLE		SEVEN OR MORE AXLE
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	TRAILER ARTIC	MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
<b>24H,0-24</b>	<b>893</b>	<b>14</b>	<b>787</b>	<b>82</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Wed 23-Jun-21</b>																
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		
<b>08:00</b>	<b>95</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
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		
<b>15:00</b>	<b>81</b>	<b>1</b>	<b>70</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
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		
<b>12H,7-19</b>	<b>742</b>	<b>15</b>	<b>649</b>	<b>68</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>16H,6-22</b>	<b>842</b>	<b>18</b>	<b>743</b>	<b>71</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

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	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	
<b>Thu 24-Jun-21</b>															
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	0	1	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	

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	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	
<b>Fri 25-Jun-21</b>															
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	

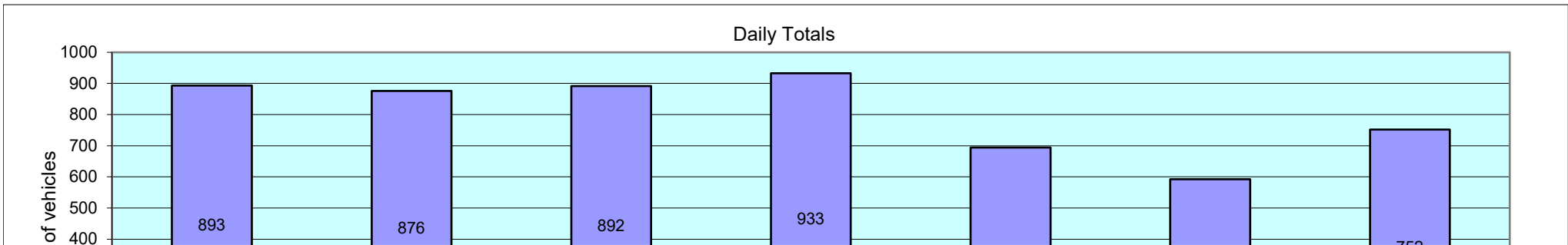
10499		BALDWINS GATE				Site No: 10499002		Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)							
JUNE 2021		Channel: Southbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE 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	
<b>Sat 26-Jun-21</b>															
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	

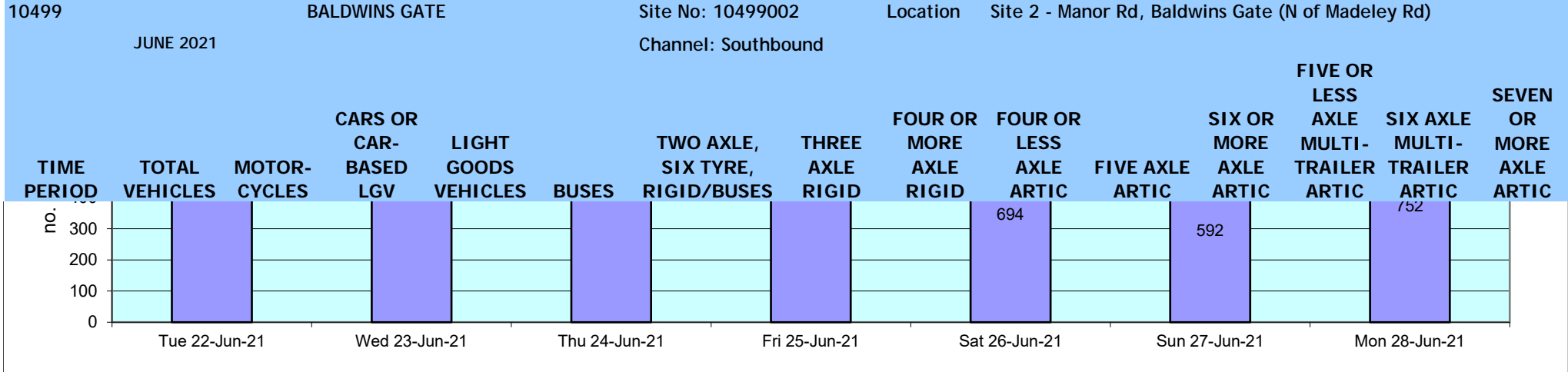


10499		BALDWINS GATE				Site No: 10499002		Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)							
JUNE 2021		Channel: Southbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE 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	
<b>Sun 27-Jun-21</b>															
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	

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	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	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	
<b>Mon 28-Jun-21</b>															
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	0	2	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
<b>Daily Totals</b>														
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
<b>Total Vehicles</b>														
[--]	5632	98	5022	453	6	13	17	2	14	1	3	2	1	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	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
<b>Tue 22-Jun-21</b>												
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	
<b>12H,7-19</b>	<b>758</b>	<b>11</b>	<b>1.5</b>	<b>662</b>	<b>87.3</b>	<b>75</b>	<b>9.9</b>	<b>9</b>	<b>1.2</b>	<b>1</b>	<b>0.1</b>	
<b>16H,6-22</b>	<b>859</b>	<b>13</b>	<b>1.5</b>	<b>754</b>	<b>87.8</b>	<b>82</b>	<b>9.6</b>	<b>9</b>	<b>1.1</b>	<b>1</b>	<b>0.1</b>	
<b>18H,6-24</b>	<b>878</b>	<b>13</b>	<b>1.5</b>	<b>773</b>	<b>88.0</b>	<b>82</b>	<b>9.3</b>	<b>9</b>	<b>1.0</b>	<b>1</b>	<b>0.1</b>	

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 %
<b>24H,0-24</b>	<b>893</b>	<b>14</b>	<b>1.6</b>	<b>787</b>	<b>88.1</b>	<b>82</b>	<b>9.2</b>	<b>9</b>	<b>1.0</b>	<b>1</b>	<b>0.1</b>
<b>Wed 23-Jun-21</b>											
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
<b>08:00</b>	<b>95</b>	<b>0</b>	<b>0.0</b>	<b>91</b>	<b>95.8</b>	<b>4</b>	<b>4.2</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>
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
<b>15:00</b>	<b>81</b>	<b>1</b>	<b>1.2</b>	<b>70</b>	<b>86.4</b>	<b>9</b>	<b>11.1</b>	<b>0</b>	<b>0.0</b>	<b>1</b>	<b>1.2</b>
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
<b>12H,7-19</b>	<b>742</b>	<b>15</b>	<b>2.0</b>	<b>649</b>	<b>87.5</b>	<b>68</b>	<b>9.2</b>	<b>9</b>	<b>1.2</b>	<b>1</b>	<b>0.1</b>
<b>16H,6-22</b>	<b>842</b>	<b>18</b>	<b>2.1</b>	<b>743</b>	<b>88.2</b>	<b>71</b>	<b>8.4</b>	<b>9</b>	<b>1.1</b>	<b>1</b>	<b>0.1</b>

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	

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 %
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
<b>Fri 25-Jun-21</b>											
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



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 %
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
<b>Sat 26-Jun-21</b>											
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

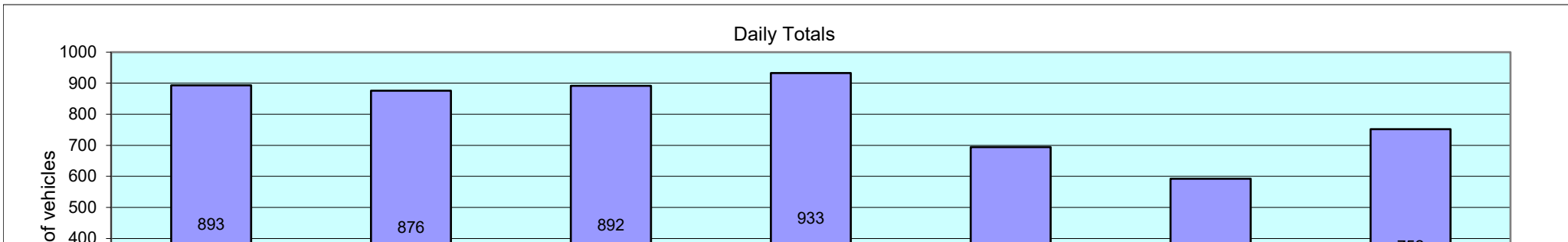
10499 BALDWIN'S GATE Site No: 10499002 Location Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)  
 JUNE 2021 Channel: Southbound

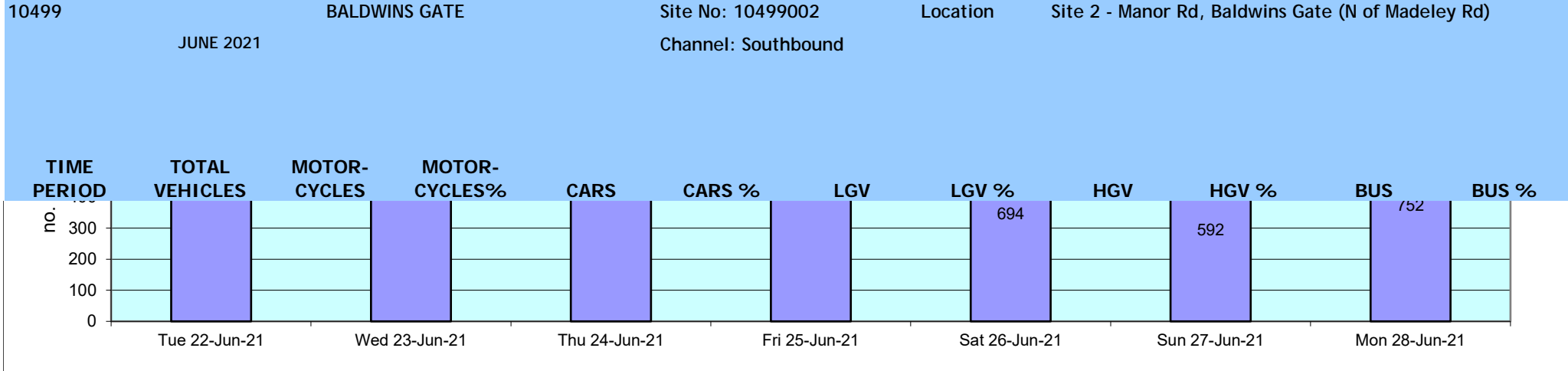
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
23:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
<b>12H,7-19</b>	<b>572</b>	<b>22</b>	<b>3.9</b>	<b>509</b>	<b>89.0</b>	<b>36</b>	<b>6.3</b>	<b>5</b>	<b>0.9</b>	<b>0</b>	<b>0.0</b>
<b>16H,6-22</b>	<b>658</b>	<b>24</b>	<b>3.7</b>	<b>590</b>	<b>89.7</b>	<b>39</b>	<b>5.9</b>	<b>5</b>	<b>0.8</b>	<b>0</b>	<b>0.0</b>
<b>18H,6-24</b>	<b>672</b>	<b>24</b>	<b>3.6</b>	<b>603</b>	<b>89.7</b>	<b>40</b>	<b>6.0</b>	<b>5</b>	<b>0.7</b>	<b>0</b>	<b>0.0</b>
<b>24H,0-24</b>	<b>694</b>	<b>24</b>	<b>3.5</b>	<b>625</b>	<b>90.1</b>	<b>40</b>	<b>5.8</b>	<b>5</b>	<b>0.7</b>	<b>0</b>	<b>0.0</b>
<b>Sun 27-Jun-21</b>											
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

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 %
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
<b>12H,7-19</b>	<b>503</b>	<b>15</b>	<b>3.0</b>	<b>473</b>	<b>94.0</b>	<b>13</b>	<b>2.6</b>	<b>2</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>
<b>16H,6-22</b>	<b>569</b>	<b>16</b>	<b>2.8</b>	<b>535</b>	<b>94.0</b>	<b>16</b>	<b>2.8</b>	<b>2</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>
<b>18H,6-24</b>	<b>575</b>	<b>16</b>	<b>2.8</b>	<b>541</b>	<b>94.1</b>	<b>16</b>	<b>2.8</b>	<b>2</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>
<b>24H,0-24</b>	<b>592</b>	<b>16</b>	<b>2.7</b>	<b>555</b>	<b>93.8</b>	<b>19</b>	<b>3.2</b>	<b>2</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>
<b>Mon 28-Jun-21</b>											
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
<b>08:00</b>	<b>95</b>	<b>0</b>	<b>0.0</b>	<b>89</b>	<b>93.7</b>	<b>4</b>	<b>4.2</b>	<b>2</b>	<b>2.1</b>	<b>0</b>	<b>0.0</b>
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
<b>15:00</b>	<b>83</b>	<b>0</b>	<b>0.0</b>	<b>80</b>	<b>96.4</b>	<b>2</b>	<b>2.4</b>	<b>1</b>	<b>1.2</b>	<b>0</b>	<b>0.0</b>
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

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 %
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
<b>12H,7-19</b>	<b>648</b>	<b>3</b>	<b>0.5</b>	<b>572</b>	<b>88.3</b>	<b>63</b>	<b>9.7</b>	<b>9</b>	<b>1.4</b>	<b>1</b>	<b>0.2</b>
<b>16H,6-22</b>	<b>714</b>	<b>3</b>	<b>0.4</b>	<b>632</b>	<b>88.5</b>	<b>69</b>	<b>9.7</b>	<b>9</b>	<b>1.3</b>	<b>1</b>	<b>0.1</b>
<b>18H,6-24</b>	<b>732</b>	<b>3</b>	<b>0.4</b>	<b>649</b>	<b>88.7</b>	<b>70</b>	<b>9.6</b>	<b>9</b>	<b>1.2</b>	<b>1</b>	<b>0.1</b>
<b>24H,0-24</b>	<b>752</b>	<b>3</b>	<b>0.4</b>	<b>668</b>	<b>88.8</b>	<b>71</b>	<b>9.4</b>	<b>9</b>	<b>1.2</b>	<b>1</b>	<b>0.1</b>
<b>Daily Totals</b>											
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
<b>Total Vehicles</b>											
[--]	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
<b>Thu 24-Jun-21</b>																
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

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

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

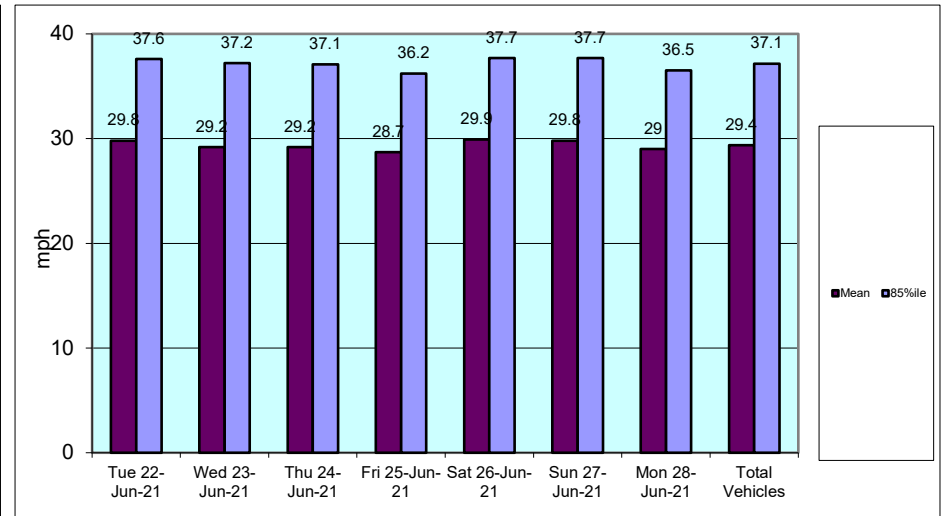
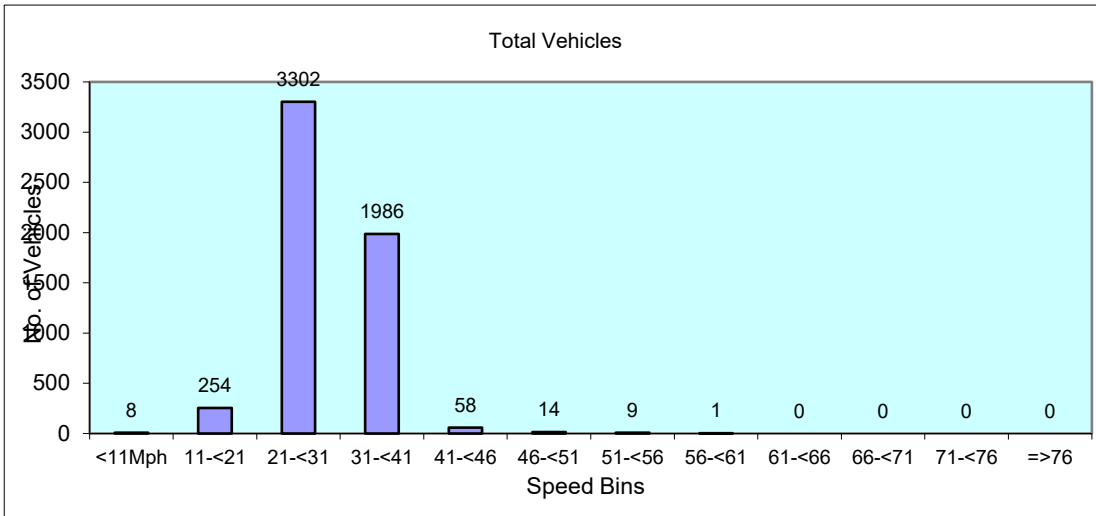
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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**Daily Totals**

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**

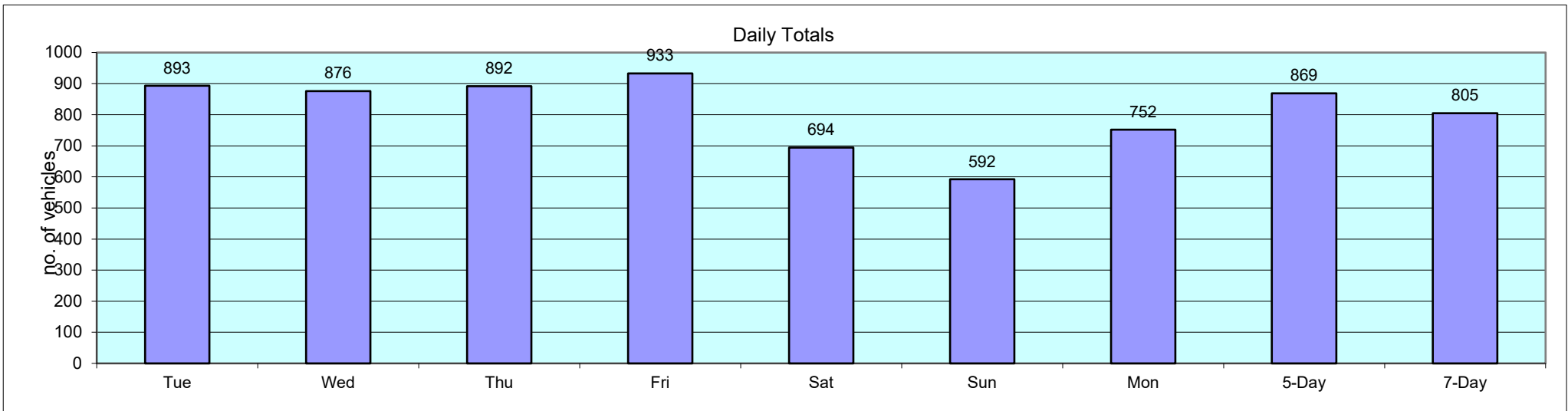
[--]	5632	37.1	29.4	6.6	8	254	3302	1986	58	14	9	1	0	0	0	0
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10499	BALDWIN'S GATE		Site No: 10499002		Location		Site 2 - Manor Rd, Baldwins Gate (N of Madeley Rd)				
	JUNE 2021		Channel: Southbound								
TIME PERIOD	Tue 22/06/2021	Wed 23/06/2021	Thu 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		
<b>Week Begin: 22-Jun-21</b>											
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		
<b>12H,7-19</b>	<b>758</b>	<b>742</b>	<b>775</b>	<b>808</b>	<b>572</b>	<b>503</b>	<b>648</b>	<b>746</b>	<b>687</b>		
<b>16H,6-22</b>	<b>859</b>	<b>842</b>	<b>866</b>	<b>897</b>	<b>658</b>	<b>569</b>	<b>714</b>	<b>836</b>	<b>772</b>		
<b>18H,6-24</b>	<b>878</b>	<b>855</b>	<b>882</b>	<b>915</b>	<b>672</b>	<b>575</b>	<b>732</b>	<b>852</b>	<b>787</b>		
<b>24H,0-24</b>	<b>893</b>	<b>876</b>	<b>892</b>	<b>933</b>	<b>694</b>	<b>592</b>	<b>752</b>	<b>869</b>	<b>805</b>		
<b>Am</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>11:00</b>	<b>11:00</b>	<b>08:00</b>				

10499 BALDWINS 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
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					



**T21558**  
**Land North of A53, Baldwins Gate**

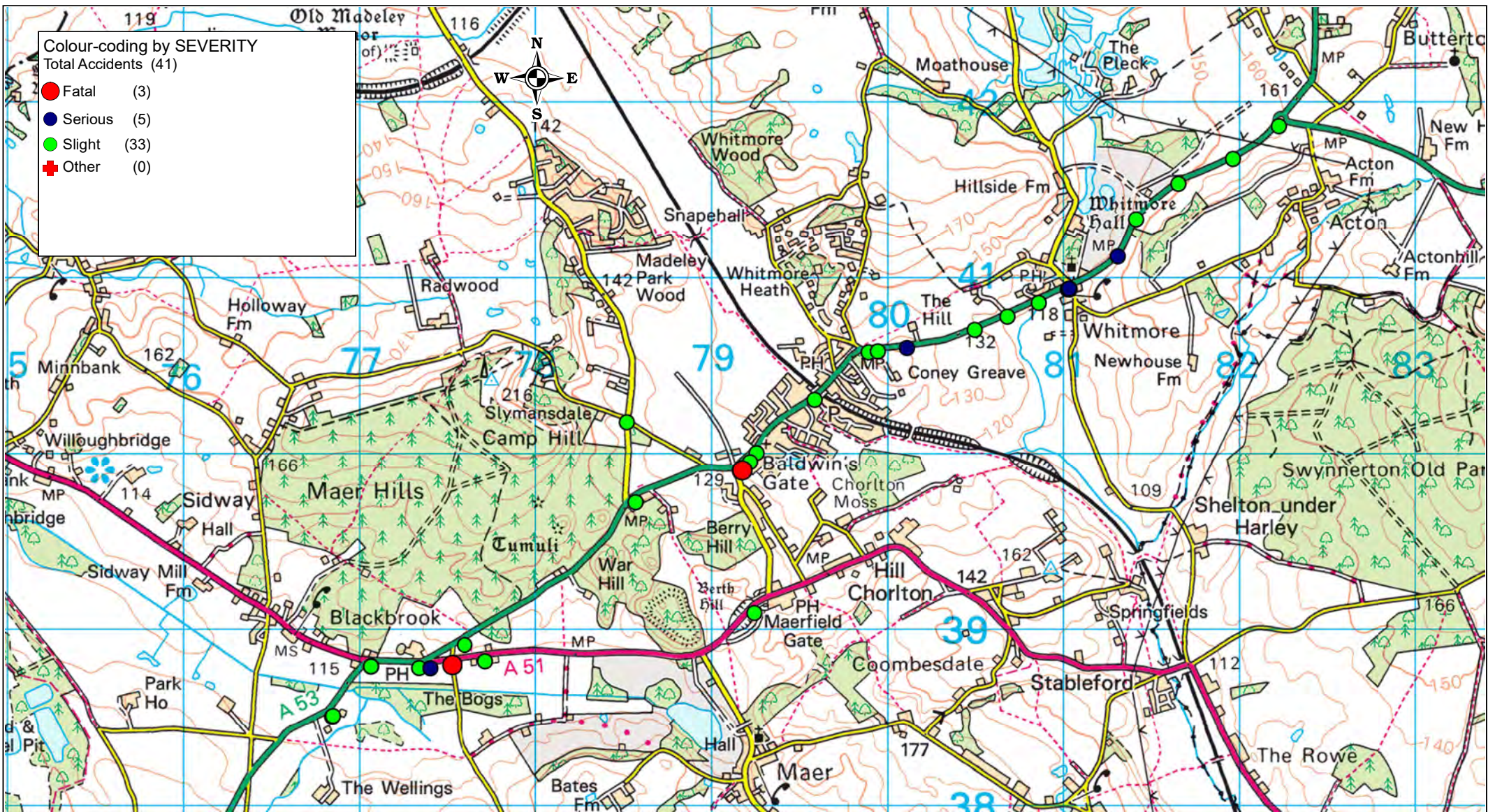


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## Appendix B

### SCC Traffic Accident Data





Baldwins Gate Area Map

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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 TRENTHAM 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

<b>Acc. Ref. No:</b> 1640596	<b>Road:</b> A 53	<b>Grid Reference:</b> 380861 340866
<b>District Council:</b> Newcastle-under-Lyme	<b>Time:</b> 1410	<b>Tuesday</b> 19-January-2016
<b>Lighting:</b> Daylight	<b>Weather:</b> Fine without high winds	<b>Speed limit:</b> 40
<b>Severity:</b> SLIGHT	<b>Road surface:</b> Dry	
<b>Location:</b> 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

<b>Acc. Ref. No:</b> 1658291	<b>Road:</b> A 53	<b>Grid Reference:</b> 379892 340587
<b>District Council:</b> Newcastle-under-Lyme	<b>Time:</b> 1245	<b>Friday</b> 08-April-2016
<b>Lighting:</b> Daylight	<b>Weather:</b> Fine without high winds	<b>Speed limit:</b> 30
<b>Severity:</b> SLIGHT	<b>Road surface:</b> Wet/Damp	
<b>Location:</b> 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

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:** 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 driver 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 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 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 lived 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

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: 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 21 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 wa: 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

AccsMap - Accident Analysis System

Accidents between dates **01/01/2015** and **19/06/2021** (78) months

Selection: Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b>	18275235	<b>Road:</b>	A 51	<b>Grid Reference:</b>	377529	338809
<b>District Council:</b>	Newcastle-under-Lyme	<b>Time:</b>	0843	<b>Wednesday</b>	28-February-2018	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	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

<b>Acc. Ref. No:</b>	18296023	<b>Road:</b>	A 53	<b>Grid Reference:</b>	378570	339732
<b>District Council:</b>	Newcastle-under-Lyme	<b>Time:</b>	1103	<b>Saturday</b>	28-April-2018	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	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 a 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

**T21558**  
**Land North of A53, Baldwins Gate**



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

LIST OF SITES relevant to selection parameters

1	CA-03-A-06	MIXED HOUSES	CAMBRI D G E S H I R E
	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>		
	<i>Survey Type: MANUAL</i>		
2	DH-03-A-03	SEMI -DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM  Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>		
	<i>Survey Type: MANUAL</i>		
3	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE POLEGATE  Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>		
	<i>Survey Type: MANUAL</i>		
4	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>		
	<i>Survey Type: MANUAL</i>		
5	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD  Edge of Town Residential Zone Total No of Dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>		
	<i>Survey Type: MANUAL</i>		
6	KC-03-A-07	MIXED HOUSES	KENT
	RECULVER ROAD HERNE BAY  Edge of Town Residential Zone Total No of Dwellings: 288 <i>Survey date: WEDNESDAY 27/09/17</i>		
	<i>Survey Type: MANUAL</i>		
7	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD CHARING  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 <i>Survey date: TUESDAY 22/05/18</i>		
	<i>Survey Type: MANUAL</i>		
8	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD IBSTOCK  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19		Survey Type: MANUAL
10	NF-03-A-07	MIXED HOUSES & FLATS		NORFOLK
	SILFIELD ROAD			
	WYMONDHAM			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:	297		
	Survey date: FRIDAY	20/09/19		Survey Type: DIRECTIONAL ATC COUNT
11	NF-03-A-16	MIXED HOUSES & FLATS		NORFOLK
	NORWICH COMMON			
	WYMONDHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	138		
	Survey date: TUESDAY	20/10/15		Survey Type: DIRECTIONAL ATC COUNT
12	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
13	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
14	SC-03-A-05	MIXED HOUSES		SURREY
	REIGATE ROAD			
	HORLEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	207		
	Survey date: MONDAY	01/04/19		Survey Type: MANUAL
15	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
16	ST-03-A-07	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	BEACONSIDE			
	STAFFORD			
	MARSTON GATE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	248		
	Survey date: WEDNESDAY	22/11/17		Survey Type: MANUAL

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									
<b>Total Rates:</b>			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.*

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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.*



**T21558**  
**Land North of A53, Baldwins Gate**



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## 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)**

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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.

**T21558**  
**Land North of A53, Baldwins Gate**



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## Appendix E

### Junctions 10 Output – Site Access Roundabout

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
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**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**

<b>Title</b>	A53/Sandy Lane - Site Access
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	27/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

**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)

17:00 - 17:15

		To			
		1	2	3	4
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)

17:15 - 17:30

		To			
		1	2	3	4
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

**T21558**  
**Land North of A53, Baldwins Gate**



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## **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
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**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
<b>2021 Base</b>								
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
<b>2027 Base</b>								
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
<b>2027 + Committed</b>								
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
<b>2027 + Com + Dev</b>								
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

<b>Title</b>	A51/Newcastle Road A53
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	26/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

### 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		
		A	B	C
From	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		
		A	B	C
From	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		
From		A	B	C
	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		
From		A	B	C
	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



**T21558**  
**Land North of A53, Baldwins Gate**



---

## **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
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**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
<b>2021 Base</b>								
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
<b>2027 Base</b>								
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
<b>2027 + Committed</b>								
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
<b>2027 + Com + Dev</b>								
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

<b>Title</b>	A51/A53 (N)
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	26/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

### 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)

		To			
		A	B	C	
08:00 - 08:15	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)

		To			
		A	B	C	
08:15 - 08:30	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)

		To			
		A	B	C	
08:30 - 08:45	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)

		To			
		A	B	C	
08:45 - 09:00	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

		To			
		A	B	C	
08:00 - 08:15	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		
		A	B	C
From	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		
		A	B	C
From	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		
		A	B	C
From	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		
		A	B	C
From	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)

08:00 - 08:15

		To		
		A	B	C
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)

08:15 - 08:30

		To		
		A	B	C
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





**T21558**  
**Land North of A53, Baldwins Gate**



---

## **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
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**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
<b>2021 Base</b>								
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
<b>2027 Base</b>								
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
<b>2027 + Committed</b>								
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
<b>2027 + Com + Dev</b>								
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

<b>Title</b>	A51/Sandy Lane
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	26/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

### 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)

		To			
		A	B	C	
08:00 - 08:15	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)

		To			
		A	B	C	
08:15 - 08:30	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)

		To			
		A	B	C	
08:30 - 08:45	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)

		To			
		A	B	C	
08:45 - 09:00	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

		To			
		A	B	C	
08:00 - 08:15	From	A	0	0	5
		B	0	0	0
		C	11	14	0

### Heavy Vehicle Percentages

		To			
		A	B	C	
08:15 - 08:30	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		
		A	B	C
From	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		
		A	B	C
From	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



**T21558**  
**Land North of A53, Baldwins Gate**



---

## **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
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**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
<b>2021 Base</b>								
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
<b>2027 Base</b>								
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
<b>2027 + Committed</b>								
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
<b>2027 + Com + Dev</b>								
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

<b>Title</b>	A53/Holly Bush Lane
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	26/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

## 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



**T21558**  
**Land North of A53, Baldwins Gate**



---

## 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
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**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**

<b>Title</b>	A53/Madeley Road
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	26/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORTMax.Law
<b>Description</b>	

### 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		
		A	B	C
From	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		
		A	B	C
From	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		
		A	B	C
From	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		
		A	B	C
From	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		
		A	B	C
From	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		
		A	B	C
From	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



**T21558**  
**Land North of A53, Baldwins Gate**



---

## **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
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**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
<b>2021 Base</b>								
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
<b>2027 Base</b>								
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
<b>2027 + Committed</b>								
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
<b>2027 + Com + Dev</b>								
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

<b>Title</b>	A53/Lakeside Close
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	27/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

### 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)

08:00 - 08:15

		To		
		A	B	C
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)

08:15 - 08:30

		To		
		A	B	C
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



**T21558**  
**Land North of A53, Baldwins Gate**



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## Appendix L

### Junctions 10 Output – A53/Sandyfields



Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
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**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
<b>2021 Base</b>								
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
<b>2027 Base</b>								
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
<b>2027 + Committed</b>								
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
<b>2027 + Com + Dev</b>								
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

<b>Title</b>	A53/Sandyfields
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	27/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

### 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)

08:00 - 08:15

		To		
		A	B	C
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)

08:15 - 08:30

		To		
		A	B	C
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)

08:30 - 08:45

		To		
		A	B	C
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)

08:45 - 09:00

		To		
		A	B	C
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

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	8.32	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		
From		A	B	C
	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		
From		A	B	C
	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		
		A	B	C
From	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		
		A	B	C
From	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



**T21558**  
**Land North of A53, Baldwins Gate**



---

## **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
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**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
<b>2021 Base</b>										
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
<b>2027 Base</b>										
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
<b>2027 + Committed</b>										
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
<b>2027 + Com + Dev</b>										
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

<b>Title</b>	A53/Meadow Way
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	27/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

### 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)

08:00 - 08:15

		To		
		A	B	C
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)

08:15 - 08:30

		To		
		A	B	C
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		
		A	B	C
From	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		
		A	B	C
From	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



**T21558**  
**Land North of A53, Baldwins Gate**



---

## **Appendix N**

### **Junctions 10 Output – A53/Gateway Avenue**

<b>Junctions 10</b>
<b>PICADY 10 - Priority Intersection Module</b>
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
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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
<b>2021 Base</b>										
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
<b>2027 Base</b>										
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
<b>2027 + Committed</b>										
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
<b>2027 + Com + Dev</b>										
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

<b>Title</b>	A53/Gateway Avenue
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	27/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

### 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		
From		A	B	C
	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		
From		A	B	C
	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





**T21558**  
**Land North of A53, Baldwins Gate**



---

## 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
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**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
<b>2021 Base</b>								
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
<b>2027 Base</b>								
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
<b>2027 + Committed</b>								
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
<b>2027 + Com + Dev</b>								
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

<b>Title</b>	A53/Tollgate Avenue
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	27/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

## 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		
From		A	B	C
	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		
From		A	B	C
	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



**T21558**  
**Land North of A53, Baldwins Gate**



---

## **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
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**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
<b>2021 Base</b>								
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
<b>2027 Base</b>								
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
<b>2027 + Committed</b>								
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
<b>2027 + Com + Dev</b>								
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

<b>Title</b>	A53/Fairgreen Road
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	27/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

### 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)

		To			
		A	B	C	
08:00 - 08:15	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)

		To			
		A	B	C	
08:15 - 08:30	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)

		To			
		A	B	C	
08:30 - 08:45	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)

		To			
		A	B	C	
08:45 - 09:00	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

		To			
		A	B	C	
08:00 - 08:15	From	A	0	50	12
		B	33	0	0
		C	8	0	0

### Heavy Vehicle Percentages

		To			
		A	B	C	
08:15 - 08:30	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
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**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
<b>2021 Base</b>								
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
<b>2027 Base</b>								
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
<b>2027 + Committed</b>								
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
<b>2027 + Com + Dev</b>								
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

<b>Title</b>	A53/Appleton Drive/Snape Hall Road
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	27/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

### 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)**

17:30 - 17:45

		To			
		A	B	C	D
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)**

17:45 - 18:00

		To			
		A	B	C	D
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**

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	13.26	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)

		To				
		A	B	C	D	
17:00 - 17:15	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)

		To				
		A	B	C	D	
17:15 - 17:30	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)**

08:30 - 08:45

		To			
		A	B	C	D
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)**

08:45 - 09:00

		To			
		A	B	C	D
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**

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	0.10	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)

		To				
		A	B	C	D	
17:00 - 17:15	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)

		To				
		A	B	C	D	
17:15 - 17:30	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)**

17:30 - 17:45

		To			
		A	B	C	D
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)**

17:45 - 18:00

		To			
		A	B	C	D
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**

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	0.04	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

**T21558**  
**Land North of A53, Baldwins Gate**



---

## 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
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**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
<b>2021 Base</b>								
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
<b>2027 Base</b>								
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
<b>2027 + Committed</b>								
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
<b>2027 + Com + Dev</b>								
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

<b>Title</b>	A53/Trentham Road
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	27/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

### 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)

		To			
		1	2	3	
08:00 - 08:15	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)

		To			
		1	2	3	
08:15 - 08:30	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)

		To			
		1	2	3	
08:30 - 08:45	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)

		To			
		1	2	3	
08:45 - 09:00	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

		To			
		1	2	3	
08:00 - 08:15	From	1	0	50	7
		2	0	0	15
		3	3	12	0

### Heavy Vehicle Percentages

		To			
		1	2	3	
08:15 - 08:30	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



**T21558**  
**Land North of A53, Baldwins Gate**



---

## 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**

<b>Title</b>	A53/Madeley Road
<b>Location</b>	Baldwins Gate
<b>Site number</b>	
<b>Date</b>	26/08/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Richborough Estates
<b>Jobnumber</b>	T21558
<b>Enumerator</b>	HUBTRANSPORT\Max.Law
<b>Description</b>	

**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**

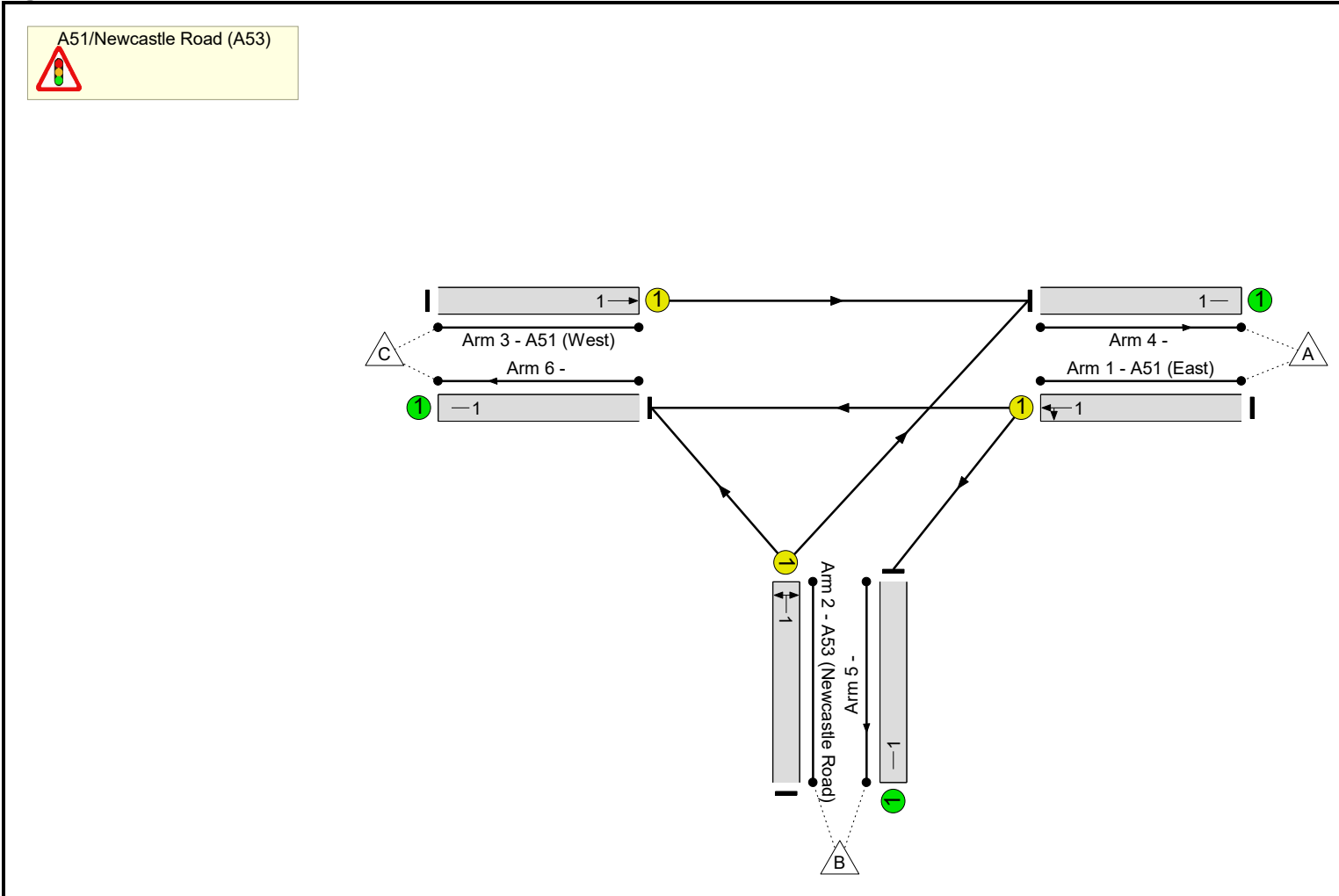
# **LinSig Outputs – A51/A53 Proposed Signalisation**

Baldwins Gate  
**Baldwins Gate**

**User and Project Details**

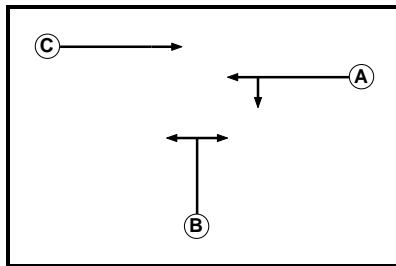
<b>Project:</b>	<b>Baldwins Gate</b>
<b>Title:</b>	<b>A51/Newcastle Rd Signalisation</b>
<b>Location:</b>	
<b>Client:</b>	Richborough Estates
<b>Date Started:</b>	08/09/2021
<b>Additional detail:</b>	
<b>File name:</b>	T21558 - A51-Newcastle Road Signals.lsg3x
<b>Author:</b>	Max Law
<b>Company:</b>	Hub Transport Planning Ltd
<b>Address:</b>	Radclyffe House, 66/68 Hagley Road, Edgbaston, Birmingham, West Midlands, B16 8PF

Baldwins Gate  
Junction Layout Diagram





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

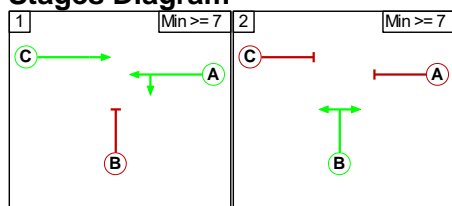
**Phase Intergreens Matrix**

		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**

Junction: 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

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 :**

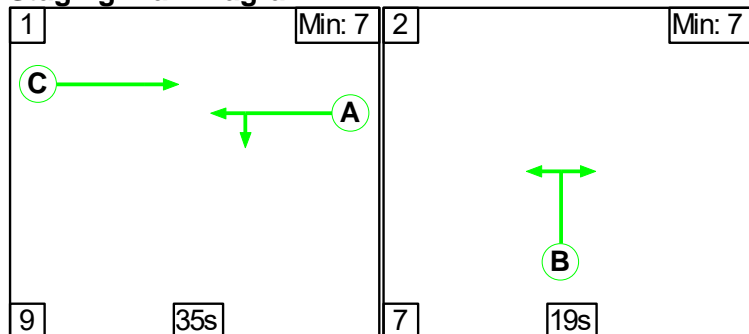
		Destination			
		A	B	C	Tot.
Origin	A	0	548	302	850
	B	392	0	2	394
	C	348	0	0	348
	Tot.	740	548	304	1592

**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

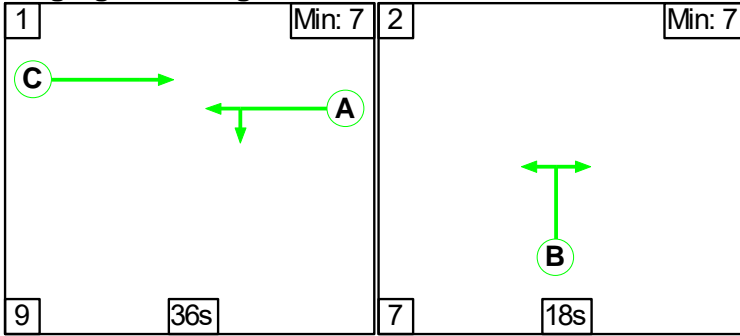
Baldwins Gate  
Link Results

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 (%)
<b>Network: A51/Newcastle Rd Signalisation</b>	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
<b>A51/Newcastle Road (A53)</b>	-	-	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)
<b>Network: A51/Newcastle Rd Signalisation</b>	-	-	0	0	0	6.5	3.9	0.0	10.4	-	-	-	-
<b>A51/Newcastle Road (A53)</b>	-	-	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		Total Delay for Signalled Lanes (pcuHr): 10.37		Cycle Time (s): 70						
			PRC Over All Lanes (%): 12.2		Total Delay Over All Lanes(pcuHr): 10.37								

Baldwins Gate

Scenario 2: '2027 Base + Com + Dev PM' (FG2: '2027 Base + Com + Dev PM', Plan 1: 'Network Control Plan 1')

**Staging Plan Diagram**



**Stage Timings**

Stage	1	2
Duration	36	18
Change Point	0	45

Baldwins Gate  
Link Results

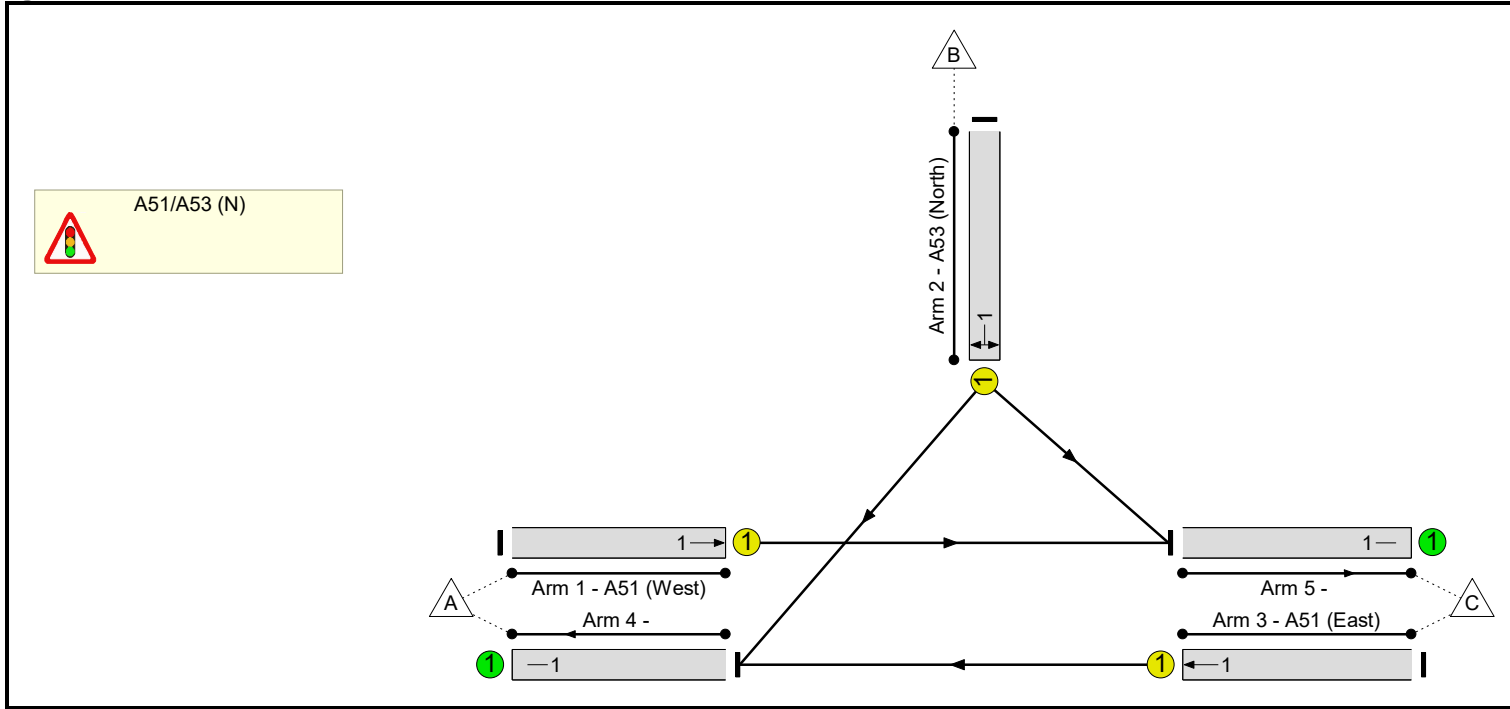
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A51/Newcastle Rd Signalisation</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
<b>A51/Newcastle Road (A53)</b>	-	-	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)
<b>Network: A51/Newcastle Rd Signalisation</b>	-	-	0	0	0	6.8	5.2	0.0	12.0	-	-	-	-
<b>A51/Newcastle Road (A53)</b>	-	-	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		

Baldwins Gate

### User and Project Details

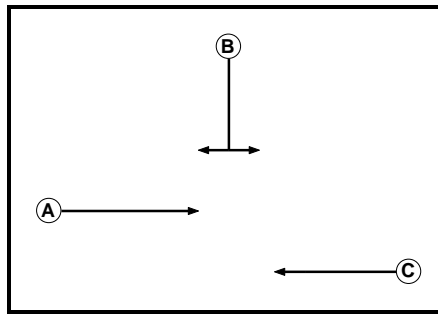
<b>Project:</b>	<b>Baldwins Gate</b>
<b>Title:</b>	<b>A51/A53 (N) Signalisation</b>
<b>Location:</b>	
<b>Client:</b>	Richborough Estates
<b>Site Ref(s):</b>	T21558
<b>Date Started:</b>	08/09/2021
<b>Additional detail:</b>	
<b>File name:</b>	T21558 - A51-A53(N).lsg3x
<b>Author:</b>	Max Law
<b>Company:</b>	Hub Transport Planning Ltd
<b>Address:</b>	Radclyffe House, 66/68 Hagley Road, Edgbaston, Birmingham, West Midlands, B16 8PF

Baldwins Gate  
Junction Layout Diagram





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

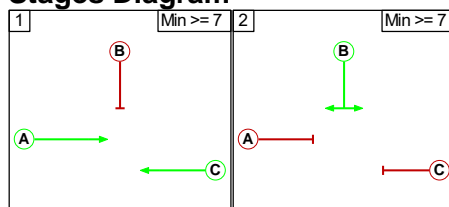
**Phase Intergreens Matrix**

	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**

Junction: 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 :**

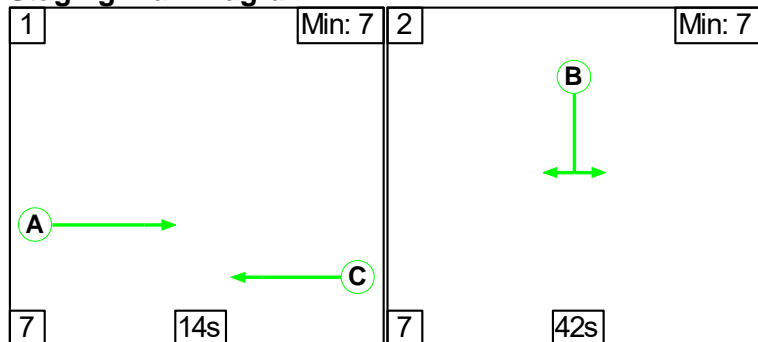
		Destination			
		A	B	C	Tot.
Origin	A	0	0	159	159
	B	575	0	4	579
	C	279	0	0	279
	Tot.	854	0	163	1017

**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

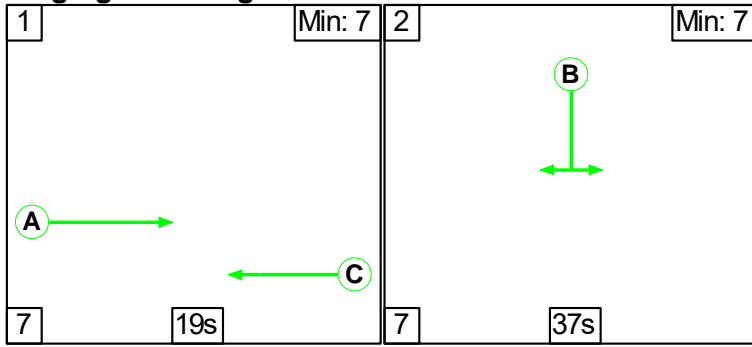
Baldwins Gate  
Link Results

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 (%)
<b>Network: A51/A53 (N) Signalisation</b>	-	-	N/A	-	-		-	-	-	-	-	-	51.7%
<b>A51/A53 (N)</b>	-	-	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)
<b>Network: A51/A53 (N) Signalisation</b>	-	-	0	0	0	3.3	1.1	0.0	4.4	-	-	-	-
<b>A51/A53 (N)</b>	-	-	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
<p>C1      PRC for Signalled Lanes (%): 73.9      Total Delay for Signalled Lanes (pcuHr): 4.41      Cycle Time (s): 70  PRC Over All Lanes (%): 73.9      Total Delay Over All Lanes(pcuHr): 4.41</p>													

Baldwins Gate

Scenario 2: '2027 Base + Com + Dev PM' (FG2: '2027 Base + Com + Dev PM', Plan 1: 'Network Control Plan 1')

**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 (%)
<b>Network: A51/A53 (N) Signalisation</b>	-	-	N/A	-	-		-	-	-	-	-	-	61.1%
<b>A51/A53 (N)</b>	-	-	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)
<b>Network: A51/A53 (N) Signalisation</b>	-	-	0	0	0	4.2	1.5	0.0	5.7	-	-	-	-
<b>A51/A53 (N)</b>	-	-	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
<p>C1                      PRC for Signalled Lanes (%): 47.3                      Total Delay for Signalled Lanes (pcuHr): 5.70                      Cycle Time (s): 70  PRC Over All Lanes (%): 47.3                      Total Delay Over All Lanes(pcuHr): 5.70</p>													