

Appendix D

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

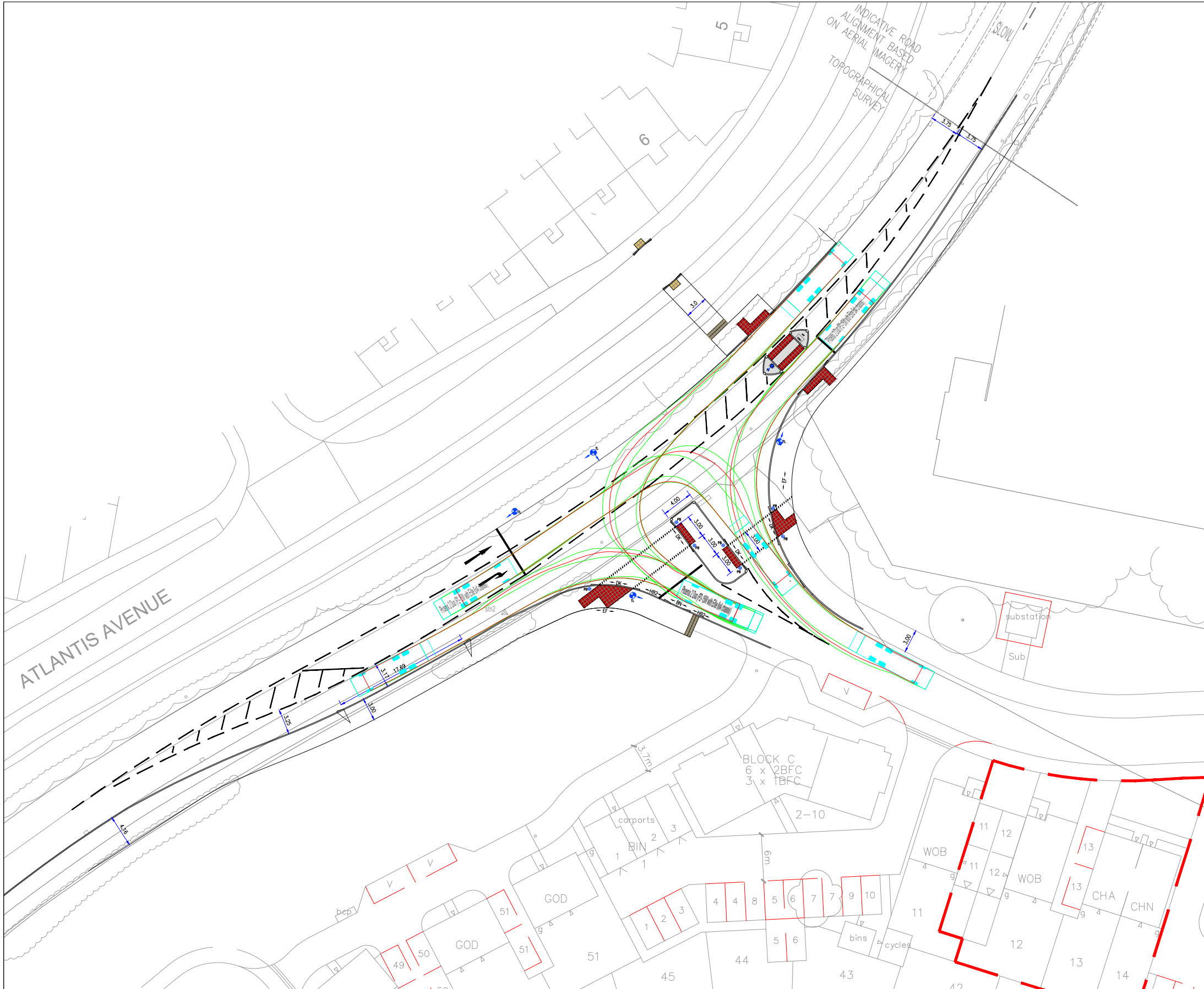
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DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P01	FIRST ISSUE	08.06.23	CT	MS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
16.05.23	CT	MS	-	
PBA Project Number		Scale		
147.0008		1:250 (AT A3)		
PBA Drawing No:			Revision	
147.0008.0005			P01	

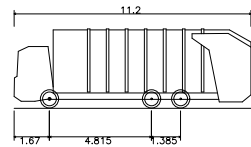
Appendix E



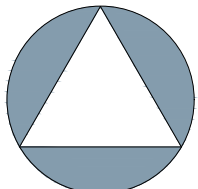
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VEHICLE PROFILE (TRACKED AT 10MPH)



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 4.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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P01	FIRST ISSUE	03.05.23	CT	MS
Rev	Description	Date	By	App'd
26.05.23	CT	MS		
PBA Project Number	147.0008	1.250		(AT A3)
PBA Drawing No	147.0008.0006		Revision	P01

Project Name	COLLEGE ROAD, CAMPDOWN
Project Phase	PRELIMINARY

Title	SWEPT PATHS AT ACCESS
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**WORK IN
PROGRESS**

Appendix F

Calculation Reference: AUDIT-247601-230419-0448

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	KC KENT	3 days
03	SOUTH WEST	
	DV DEVON	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: 110 to 363 (units:)
Range Selected by User: 100 to 1000 (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: 01/01/15 to 12/10/22

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

Selected survey days:

Monday	2 days
Wednesday	2 days
Friday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

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	7
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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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

C3 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

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

Travel Plan:

No 7 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 7 days

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

LIST OF SITES relevant to selection parameters

1	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15 Survey Type: MANUAL		
2	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16 Survey Type: MANUAL		
3	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16 Survey Type: MANUAL		
4	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21 Survey Type: MANUAL		
5	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17 Survey Type: MANUAL		
6	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL		
7	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL		

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.99

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	7	192	0.065	7	192	0.244	7	192	0.309
08:00 - 09:00	7	192	0.132	7	192	0.354	7	192	0.486
09:00 - 10:00	7	192	0.133	7	192	0.163	7	192	0.296
10:00 - 11:00	7	192	0.122	7	192	0.166	7	192	0.288
11:00 - 12:00	7	192	0.128	7	192	0.157	7	192	0.285
12:00 - 13:00	7	192	0.151	7	192	0.140	7	192	0.291
13:00 - 14:00	7	192	0.170	7	192	0.142	7	192	0.312
14:00 - 15:00	7	192	0.182	7	192	0.161	7	192	0.343
15:00 - 16:00	7	192	0.250	7	192	0.160	7	192	0.410
16:00 - 17:00	7	192	0.274	7	192	0.174	7	192	0.448
17:00 - 18:00	7	192	0.358	7	192	0.164	7	192	0.522
18:00 - 19:00	7	192	0.295	7	192	0.197	7	192	0.492
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.260			2.222			4.482

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:	110 - 363 (units:)
Survey date date range:	01/01/15 - 12/10/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
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	7	192	0.001	7	192	0.001	7	192	0.002
08:00 - 09:00	7	192	0.003	7	192	0.002	7	192	0.005
09:00 - 10:00	7	192	0.004	7	192	0.001	7	192	0.005
10:00 - 11:00	7	192	0.003	7	192	0.004	7	192	0.007
11:00 - 12:00	7	192	0.002	7	192	0.003	7	192	0.005
12:00 - 13:00	7	192	0.001	7	192	0.001	7	192	0.002
13:00 - 14:00	7	192	0.004	7	192	0.002	7	192	0.006
14:00 - 15:00	7	192	0.004	7	192	0.005	7	192	0.009
15:00 - 16:00	7	192	0.005	7	192	0.004	7	192	0.009
16:00 - 17:00	7	192	0.006	7	192	0.005	7	192	0.011
17:00 - 18:00	7	192	0.002	7	192	0.003	7	192	0.005
18:00 - 19:00	7	192	0.004	7	192	0.004	7	192	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.035			0.074

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
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	7	192	0.001	7	192	0.001	7	192	0.002
08:00 - 09:00	7	192	0.001	7	192	0.001	7	192	0.002
09:00 - 10:00	7	192	0.002	7	192	0.001	7	192	0.003
10:00 - 11:00	7	192	0.004	7	192	0.004	7	192	0.008
11:00 - 12:00	7	192	0.001	7	192	0.002	7	192	0.003
12:00 - 13:00	7	192	0.001	7	192	0.003	7	192	0.004
13:00 - 14:00	7	192	0.000	7	192	0.000	7	192	0.000
14:00 - 15:00	7	192	0.001	7	192	0.000	7	192	0.001
15:00 - 16:00	7	192	0.001	7	192	0.001	7	192	0.002
16:00 - 17:00	7	192	0.002	7	192	0.001	7	192	0.003
17:00 - 18:00	7	192	0.001	7	192	0.001	7	192	0.002
18:00 - 19:00	7	192	0.000	7	192	0.000	7	192	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 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	7	192	0.004	7	192	0.006	7	192	0.010
08:00 - 09:00	7	192	0.006	7	192	0.007	7	192	0.013
09:00 - 10:00	7	192	0.000	7	192	0.002	7	192	0.002
10:00 - 11:00	7	192	0.000	7	192	0.002	7	192	0.002
11:00 - 12:00	7	192	0.002	7	192	0.002	7	192	0.004
12:00 - 13:00	7	192	0.004	7	192	0.003	7	192	0.007
13:00 - 14:00	7	192	0.001	7	192	0.000	7	192	0.001
14:00 - 15:00	7	192	0.001	7	192	0.001	7	192	0.002
15:00 - 16:00	7	192	0.002	7	192	0.005	7	192	0.007
16:00 - 17:00	7	192	0.003	7	192	0.004	7	192	0.007
17:00 - 18:00	7	192	0.007	7	192	0.003	7	192	0.010
18:00 - 19:00	7	192	0.004	7	192	0.004	7	192	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.039			0.073

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 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	7	192	0.091	7	192	0.415	7	192	0.506
08:00 - 09:00	7	192	0.187	7	192	0.698	7	192	0.885
09:00 - 10:00	7	192	0.187	7	192	0.269	7	192	0.456
10:00 - 11:00	7	192	0.180	7	192	0.256	7	192	0.436
11:00 - 12:00	7	192	0.190	7	192	0.270	7	192	0.460
12:00 - 13:00	7	192	0.224	7	192	0.214	7	192	0.438
13:00 - 14:00	7	192	0.264	7	192	0.229	7	192	0.493
14:00 - 15:00	7	192	0.270	7	192	0.237	7	192	0.507
15:00 - 16:00	7	192	0.462	7	192	0.259	7	192	0.721
16:00 - 17:00	7	192	0.521	7	192	0.285	7	192	0.806
17:00 - 18:00	7	192	0.630	7	192	0.262	7	192	0.892
18:00 - 19:00	7	192	0.520	7	192	0.351	7	192	0.871
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.726			3.745			7.471

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 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	7	192	0.011	7	192	0.020	7	192	0.031
08:00 - 09:00	7	192	0.028	7	192	0.088	7	192	0.116
09:00 - 10:00	7	192	0.048	7	192	0.044	7	192	0.092
10:00 - 11:00	7	192	0.040	7	192	0.050	7	192	0.090
11:00 - 12:00	7	192	0.025	7	192	0.036	7	192	0.061
12:00 - 13:00	7	192	0.033	7	192	0.032	7	192	0.065
13:00 - 14:00	7	192	0.033	7	192	0.021	7	192	0.054
14:00 - 15:00	7	192	0.024	7	192	0.044	7	192	0.068
15:00 - 16:00	7	192	0.091	7	192	0.047	7	192	0.138
16:00 - 17:00	7	192	0.071	7	192	0.041	7	192	0.112
17:00 - 18:00	7	192	0.061	7	192	0.026	7	192	0.087
18:00 - 19:00	7	192	0.034	7	192	0.051	7	192	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.499			0.500			0.999

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 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	7	192	0.000	7	192	0.012	7	192	0.012
08:00 - 09:00	7	192	0.002	7	192	0.051	7	192	0.053
09:00 - 10:00	7	192	0.001	7	192	0.010	7	192	0.011
10:00 - 11:00	7	192	0.004	7	192	0.001	7	192	0.005
11:00 - 12:00	7	192	0.001	7	192	0.006	7	192	0.007
12:00 - 13:00	7	192	0.002	7	192	0.002	7	192	0.004
13:00 - 14:00	7	192	0.003	7	192	0.005	7	192	0.008
14:00 - 15:00	7	192	0.004	7	192	0.004	7	192	0.008
15:00 - 16:00	7	192	0.036	7	192	0.008	7	192	0.044
16:00 - 17:00	7	192	0.022	7	192	0.008	7	192	0.030
17:00 - 18:00	7	192	0.010	7	192	0.004	7	192	0.014
18:00 - 19:00	7	192	0.025	7	192	0.010	7	192	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.110			0.121			0.231

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
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	7	192	0.000	7	192	0.017	7	192	0.017
08:00 - 09:00	7	192	0.000	7	192	0.027	7	192	0.027
09:00 - 10:00	7	192	0.000	7	192	0.005	7	192	0.005
10:00 - 11:00	7	192	0.000	7	192	0.004	7	192	0.004
11:00 - 12:00	7	192	0.000	7	192	0.002	7	192	0.002
12:00 - 13:00	7	192	0.000	7	192	0.001	7	192	0.001
13:00 - 14:00	7	192	0.003	7	192	0.000	7	192	0.003
14:00 - 15:00	7	192	0.002	7	192	0.001	7	192	0.003
15:00 - 16:00	7	192	0.004	7	192	0.002	7	192	0.006
16:00 - 17:00	7	192	0.008	7	192	0.001	7	192	0.009
17:00 - 18:00	7	192	0.021	7	192	0.000	7	192	0.021
18:00 - 19:00	7	192	0.029	7	192	0.001	7	192	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.061			0.128

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	7	192	0.000	7	192	0.029	7	192	0.029
08:00 - 09:00	7	192	0.002	7	192	0.078	7	192	0.080
09:00 - 10:00	7	192	0.001	7	192	0.016	7	192	0.017
10:00 - 11:00	7	192	0.004	7	192	0.006	7	192	0.010
11:00 - 12:00	7	192	0.001	7	192	0.008	7	192	0.009
12:00 - 13:00	7	192	0.002	7	192	0.004	7	192	0.006
13:00 - 14:00	7	192	0.006	7	192	0.005	7	192	0.011
14:00 - 15:00	7	192	0.006	7	192	0.005	7	192	0.011
15:00 - 16:00	7	192	0.040	7	192	0.010	7	192	0.050
16:00 - 17:00	7	192	0.030	7	192	0.009	7	192	0.039
17:00 - 18:00	7	192	0.031	7	192	0.004	7	192	0.035
18:00 - 19:00	7	192	0.054	7	192	0.012	7	192	0.066
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.177			0.186			0.363

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.99

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	7	192	0.107	7	192	0.470	7	192	0.577
08:00 - 09:00	7	192	0.224	7	192	0.871	7	192	1.095
09:00 - 10:00	7	192	0.237	7	192	0.331	7	192	0.568
10:00 - 11:00	7	192	0.224	7	192	0.314	7	192	0.538
11:00 - 12:00	7	192	0.218	7	192	0.316	7	192	0.534
12:00 - 13:00	7	192	0.264	7	192	0.253	7	192	0.517
13:00 - 14:00	7	192	0.305	7	192	0.255	7	192	0.560
14:00 - 15:00	7	192	0.302	7	192	0.288	7	192	0.590
15:00 - 16:00	7	192	0.596	7	192	0.321	7	192	0.917
16:00 - 17:00	7	192	0.624	7	192	0.339	7	192	0.963
17:00 - 18:00	7	192	0.729	7	192	0.295	7	192	1.024
18:00 - 19:00	7	192	0.613	7	192	0.417	7	192	1.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.443			4.470			8.913

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
 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	7	192	0.051	7	192	0.208	7	192	0.259
08:00 - 09:00	7	192	0.111	7	192	0.323	7	192	0.434
09:00 - 10:00	7	192	0.108	7	192	0.145	7	192	0.253
10:00 - 11:00	7	192	0.098	7	192	0.140	7	192	0.238
11:00 - 12:00	7	192	0.107	7	192	0.134	7	192	0.241
12:00 - 13:00	7	192	0.129	7	192	0.113	7	192	0.242
13:00 - 14:00	7	192	0.140	7	192	0.119	7	192	0.259
14:00 - 15:00	7	192	0.157	7	192	0.134	7	192	0.291
15:00 - 16:00	7	192	0.228	7	192	0.134	7	192	0.362
16:00 - 17:00	7	192	0.242	7	192	0.144	7	192	0.386
17:00 - 18:00	7	192	0.314	7	192	0.137	7	192	0.451
18:00 - 19:00	7	192	0.273	7	192	0.177	7	192	0.450
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.958			1.908			3.866

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL LGVS
 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	7	192	0.013	7	192	0.034	7	192	0.047
08:00 - 09:00	7	192	0.017	7	192	0.027	7	192	0.044
09:00 - 10:00	7	192	0.019	7	192	0.016	7	192	0.035
10:00 - 11:00	7	192	0.015	7	192	0.018	7	192	0.033
11:00 - 12:00	7	192	0.016	7	192	0.016	7	192	0.032
12:00 - 13:00	7	192	0.019	7	192	0.021	7	192	0.040
13:00 - 14:00	7	192	0.025	7	192	0.021	7	192	0.046
14:00 - 15:00	7	192	0.019	7	192	0.019	7	192	0.038
15:00 - 16:00	7	192	0.013	7	192	0.019	7	192	0.032
16:00 - 17:00	7	192	0.023	7	192	0.020	7	192	0.043
17:00 - 18:00	7	192	0.038	7	192	0.022	7	192	0.060
18:00 - 19:00	7	192	0.018	7	192	0.016	7	192	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.235			0.249			0.484

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 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	7	192	0.000	7	192	0.000	7	192	0.000
08:00 - 09:00	7	192	0.000	7	192	0.001	7	192	0.001
09:00 - 10:00	7	192	0.000	7	192	0.001	7	192	0.001
10:00 - 11:00	7	192	0.001	7	192	0.000	7	192	0.001
11:00 - 12:00	7	192	0.002	7	192	0.001	7	192	0.003
12:00 - 13:00	7	192	0.000	7	192	0.002	7	192	0.002
13:00 - 14:00	7	192	0.002	7	192	0.000	7	192	0.002
14:00 - 15:00	7	192	0.001	7	192	0.004	7	192	0.005
15:00 - 16:00	7	192	0.002	7	192	0.001	7	192	0.003
16:00 - 17:00	7	192	0.001	7	192	0.003	7	192	0.004
17:00 - 18:00	7	192	0.002	7	192	0.001	7	192	0.003
18:00 - 19:00	7	192	0.001	7	192	0.000	7	192	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.014			0.026

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

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

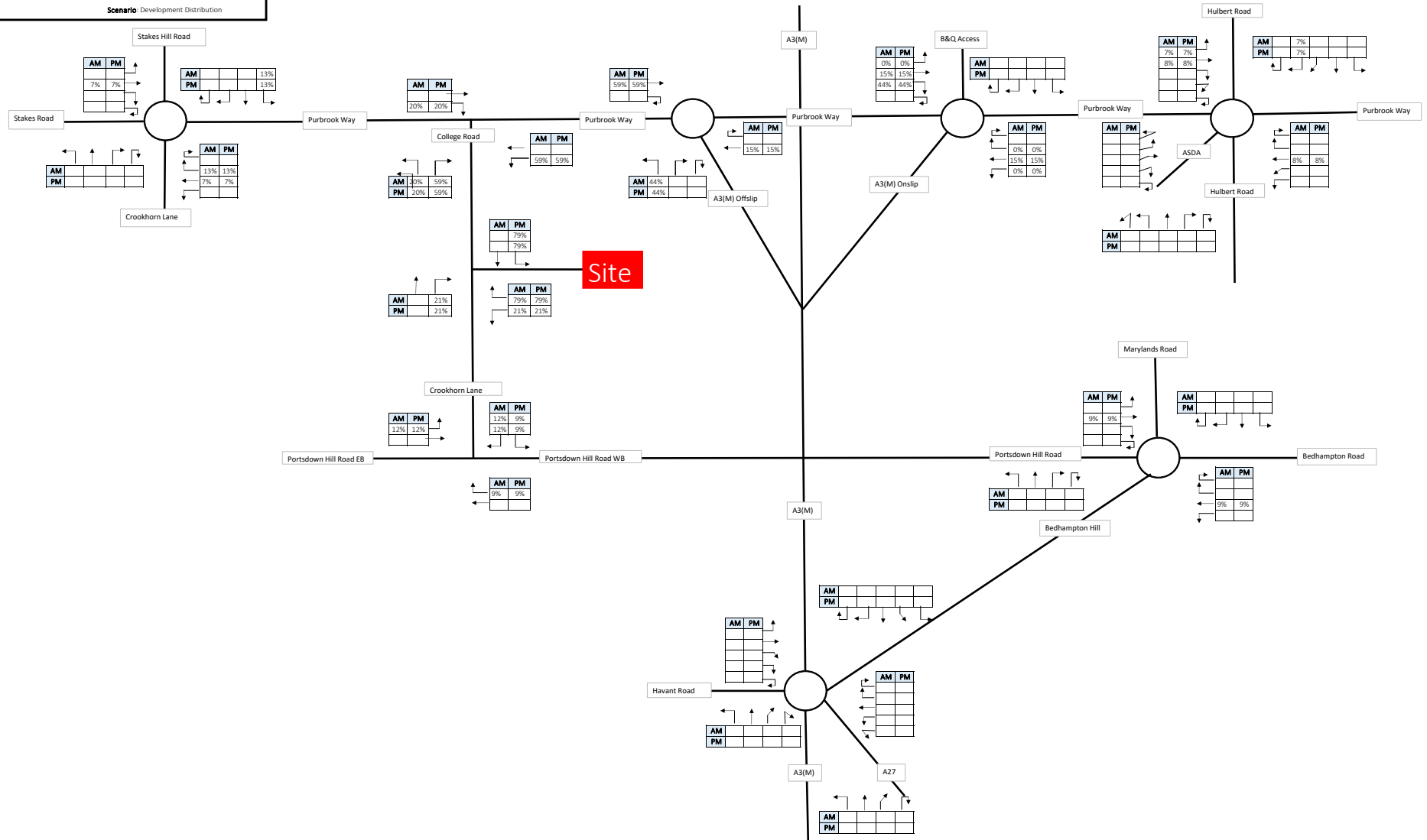
Appendix G

place of work : 2011 super output area - middle layer	Number	Percent
Portsmouth & Isle of Wight	1192	32%
Southampton & Eastleigh	143	4%
East Hampshire (inc. Petersfield, Alton)	195	5%
Fareham	193	5%
Gosport	56	2%
Waterlooville	455	12%
West Leigh	77	2%
North Havant	27	1%
Widley (site location)	248	7%
Emsworth	25	1%
Havant (centre of)	325	9%
Hayling Island	34	1%
Winchester	183	5%
Surrey (inc. Guildford, Woking, Waverley) (up the A3)	30	1%
Sussex (West, Mid, East)	166	5%
Portsmouth & Isle of Wight	108	3%
Bedhampton	93	3%
Cowplain	28	1%
London	52	1%
Total	3630	100%

Appendix H



Project Name: Campdown, Purbrook
Project Number: 147.0008
Drawn By: TW
Approved By: CT
Scenario: Development Distribution

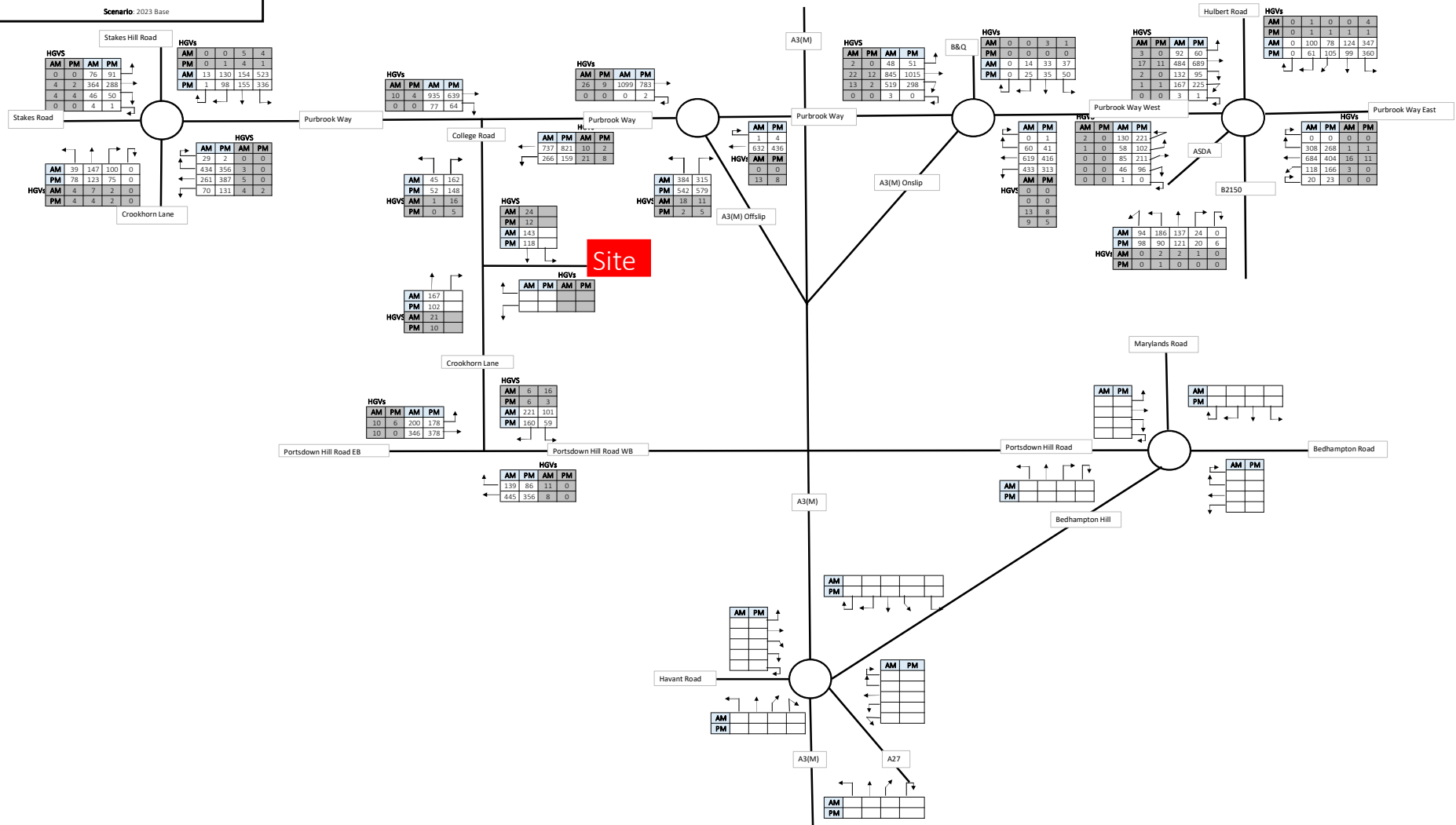


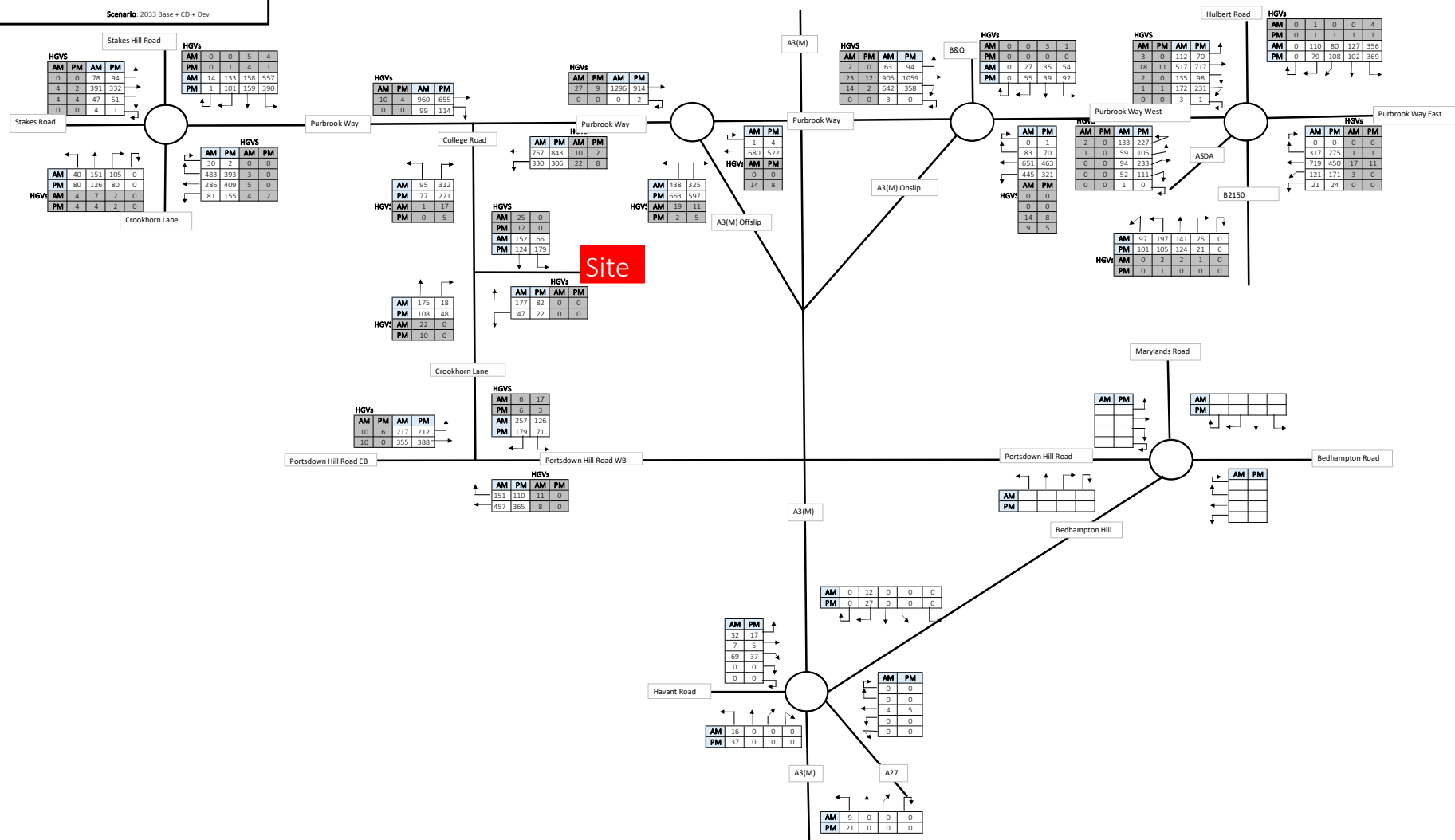


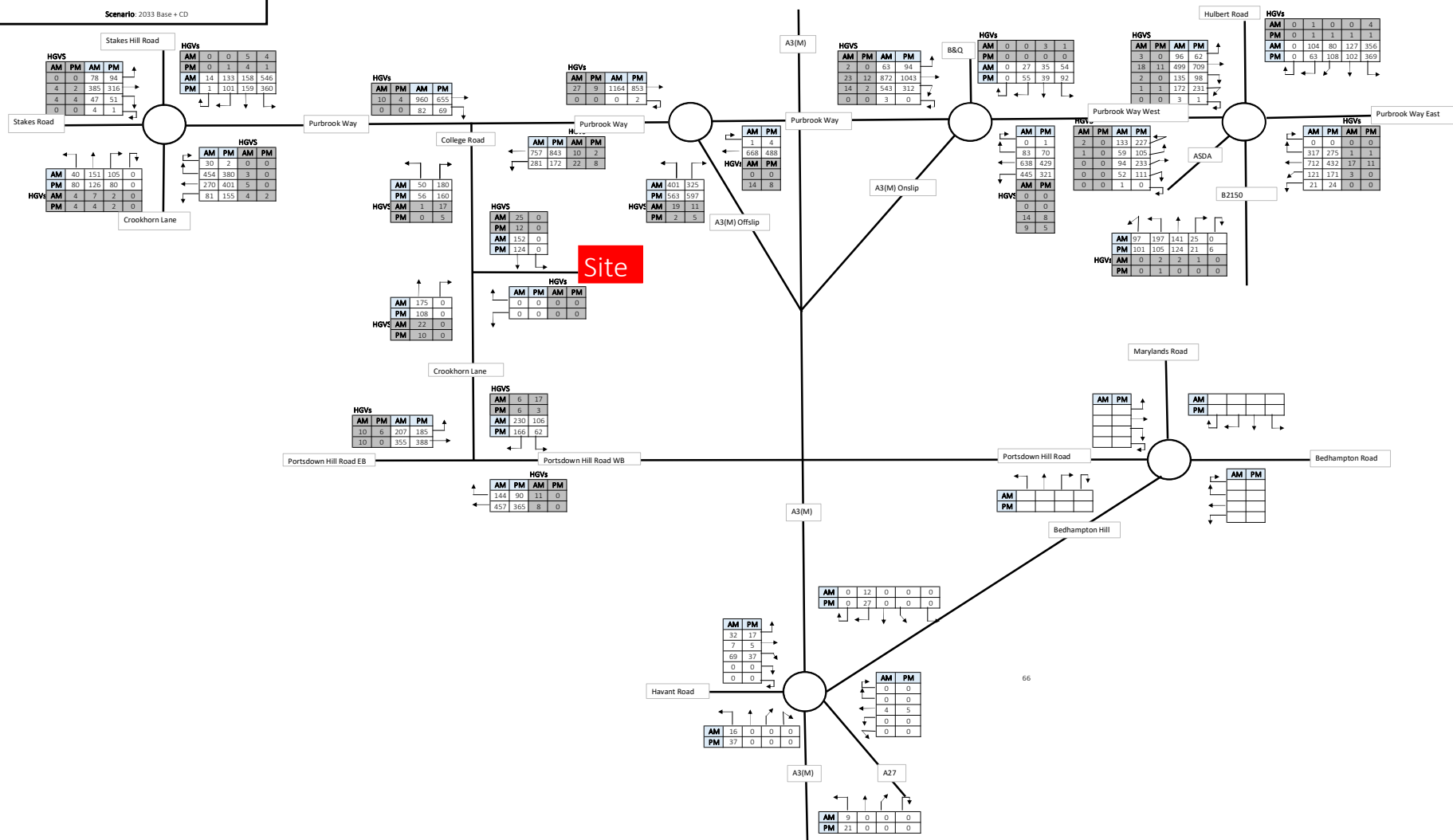
Project Name: Campdown, Purbrook
Project Number: 147.0008
Drawn By: CD
Approved By: CT

Scenario: 2023 Base

Growth Factor 2022-2023
AM 1.0139
PM 1.0135





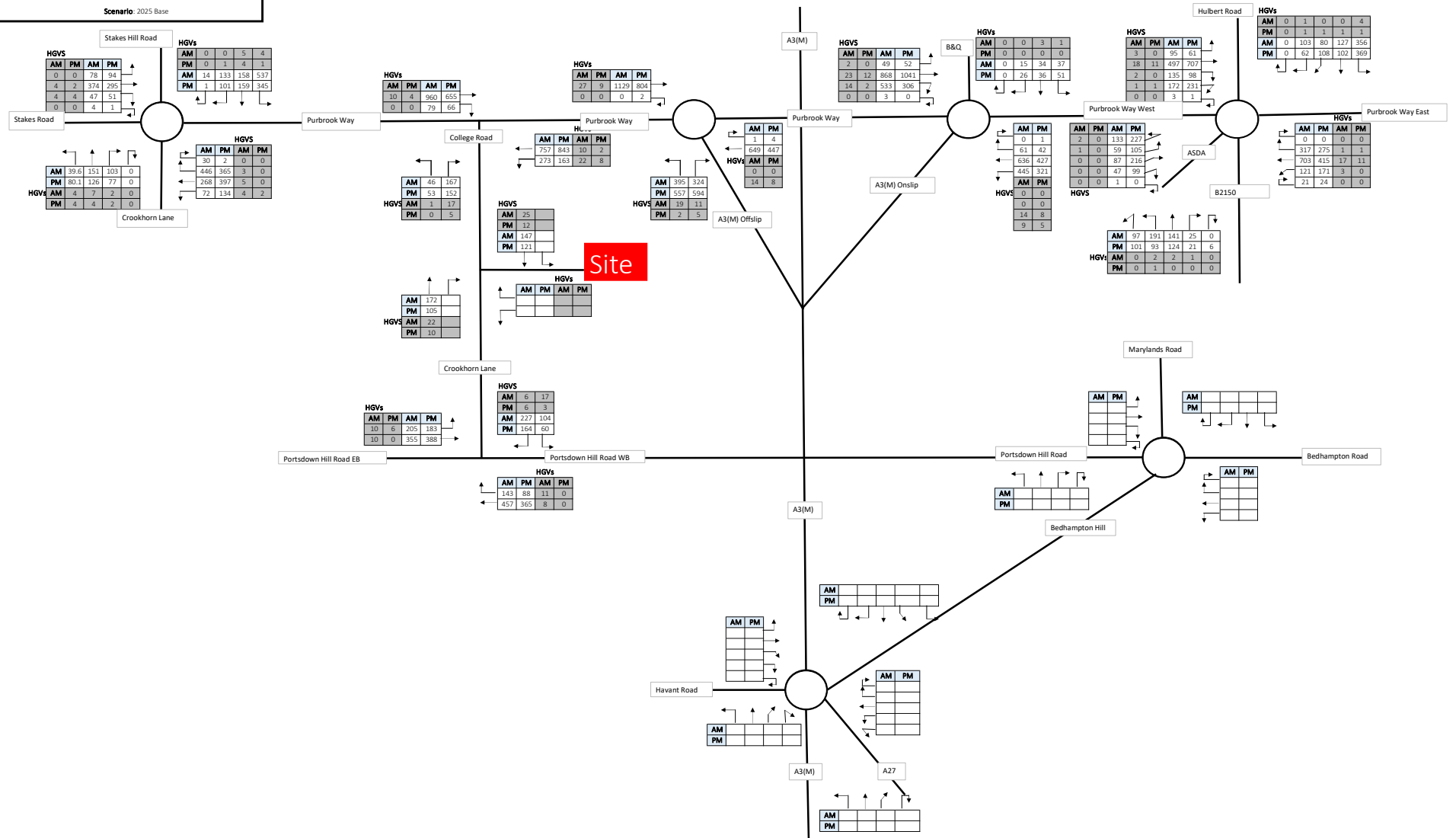


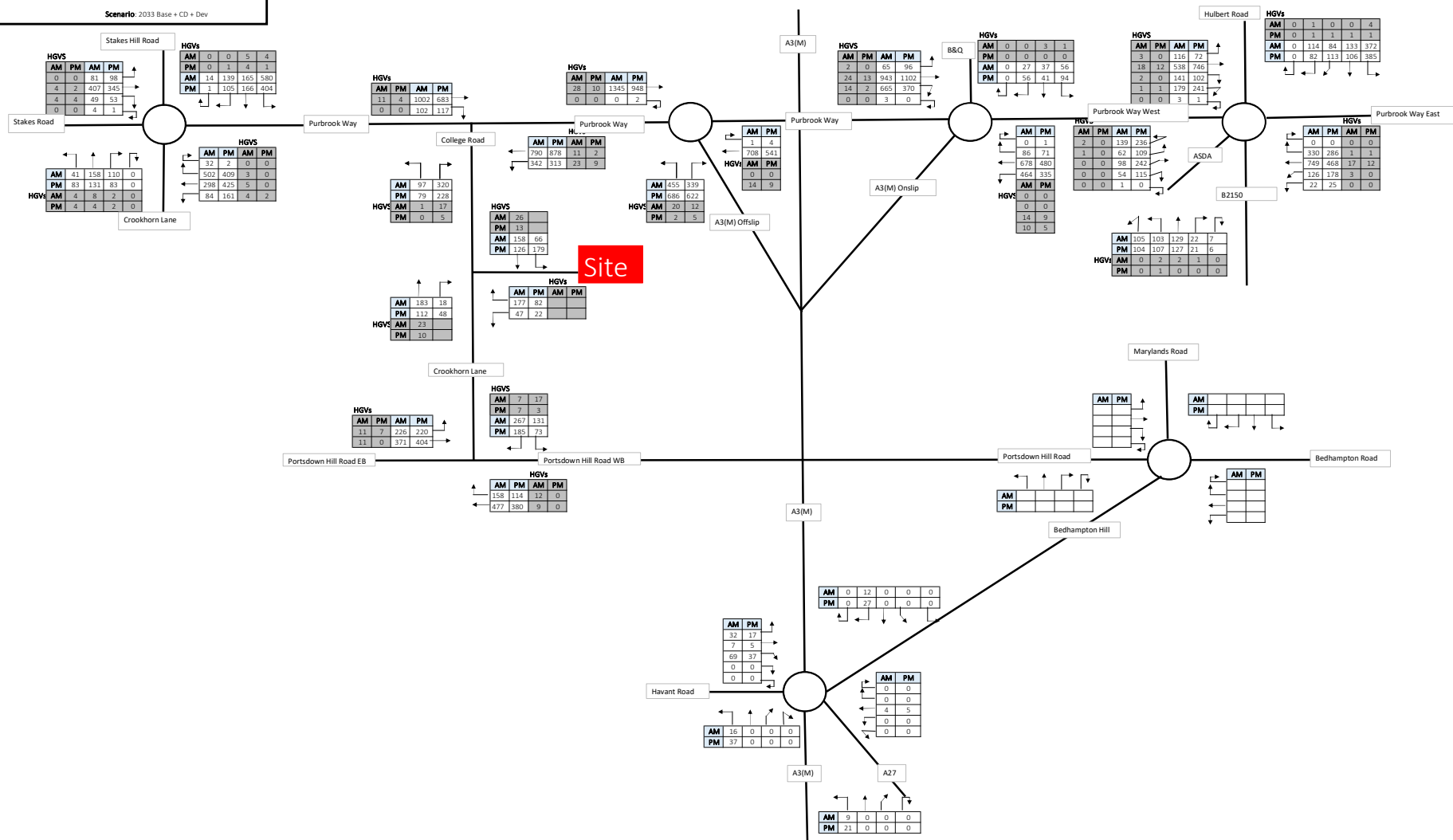


Project Name : Campdown, Purbrook
Project Number : 147.0008
Drawn By : CD
Approved By : CT

Scenario : 2025 Base

Growth Factor 2022-2025
AM 1.0416
PM 1.0403

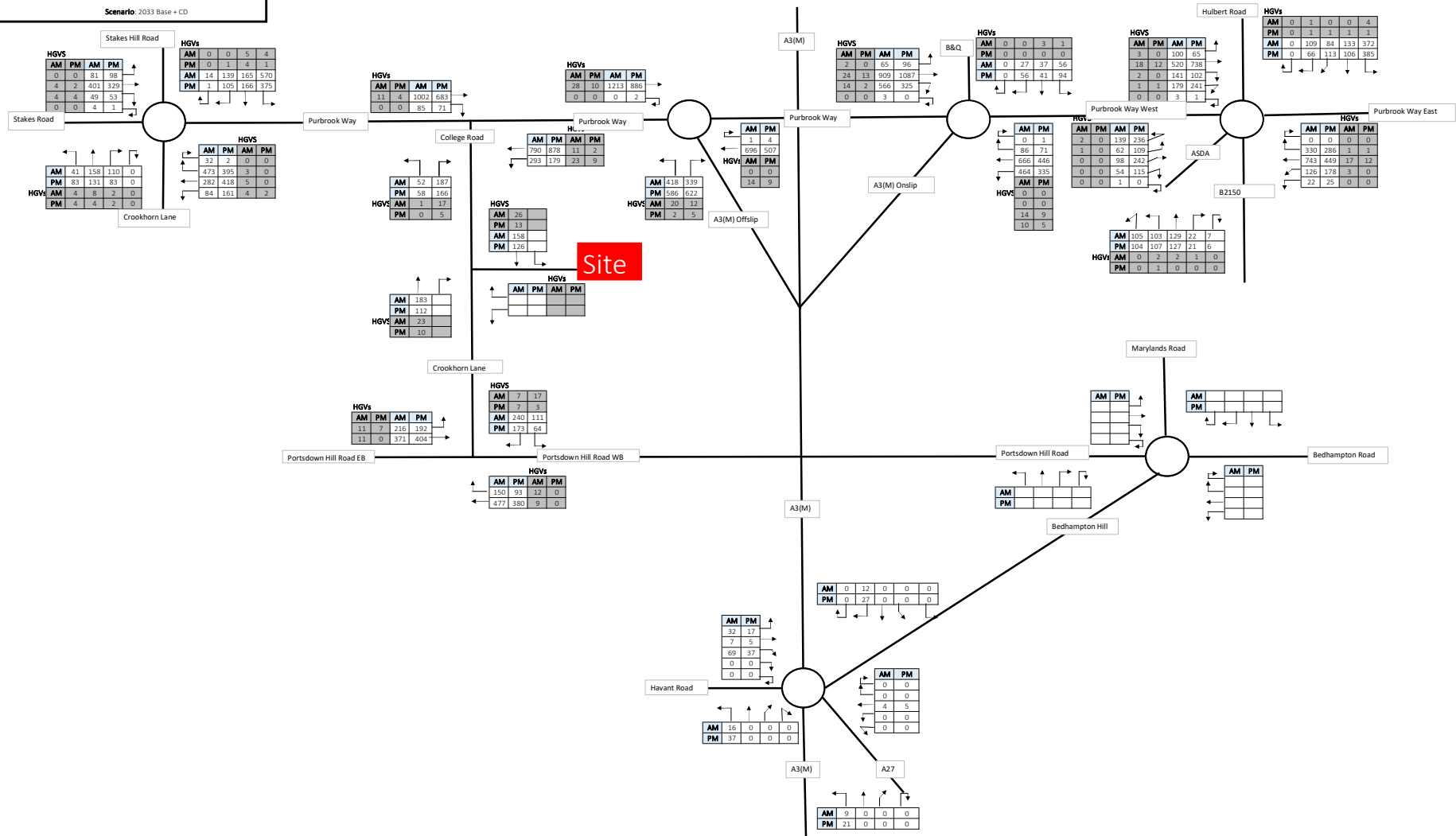






Project Name: Campdown, Purbrook
Project Number: 147.0008
Drawn By: CD
Approved By: CT

Scenario: 2033 Base + CD

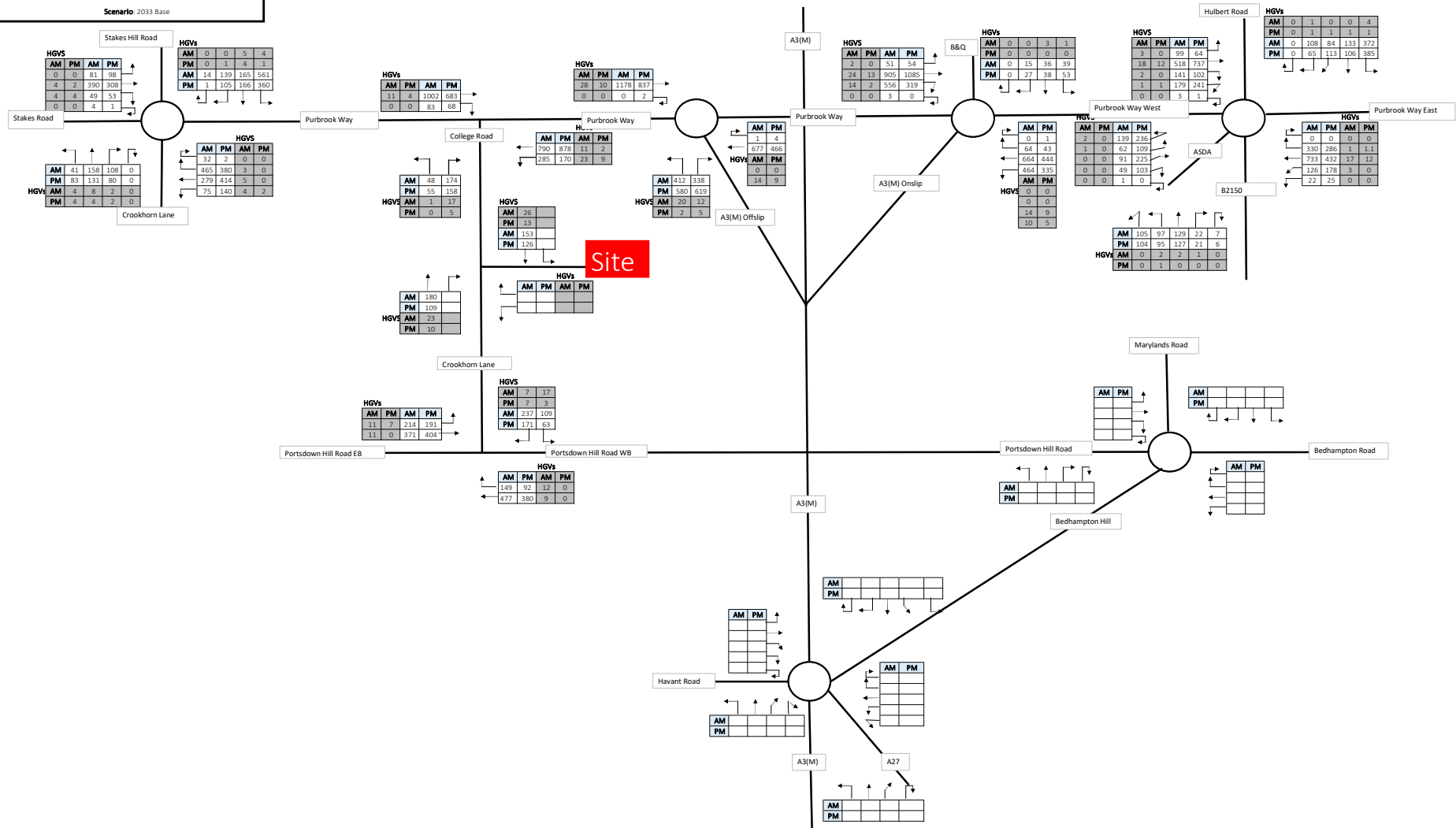




Project Name: Campdown, Purbrook
Project Number: 147.0008
Drawn By: CD
Approved By: CT

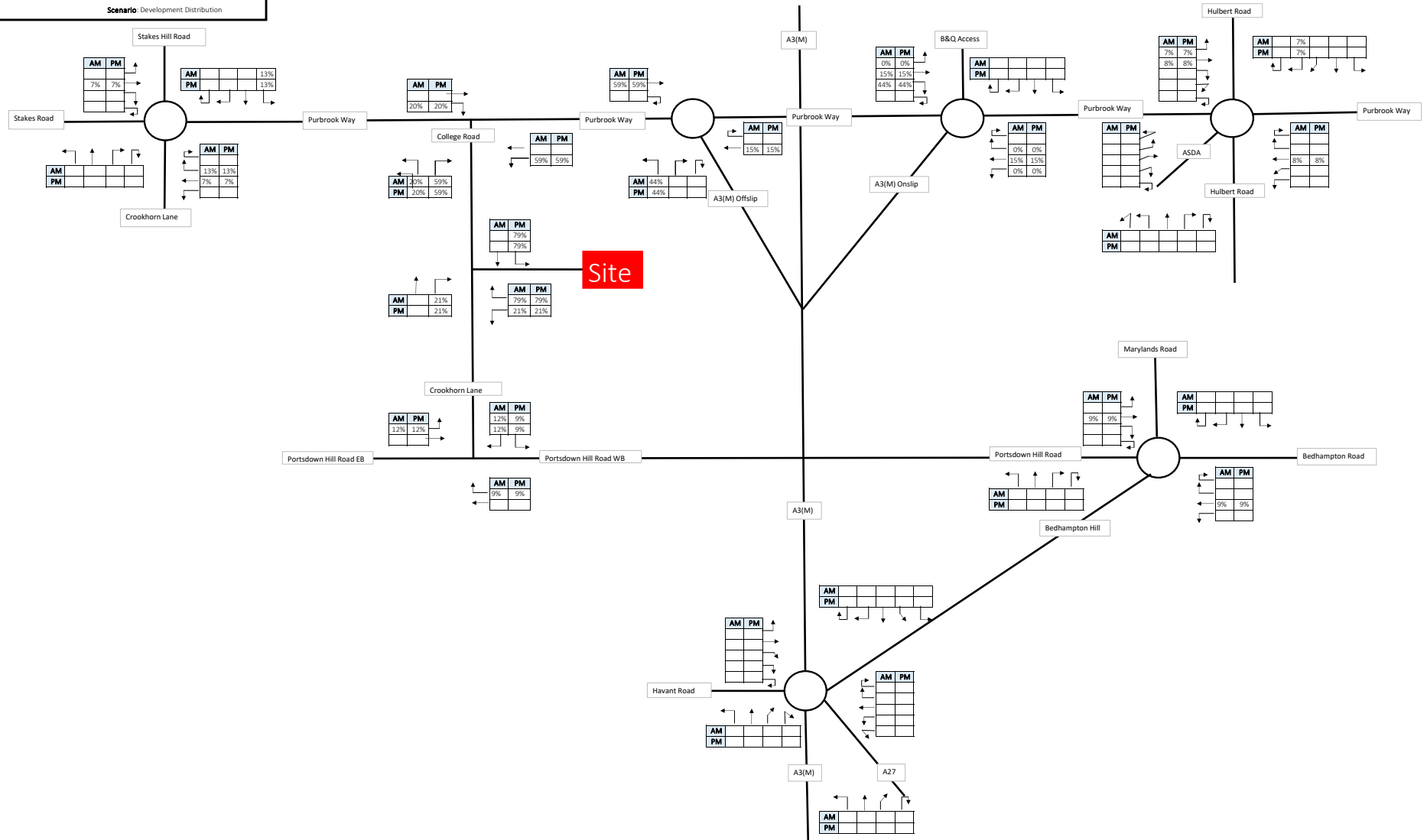
Scenario: 2033 Base

Growth Factor 2022-2033
AM 1.0717
PM 1.0690





Project Name: Campdown, Purbrook
Project Number: 147.0008
Drawn By: TW
Approved By: CT
Scenario: Development Distribution



Appendix I

Purbrook
Classified Junction Count

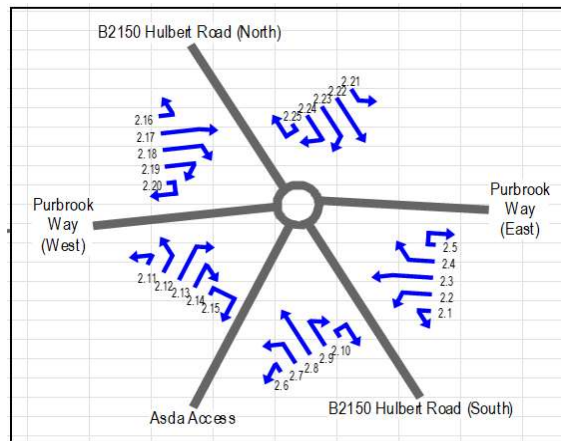
Site 2 of 6
Purbrook Way (East)
B2150 Hulbert Road (South)
Asda Access
Purbrook Way (West)
B2150 Hulbert Road (North)

Lat/Long
lat 50.865423° lon -1.009993°

Date
Wednesday 16 February 2022

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)



Movement 2.1: Left from Purbrook Way (East) to B2150 Hulbert Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	1	0	3	0	2	0	0	0	6	5.20
0730 - 0745	0	0	5	0	1	0	0	0	6	6.00
0745 - 0800	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	1	0	20	0	5	0	0	0	26	25.20
Hourly Average	0.25	0.00	5.00	0.00	1.25	0.00	0.00	0.00	6.50	6.30
0800 - 0815	0	0	5	0	1	0	0	0	6	6.00
0815 - 0830	0	1	4	0	1	0	0	0	6	5.40
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	5	0	3	0	0	0	8	8.00
Hourly Total	0	1	14	0	5	0	0	0	20	19.40
Hourly Average	0.00	0.25	3.50	0.00	1.25	0.00	0.00	0.00	5.00	4.85
0900 - 0915	0	0	7	0	2	0	0	0	9	9.00
0915 - 0930	0	0	4	0	1	0	0	0	5	5.00
0930 - 0945	0	0	5	0	1	0	0	0	6	6.00
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	20	0	4	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.00	0.00	1.00	0.00	0.00	0.00	6.00	6.00
Session Total	1	1	54	0	14	0	0	0	70	68.60
Session Average	0.08	0.08	4.50	0.00	1.17	0.00	0.00	0.00	5.83	5.72

1600 - 1900 (Weekday PM Peak)

Movement 2.1: Left from Purbrook Way (East) to B2150 Hulbert Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	2	0	0	0	5	5.00
1615 - 1630	0	1	0	0	2	0	0	0	3	2.40
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	1	12	0	5	0	0	0	18	17.40
Hourly Average	0.00	0.25	3.00	0.00	1.25	0.00	0.00	0.00	4.50	4.35
1700 - 1715	0	0	6	0	0	0	0	0	6	6.00
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	0	0	4	0	1	0	0	0	5	5.00
1745 - 1800	1	0	7	0	1	0	0	0	9	8.20
Hourly Total	1	0	19	0	3	0	0	0	23	22.20
Hourly Average	0.25	0.00	4.75	0.00	0.75	0.00	0.00	0.00	5.75	5.55
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	16	0	1	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.00	0.00	0.25	0.00	0.00	0.00	4.25	4.25
Session Total	1	1	47	0	9	0	0	0	58	56.60
Session Average	0.08	0.08	3.92	0.00	0.75	0.00	0.00	0.00	4.83	4.72

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.2: Left from Purbrook Way (East) to Asda Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	0	9	0	0	0	22	22.00
0715 - 0730	0	0	22	0	5	0	0	0	27	27.00
0730 - 0745	0	0	24	0	1	0	0	0	25	25.00
0745 - 0800	0	0	17	2	2	0	0	0	21	21.00
Hourly Total	0	0	76	2	17	0	0	0	95	95.00
Hourly Average	0.00	0.00	19.00	0.50	4.25	0.00	0.00	0.00	23.75	23.75
0800 - 0815	0	0	19	0	3	1	0	0	23	23.50
0815 - 0830	0	0	13	0	7	0	0	0	20	20.00
0830 - 0845	1	0	20	1	4	0	1	0	27	27.50
0845 - 0900	2	0	37	0	6	1	0	0	46	44.90
Hourly Total	3	0	89	1	20	2	1	0	116	115.90
Hourly Average	0.75	0.00	22.25	0.25	5.00	0.50	0.25	0.00	29.00	28.98
0900 - 0915	0	0	45	0	2	0	0	0	47	47.00
0915 - 0930	0	0	35	0	8	0	0	1	44	45.00
0930 - 0945	0	0	32	0	3	0	0	1	36	37.00
0945 - 1000	1	1	38	0	2	1	0	1	44	44.10
Hourly Total	1	1	150	0	15	1	0	3	171	173.10
Hourly Average	0.25	0.25	37.50	0.00	3.75	0.25	0.00	0.75	42.75	43.28

Session Total	4	1	315	3	52	3	1	3	382	384.00
Session Average	0.33	0.08	26.25	0.25	4.33	0.25	0.08	0.25	31.83	32.00

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.2: Left from Purbrook Way (East) to Asda Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	29	0	6	0	0	0	36	35.20
1615 - 1630	1	0	36	0	7	0	0	0	44	43.20
1630 - 1645	0	0	33	0	6	0	0	0	39	39.00
1645 - 1700	0	0	35	0	5	0	0	0	40	40.00
Hourly Total	2	0	133	0	24	0	0	0	159	157.40
Hourly Average	0.50	0.00	33.25	0.00	6.00	0.00	0.00	0.00	39.75	39.35
1700 - 1715	0	1	37	0	2	0	0	0	40	39.40
1715 - 1730	0	0	35	0	5	0	0	0	40	40.00
1730 - 1745	0	0	36	0	3	0	0	0	39	39.00
1745 - 1800	1	0	41	0	3	0	0	0	45	44.20
Hourly Total	1	1	149	0	13	0	0	0	164	162.60
Hourly Average	0.25	0.25	37.25	0.00	3.25	0.00	0.00	0.00	41.00	40.65
1800 - 1815	0	0	33	0	3	0	0	0	36	36.00
1815 - 1830	0	1	44	0	2	0	0	0	47	46.40
1830 - 1845	0	0	41	0	2	0	0	0	43	43.00
1845 - 1900	0	0	32	0	5	0	0	0	37	37.00
Hourly Total	0	1	150	0	12	0	0	0	163	162.40
Hourly Average	0.00	0.25	37.50	0.00	3.00	0.00	0.00	0.00	40.75	40.60

Session Total	3	2	432	0	49	0	0	0	486	482.40
Session Average	0.25	0.17	36.00	0.00	4.08	0.00	0.00	0.00	40.50	40.20

0700 - 1000 (Weekday AM Peak)

Movement 2.3: Westbound from Purbrook Way (East) to Purbrook Way (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	110	0	38	0	0	1	151	150.80
0715 - 0730	1	2	108	0	54	0	0	2	167	167.00
0730 - 0745	1	6	118	0	40	0	0	3	168	166.60
0745 - 0800	3	4	125	0	35	1	1	1	170	168.00
Hourly Total	5	14	461	0	167	1	1	7	656	652.40
Hourly Average	1.25	3.50	115.25	0.00	41.75	0.25	0.25	1.75	164.00	163.10
0800 - 0815	6	2	143	0	32	0	0	1	184	179.00
0815 - 0830	5	1	160	2	28	1	0	2	199	196.90
0830 - 0845	4	1	130	3	17	4	1	2	162	163.50
0845 - 0900	2	0	109	0	14	2	0	3	130	132.40
Hourly Total	17	4	542	5	91	7	1	8	675	671.80
Hourly Average	4.25	1.00	135.50	1.25	22.75	1.75	0.25	2.00	168.75	167.95
0900 - 0915	0	0	107	1	18	1	0	2	129	131.50
0915 - 0930	0	0	94	2	14	1	1	1	113	115.80
0930 - 0945	1	0	83	2	10	0	0	2	98	99.20
0945 - 1000	0	2	56	1	21	3	0	0	83	83.30
Hourly Total	1	2	340	6	63	5	1	5	423	429.80
Hourly Average	0.25	0.50	85.00	1.50	15.75	1.25	0.25	1.25	105.75	107.45

Session Total	23	20	1343	11	321	13	3	20	1754	1754.00
Session Average	1.92	1.67	111.92	0.92	26.75	1.08	0.25	1.67	146.17	146.17

1600 - 1900 (Weekday PM Peak)

Movement 2.3: Westbound from Purbrook Way (East) to Purbrook Way (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	92	1	20	0	1	1	118	118.50
1615 - 1630	0	2	105	2	17	1	0	3	130	132.30
1630 - 1645	0	1	102	1	20	0	1	2	127	129.70
1645 - 1700	0	2	81	0	25	0	0	1	109	108.80
Hourly Total	0	8	380	4	82	1	2	7	484	489.30
Hourly Average	0.00	2.00	95.00	1.00	20.50	0.25	0.50	1.75	121.00	122.33
1700 - 1715	1	0	99	1	19	1	0	2	123	124.70
1715 - 1730	0	0	85	1	7	0	0	3	96	99.00
1730 - 1745	0	0	65	0	9	1	0	2	77	79.50
1745 - 1800	2	0	92	0	7	0	0	2	103	103.40
Hourly Total	3	0	341	2	42	2	0	9	399	406.60
Hourly Average	0.75	0.00	85.25	0.50	10.50	0.50	0.00	2.25	99.75	101.65
1800 - 1815	0	0	85	0	15	0	0	2	102	104.00
1815 - 1830	2	0	82	0	9	0	0	3	96	97.40
1830 - 1845	0	0	79	0	13	0	0	2	94	96.00
1845 - 1900	1	0	64	0	5	0	0	1	71	71.20
Hourly Total	3	0	310	0	42	0	0	8	363	368.60
Hourly Average	0.75	0.00	77.50	0.00	10.50	0.00	0.00	2.00	90.75	92.15

Session Total	6	8	1031	6	166	3	2	24	1246	1264.50
Session Average	0.50	0.67	85.92	0.50	13.83	0.25	0.17	2.00	103.83	105.38

0700 - 1000 (Weekday AM Peak)

Movement 2.4: Right from Purbrook Way (East) to B2150 Hulbert Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	54	0	35	0	0	1	92	91.80
0715 - 0730	0	1	52	0	17	2	0	0	72	72.40
0730 - 0745	0	1	81	1	10	0	0	0	93	92.40
0745 - 0800	0	0	51	0	17	0	0	0	68	68.00
Hourly Total	0	4	238	1	79	2	0	1	325	324.60
Hourly Average	0.00	1.00	59.50	0.25	19.75	0.50	0.00	0.25	81.25	81.15
0800 - 0815	1	1	75	1	26	0	0	0	104	102.60
0815 - 0830	0	0	75	0	11	0	0	0	86	86.00
0830 - 0845	0	1	46	0	6	0	0	0	53	52.40
0845 - 0900	0	0	49	0	11	1	0	0	61	61.50
Hourly Total	1	2	245	1	54	1	0	0	304	302.50
Hourly Average	0.25	0.50	61.25	0.25	13.50	0.25	0.00	0.00	76.00	75.63
0900 - 0915	0	0	36	0	9	1	0	0	46	46.50
0915 - 0930	0	0	26	0	8	0	0	0	34	34.00
0930 - 0945	0	0	47	0	5	0	0	0	52	52.00
0945 - 1000	0	0	43	1	6	0	1	0	51	52.30
Hourly Total	0	0	152	1	28	1	1	0	183	184.80
Hourly Average	0.00	0.00	38.00	0.25	7.00	0.25	0.25	0.00	45.75	46.20

Session Total	1	6	635	3	161	4	1	1	812	811.90
Session Average	0.08	0.50	52.92	0.25	13.42	0.33	0.08	0.08	67.67	67.66

1600 - 1900 (Weekday PM Peak)

Movement 2.4: Right from Purbrook Way (East) to B2150 Hulbert Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	57	0	9	0	0	0	67	66.40
1615 - 1630	0	0	65	0	17	1	0	0	83	83.50
1630 - 1645	0	1	55	1	13	1	0	0	71	70.90
1645 - 1700	0	0	44	0	17	1	0	0	62	62.50
Hourly Total	0	2	221	1	56	3	0	0	283	283.30
Hourly Average	0.00	0.50	55.25	0.25	14.00	0.75	0.00	0.00	70.75	70.83
1700 - 1715	0	2	55	0	19	0	0	0	76	74.80
1715 - 1730	0	0	63	0	5	1	0	0	69	69.50
1730 - 1745	0	0	53	0	5	0	0	0	58	58.00
1745 - 1800	0	0	57	0	4	0	0	0	61	61.00
Hourly Total	0	2	228	0	33	1	0	0	264	263.30
Hourly Average	0.00	0.50	57.00	0.00	8.25	0.25	0.00	0.00	66.00	65.83
1800 - 1815	0	0	67	0	12	0	0	0	79	79.00
1815 - 1830	0	0	51	0	2	0	0	0	53	53.00
1830 - 1845	1	0	46	0	2	0	0	0	49	48.20
1845 - 1900	0	0	37	0	2	0	0	0	39	39.00
Hourly Total	1	0	201	0	18	0	0	0	220	219.20
Hourly Average	0.25	0.00	50.25	0.00	4.50	0.00	0.00	0.00	55.00	54.80

Session Total	1	4	650	1	107	4	0	0	767	765.80
Session Average	0.08	0.33	54.17	0.08	8.92	0.33	0.00	0.00	63.92	63.82

0700 - 1000 (Weekday AM Peak)

[illegible]

1600 - 1900 (Weekday PM Peak)

[illegible]

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.6: Left from B2150 Hulbert Road (South) to Asda Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	1	4	0	0	0	15	15.00
0715 - 0730	0	0	14	0	5	0	0	0	19	19.00
0730 - 0745	0	0	12	0	2	0	0	0	14	14.00
0745 - 0800	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	0	0	49	1	14	0	0	0	64	64.00
Hourly Average	0.00	0.00	12.25	0.25	3.50	0.00	0.00	0.00	16.00	16.00
0800 - 0815	0	1	9	0	3	0	0	0	13	12.40
0815 - 0830	0	0	12	1	1	0	0	0	14	14.00
0830 - 0845	1	0	23	0	1	0	0	0	25	24.20
0845 - 0900	1	0	38	0	2	0	0	0	41	40.20
Hourly Total	2	1	82	1	7	0	0	0	93	90.80
Hourly Average	0.50	0.25	20.50	0.25	1.75	0.00	0.00	0.00	23.25	22.70
0900 - 0915	0	1	22	0	0	0	0	0	23	22.40
0915 - 0930	0	0	17	0	1	0	0	0	18	18.00
0930 - 0945	1	0	19	0	4	0	0	0	24	23.20
0945 - 1000	1	0	20	0	3	0	0	0	24	23.20
Hourly Total	2	1	78	0	8	0	0	0	89	86.80
Hourly Average	0.50	0.25	19.50	0.00	2.00	0.00	0.00	0.00	22.25	21.70

Session Total	4	2	209	2	29	0	0	0	246	241.60
Session Average	0.33	0.17	17.42	0.17	2.42	0.00	0.00	0.00	20.50	20.13

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.6: Left from B2150 Hulbert Road (South) to Asda Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	17	0	2	0	0	0	20	19.20
1615 - 1630	0	0	28	0	2	0	0	0	30	30.00
1630 - 1645	0	0	17	1	2	0	0	0	20	20.00
1645 - 1700	0	0	27	0	3	0	0	0	30	30.00
Hourly Total	1	0	89	1	9	0	0	0	100	99.20
Hourly Average	0.25	0.00	22.25	0.25	2.25	0.00	0.00	0.00	25.00	24.80
1700 - 1715	0	0	22	0	2	0	0	0	24	24.00
1715 - 1730	0	0	27	0	1	0	0	0	28	28.00
1730 - 1745	0	0	20	0	2	0	0	0	22	22.00
1745 - 1800	1	0	21	0	1	0	0	0	23	22.20
Hourly Total	1	0	90	0	6	0	0	0	97	96.20
Hourly Average	0.25	0.00	22.50	0.00	1.50	0.00	0.00	0.00	24.25	24.05
1800 - 1815	0	0	19	0	3	0	0	0	22	22.00
1815 - 1830	1	1	19	0	2	0	0	0	23	21.60
1830 - 1845	0	0	15	2	0	0	0	0	17	17.00
1845 - 1900	1	0	16	0	1	0	0	0	18	17.20
Hourly Total	2	1	69	2	6	0	0	0	80	77.80
Hourly Average	0.50	0.25	17.25	0.50	1.50	0.00	0.00	0.00	20.00	19.45

Session Total	4	1	248	3	21	0	0	0	277	273.20
Session Average	0.33	0.08	20.67	0.25	1.75	0.00	0.00	0.00	23.08	22.77

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.7: Left from B2150 Hulbert Road (South) to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	18	0	5	0	0	0	23	23.00
0715 - 0730	0	0	18	1	2	1	0	0	22	22.50
0730 - 0745	1	0	16	0	2	0	0	0	19	18.20
0745 - 0800	1	0	23	0	3	0	0	0	27	26.20
Hourly Total	2	0	75	1	12	1	0	0	91	89.90
Hourly Average	0.50	0.00	18.75	0.25	3.00	0.25	0.00	0.00	22.75	22.48
0800 - 0815	1	0	32	0	5	1	0	0	39	38.70
0815 - 0830	1	0	53	0	5	0	0	0	59	58.20
0830 - 0845	1	1	39	1	4	1	0	0	47	46.10
0845 - 0900	0	0	35	0	3	0	0	0	38	38.00
Hourly Total	3	1	159	1	17	2	0	0	183	181.00
Hourly Average	0.75	0.25	39.75	0.25	4.25	0.50	0.00	0.00	45.75	45.25
0900 - 0915	0	0	17	1	2	0	0	0	20	20.00
0915 - 0930	5	0	24	0	3	0	0	0	32	28.00
0930 - 0945	0	0	17	0	3	0	0	0	20	20.00
0945 - 1000	0	0	16	1	3	0	0	0	20	20.00
Hourly Total	5	0	74	2	11	0	0	0	92	88.00
Hourly Average	1.25	0.00	18.50	0.50	2.75	0.00	0.00	0.00	23.00	22.00

Session Total	10	1	308	4	40	3	0	0	366	358.90
Session Average	0.83	0.08	25.67	0.33	3.33	0.25	0.00	0.00	30.50	29.91

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.7: Left from B2150 Hulbert Road (South) to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	23	1	4	0	1	0	30	30.70
1615 - 1630	0	1	30	1	7	0	0	0	39	38.40
1630 - 1645	0	0	12	1	1	0	0	0	14	14.00
1645 - 1700	2	0	29	0	2	0	0	2	35	35.40
Hourly Total	2	2	94	3	14	0	1	2	118	118.50
Hourly Average	0.50	0.50	23.50	0.75	3.50	0.00	0.25	0.50	29.50	29.63
1700 - 1715	0	0	29	1	3	1	0	0	34	34.50
1715 - 1730	0	0	12	0	1	0	0	0	13	13.00
1730 - 1745	1	0	15	0	4	0	0	0	20	19.20
1745 - 1800	0	0	19	1	2	0	0	0	22	22.00
Hourly Total	1	0	75	2	10	1	0	0	89	88.70
Hourly Average	0.25	0.00	18.75	0.50	2.50	0.25	0.00	0.00	22.25	22.18
1800 - 1815	0	0	20	0	1	0	0	0	21	21.00
1815 - 1830	0	0	13	2	2	0	0	0	17	17.00
1830 - 1845	0	0	12	1	1	0	0	0	14	14.00
1845 - 1900	0	0	14	0	1	1	0	0	16	16.50
Hourly Total	0	0	59	3	5	1	0	0	68	68.50
Hourly Average	0.00	0.00	14.75	0.75	1.25	0.25	0.00	0.00	17.00	17.13

Session Total	3	2	228	8	29	2	1	2	275	275.70
Session Average	0.25	0.17	19.00	0.67	2.42	0.17	0.08	0.17	22.92	22.98

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.8: Northbound from B2150 Hulbert Road (South) to B2150 Hulbert Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	51	1	20	1	0	0	73	73.50
0715 - 0730	0	1	48	0	28	3	1	0	81	83.20
0730 - 0745	0	0	35	0	7	1	0	0	43	43.50
0745 - 0800	0	0	28	1	8	0	0	0	37	37.00
Hourly Total	0	1	162	2	63	5	1	0	234	237.20
Hourly Average	0.00	0.25	40.50	0.50	15.75	1.25	0.25	0.00	58.50	59.30
0800 - 0815	0	0	40	1	4	1	0	0	46	46.50
0815 - 0830	0	0	22	2	4	1	0	0	29	29.50
0830 - 0845	0	0	25	0	8	0	0	0	33	33.00
0845 - 0900	0	0	24	0	3	0	0	0	27	27.00
Hourly Total	0	0	111	3	19	2	0	0	135	136.00
Hourly Average	0.00	0.00	27.75	0.75	4.75	0.50	0.00	0.00	33.75	34.00
0900 - 0915	0	0	20	1	3	0	0	0	24	24.00
0915 - 0930	0	0	14	0	6	0	0	0	20	20.00
0930 - 0945	0	0	15	0	2	0	0	0	17	17.00
0945 - 1000	0	0	18	0	3	0	0	0	21	21.00
Hourly Total	0	0	67	1	14	0	0	0	82	82.00
Hourly Average	0.00	0.00	16.75	0.25	3.50	0.00	0.00	0.00	20.50	20.50

Session Total	0	1	340	6	96	7	1	0	451	455.20
Session Average	0.00	0.08	28.33	0.50	8.00	0.58	0.08	0.00	37.58	37.93

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.8: Northbound from B2150 Hulbert Road (South) to B2150 Hulbert Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	26	0	4	0	0	0	30	30.00
1615 - 1630	0	1	21	1	5	0	0	0	28	27.40
1630 - 1645	1	0	37	0	4	0	0	0	42	41.20
1645 - 1700	0	0	27	0	8	0	0	0	35	35.00
Hourly Total	1	1	111	1	21	0	0	0	135	133.60
Hourly Average	0.25	0.25	27.75	0.25	5.25	0.00	0.00	0.00	33.75	33.40
1700 - 1715	0	1	32	0	3	0	0	0	36	35.40
1715 - 1730	0	0	31	0	2	0	0	0	33	33.00
1730 - 1745	0	0	20	1	5	0	0	0	26	26.00
1745 - 1800	0	0	19	1	4	0	0	0	24	24.00
Hourly Total	0	1	102	2	14	0	0	0	119	118.40
Hourly Average	0.00	0.25	25.50	0.50	3.50	0.00	0.00	0.00	29.75	29.60
1800 - 1815	0	0	16	0	5	0	0	0	21	21.00
1815 - 1830	1	0	16	0	0	0	0	0	17	16.20
1830 - 1845	0	0	17	0	3	0	0	0	20	20.00
1845 - 1900	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	1	0	64	0	9	0	0	0	74	73.20
Hourly Average	0.25	0.00	16.00	0.00	2.25	0.00	0.00	0.00	18.50	18.30

Session Total	2	2	277	3	44	0	0	0	328	325.20
Session Average	0.17	0.17	23.08	0.25	3.67	0.00	0.00	0.00	27.33	27.10

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.9: Right from B2150 Hulbert Road (South) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	7	0	0	0	0	0	7	7.00
0745 - 0800	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	15	0	1	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.00	0.00	4.00	4.00
0800 - 0815	0	0	4	1	1	0	0	0	6	6.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	5	0	1	1	0	0	7	7.50
0845 - 0900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	19	1	3	1	0	0	24	24.50
Hourly Average	0.00	0.00	4.75	0.25	0.75	0.25	0.00	0.00	6.00	6.13
0900 - 0915	0	1	1	0	1	0	0	0	3	2.40
0915 - 0930	0	0	1	0	1	1	0	0	3	3.50
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	1	11	0	2	1	0	0	15	14.90
Hourly Average	0.00	0.25	2.75	0.00	0.50	0.25	0.00	0.00	3.75	3.73

Session Total	0	1	45	1	6	2	0	0	55	55.40
Session Average	0.00	0.08	3.75	0.08	0.50	0.17	0.00	0.00	4.58	4.62

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.9: Right from B2150 Hulbert Road (South) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	10	0	2	0	0	0	12	12.00
1615 - 1630	0	0	4	0	1	0	0	0	5	5.00
1630 - 1645	0	0	3	0	1	0	0	0	4	4.00
1645 - 1700	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	19	0	5	0	0	0	24	24.00
Hourly Average	0.00	0.00	4.75	0.00	1.25	0.00	0.00	0.00	6.00	6.00
1700 - 1715	0	0	7	0	0	0	0	0	7	7.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	20	0	0	0	0	0	20	20.00
Hourly Average	0.00	0.00	5.00	0.00	0.00	0.00	0.00	0.00	5.00	5.00
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00

Session Total	0	0	47	0	5	0	0	0	52	52.00
Session Average	0.00	0.00	3.92	0.00	0.42	0.00	0.00	0.00	4.33	4.33

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.10: U-Turn from B2150 Hulbert Road (South) to B2150 Hulbert Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.10: U-Turn from B2150 Hulbert Road (South) to B2150 Hulbert Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	1	0	2	0	0	0	3	3.00
1715 - 1730	0	0	0	1	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	1	3	0	0	0	6	6.00
Hourly Average	0.00	0.00	0.50	0.25	0.75	0.00	0.00	0.00	1.50	1.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	3	1	4	0	0	0	8	8.00
Session Average	0.00	0.00	0.25	0.08	0.33	0.00	0.00	0.00	0.67	0.67

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.11: Left from Asda Access to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	14	0	6	0	0	0	20	20.00
0715 - 0730	0	0	17	0	12	0	1	0	30	31.30
0730 - 0745	0	0	22	0	6	0	0	0	28	28.00
0745 - 0800	0	0	18	0	5	0	0	0	23	23.00
Hourly Total	0	0	71	0	29	0	1	0	101	102.30
Hourly Average	0.00	0.00	17.75	0.00	7.25	0.00	0.25	0.00	25.25	25.58
0800 - 0815	0	0	16	0	8	0	0	0	24	24.00
0815 - 0830	0	0	17	0	5	0	0	0	22	22.00
0830 - 0845	0	0	33	0	4	1	0	0	38	38.50
0845 - 0900	0	0	38	1	4	1	0	0	44	44.50
Hourly Total	0	0	104	1	21	2	0	0	128	129.00
Hourly Average	0.00	0.00	26.00	0.25	5.25	0.50	0.00	0.00	32.00	32.25
0900 - 0915	0	0	45	0	4	0	0	0	49	49.00
0915 - 0930	0	0	43	1	2	0	0	1	47	48.00
0930 - 0945	0	0	48	0	5	0	0	0	53	53.00
0945 - 1000	0	0	45	0	5	0	0	2	52	54.00
Hourly Total	0	0	181	1	16	0	0	3	201	204.00
Hourly Average	0.00	0.00	45.25	0.25	4.00	0.00	0.00	0.75	50.25	51.00

Session Total	0	0	356	2	66	2	1	3	430	435.30
Session Average	0.00	0.00	29.67	0.17	5.50	0.17	0.08	0.25	35.83	36.28

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.11: Left from Asda Access to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	41	1	6	1	2	0	52	54.50
1615 - 1630	0	0	61	1	6	0	0	0	68	68.00
1630 - 1645	0	0	50	1	4	0	0	0	55	55.00
1645 - 1700	1	0	59	0	6	0	0	0	66	65.20
Hourly Total	1	1	211	3	22	1	2	0	241	242.70
Hourly Average	0.25	0.25	52.75	0.75	5.50	0.25	0.50	0.00	60.25	60.68
1700 - 1715	0	0	43	2	8	0	0	0	53	53.00
1715 - 1730	0	0	52	0	6	0	0	0	58	58.00
1730 - 1745	0	0	60	0	4	0	0	0	64	64.00
1745 - 1800	0	0	42	0	1	0	0	0	43	43.00
Hourly Total	0	0	197	2	19	0	0	0	218	218.00
Hourly Average	0.00	0.00	49.25	0.50	4.75	0.00	0.00	0.00	54.50	54.50
1800 - 1815	0	0	52	0	5	0	0	0	57	57.00
1815 - 1830	0	0	55	0	5	0	0	0	60	60.00
1830 - 1845	0	0	62	0	2	0	0	0	64	64.00
1845 - 1900	0	0	44	0	4	0	0	0	48	48.00
Hourly Total	0	0	213	0	16	0	0	0	229	229.00
Hourly Average	0.00	0.00	53.25	0.00	4.00	0.00	0.00	0.00	57.25	57.25

Session Total	1	1	621	5	57	1	2	0	688	689.70
Session Average	0.08	0.08	51.75	0.42	4.75	0.08	0.17	0.00	57.33	57.48

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.12: Left from Asda Access to B2150 Hulbert Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	6	0	0	0	18	18.00
0715 - 0730	0	0	9	1	4	0	1	0	15	16.30
0730 - 0745	0	0	15	0	3	0	0	0	18	18.00
0745 - 0800	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	0	48	1	15	0	1	0	65	66.30
Hourly Average	0.00	0.00	12.00	0.25	3.75	0.00	0.25	0.00	16.25	16.58
0800 - 0815	0	0	14	0	0	1	0	0	15	15.50
0815 - 0830	0	0	9	1	2	0	0	0	12	12.00
0830 - 0845	0	0	9	0	1	0	0	0	10	10.00
0845 - 0900	0	0	16	0	4	0	0	0	20	20.00
Hourly Total	0	0	48	1	7	1	0	0	57	57.50
Hourly Average	0.00	0.00	12.00	0.25	1.75	0.25	0.00	0.00	14.25	14.38
0900 - 0915	0	0	14	1	6	1	0	0	22	22.50
0915 - 0930	0	0	19	0	2	0	0	0	21	21.00
0930 - 0945	0	0	13	0	3	0	0	0	16	16.00
0945 - 1000	0	0	14	1	2	0	0	0	17	17.00
Hourly Total	0	0	60	2	13	1	0	0	76	76.50
Hourly Average	0.00	0.00	15.00	0.50	3.25	0.25	0.00	0.00	19.00	19.13

Session Total	0	0	156	4	35	2	1	0	198	200.30
Session Average	0.00	0.00	13.00	0.33	2.92	0.17	0.08	0.00	16.50	16.69

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.12: Left from Asda Access to B2150 Hulbert Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	30	0	2	0	0	0	32	32.00
1615 - 1630	0	0	20	0	0	0	0	0	20	20.00
1630 - 1645	0	0	26	0	3	0	0	0	29	29.00
1645 - 1700	0	0	15	0	3	0	0	0	18	18.00
Hourly Total	0	0	91	0	8	0	0	0	99	99.00
Hourly Average	0.00	0.00	22.75	0.00	2.00	0.00	0.00	0.00	24.75	24.75
1700 - 1715	0	0	21	0	4	0	0	0	25	25.00
1715 - 1730	0	0	23	0	3	0	0	0	26	26.00
1730 - 1745	0	0	22	0	1	0	0	0	23	23.00
1745 - 1800	0	0	27	0	0	0	0	0	27	27.00
Hourly Total	0	0	93	0	8	0	0	0	101	101.00
Hourly Average	0.00	0.00	23.25	0.00	2.00	0.00	0.00	0.00	25.25	25.25
1800 - 1815	0	0	23	1	3	0	0	0	27	27.00
1815 - 1830	0	0	29	0	1	0	0	0	30	30.00
1830 - 1845	0	0	18	0	0	0	0	0	18	18.00
1845 - 1900	0	1	15	0	3	0	0	0	19	18.40
Hourly Total	0	1	85	1	7	0	0	0	94	93.40
Hourly Average	0.00	0.25	21.25	0.25	1.75	0.00	0.00	0.00	23.50	23.35

Session Total	0	1	269	1	23	0	0	0	294	293.40
Session Average	0.00	0.08	22.42	0.08	1.92	0.00	0.00	0.00	24.50	24.45

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.13: Right from Asda Access to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	1	2	0	0	0	9	9.00
0715 - 0730	0	0	5	1	3	0	0	0	9	9.00
0730 - 0745	0	0	10	0	2	0	0	0	12	12.00
0745 - 0800	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	0	0	34	2	10	0	0	0	46	46.00
Hourly Average	0.00	0.00	8.50	0.50	2.50	0.00	0.00	0.00	11.50	11.50
0800 - 0815	0	0	17	0	1	0	0	0	18	18.00
0815 - 0830	0	1	13	0	6	0	0	0	20	19.40
0830 - 0845	0	0	17	0	3	0	0	0	20	20.00
0845 - 0900	0	0	21	0	5	0	0	0	26	26.00
Hourly Total	0	1	68	0	15	0	0	0	84	83.40
Hourly Average	0.00	0.25	17.00	0.00	3.75	0.00	0.00	0.00	21.00	20.85
0900 - 0915	0	0	36	0	1	0	0	0	37	37.00
0915 - 0930	0	0	36	0	1	1	0	1	39	40.50
0930 - 0945	0	0	29	2	2	0	0	1	34	35.00
0945 - 1000	0	0	27	1	3	0	0	2	33	35.00
Hourly Total	0	0	128	3	7	1	0	4	143	147.50
Hourly Average	0.00	0.00	32.00	0.75	1.75	0.25	0.00	1.00	35.75	36.88

Session Total	0	1	230	5	32	1	0	4	273	276.90
Session Average	0.00	0.08	19.17	0.42	2.67	0.08	0.00	0.33	22.75	23.08

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.13: Right from Asda Access to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	36	4	9	0	0	0	49	49.00
1615 - 1630	0	0	49	1	5	0	0	0	55	55.00
1630 - 1645	1	0	37	1	3	0	0	0	42	41.20
1645 - 1700	0	0	46	1	3	0	0	0	50	50.00
Hourly Total	1	0	168	7	20	0	0	0	196	195.20
Hourly Average	0.25	0.00	42.00	1.75	5.00	0.00	0.00	0.00	49.00	48.80
1700 - 1715	0	0	43	0	6	0	0	0	49	49.00
1715 - 1730	0	0	46	0	6	0	0	0	52	52.00
1730 - 1745	0	0	41	1	7	0	0	0	49	49.00
1745 - 1800	0	0	54	0	4	0	0	0	58	58.00
Hourly Total	0	0	184	1	23	0	0	0	208	208.00
Hourly Average	0.00	0.00	46.00	0.25	5.75	0.00	0.00	0.00	52.00	52.00
1800 - 1815	0	0	47	0	4	0	0	0	51	51.00
1815 - 1830	0	2	46	0	6	0	0	0	54	52.80
1830 - 1845	0	0	37	1	9	0	0	0	47	47.00
1845 - 1900	0	0	49	2	2	0	0	0	53	53.00
Hourly Total	0	2	179	3	21	0	0	0	205	203.80
Hourly Average	0.00	0.50	44.75	0.75	5.25	0.00	0.00	0.00	51.25	50.95

Session Total	1	2	531	11	64	0	0	0	609	607.00
Session Average	0.08	0.17	44.25	0.92	5.33	0.00	0.00	0.00	50.75	50.58

0700 - 1000 (Weekday AM Peak)

Movement 2.14: Right from Asda Access to B2150 Hulbert Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	0	0	0	0	5	5.00
0715 - 0730	0	0	3	0	1	0	0	0	4	4.00
0730 - 0745	0	0	4	0	1	0	0	0	5	5.00
0745 - 0800	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	14	0	4	0	0	0	18	18.00
Hourly Average	0.00	0.00	3.50	0.00	1.00	0.00	0.00	0.00	4.50	4.50
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	11	0	0	0	0	0	11	11.00
0830 - 0845	0	0	13	1	1	0	0	0	15	15.00
0845 - 0900	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	42	1	2	0	0	0	45	45.00
Hourly Average	0.00	0.00	10.50	0.25	0.50	0.00	0.00	0.00	11.25	11.25
0900 - 0915	0	0	16	1	1	0	0	0	18	18.00
0915 - 0930	0	0	12	0	1	0	0	0	13	13.00
0930 - 0945	0	0	16	0	2	0	0	0	18	18.00
0945 - 1000	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	55	1	5	0	0	0	61	61.00
Hourly Average	0.00	0.00	13.75	0.25	1.25	0.00	0.00	0.00	15.25	15.25

Session Total	0	0	111	2	11	0	0	0	124	124.00
Session Average	0.00	0.00	9.25	0.17	0.92	0.00	0.00	0.00	10.33	10.33

1600 - 1900 (Weekday PM Peak)

Movement 2.14: Right from Asda Access to B2150 Hulbert Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	21	0	3	0	0	0	24	24.00
1615 - 1630	0	0	21	0	1	0	0	0	22	22.00
1630 - 1645	0	0	28	1	5	0	0	0	34	34.00
1645 - 1700	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	0	0	91	1	11	0	0	0	103	103.00
Hourly Average	0.00	0.00	22.75	0.25	2.75	0.00	0.00	0.00	25.75	25.75
1700 - 1715	0	0	26	0	0	0	0	0	26	26.00
1715 - 1730	0	0	21	0	1	0	0	0	22	22.00
1730 - 1745	0	0	23	0	0	0	0	0	23	23.00
1745 - 1800	0	0	22	0	2	0	0	0	24	24.00
Hourly Total	0	0	92	0	3	0	0	0	95	95.00
Hourly Average	0.00	0.00	23.00	0.00	0.75	0.00	0.00	0.00	23.75	23.75
1800 - 1815	0	0	27	0	0	0	0	0	27	27.00
1815 - 1830	0	0	16	0	2	0	0	0	18	18.00
1830 - 1845	0	0	17	0	0	0	0	0	17	17.00
1845 - 1900	0	1	14	0	1	0	0	0	16	15.40
Hourly Total	0	1	74	0	3	0	0	0	78	77.40
Hourly Average	0.00	0.25	18.50	0.00	0.75	0.00	0.00	0.00	19.50	19.35

Session Total	0	1	257	1	17	0	0	0	276	275.40
Session Average	0.00	0.08	21.42	0.08	1.42	0.00	0.00	0.00	23.00	22.95

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.15: U-Turn from Asda Access to Asda Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	3	0	0	0	0	0	3	3.00
Session Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.15: U-Turn from Asda Access to Asda Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	1	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	0	0	1	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.08	0.08

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.16: Left from Purbrook Way (West) to B2150 Hulbert Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	7	0	0	0	17	17.00
0715 - 0730	0	0	13	0	8	0	0	0	21	21.00
0730 - 0745	0	0	16	0	15	1	2	0	34	37.10
0745 - 0800	0	0	14	0	5	0	0	0	19	19.00
Hourly Total	0	0	53	0	35	1	2	0	91	94.10
Hourly Average	0.00	0.00	13.25	0.00	8.75	0.25	0.50	0.00	22.75	23.53
0800 - 0815	0	0	5	0	4	0	0	0	9	9.00
0815 - 0830	0	0	9	0	4	0	0	1	14	15.00
0830 - 0845	0	0	30	0	7	0	0	0	37	37.00
0845 - 0900	0	0	23	1	5	2	0	0	31	32.00
Hourly Total	0	0	67	1	20	2	0	1	91	93.00
Hourly Average	0.00	0.00	16.75	0.25	5.00	0.50	0.00	0.25	22.75	23.25
0900 - 0915	0	0	18	0	5	2	0	0	25	26.00
0915 - 0930	0	0	18	0	3	0	1	0	22	23.30
0930 - 0945	0	0	22	0	4	0	1	1	28	30.30
0945 - 1000	0	0	17	0	3	0	0	0	20	20.00
Hourly Total	0	0	75	0	15	2	2	1	95	99.60
Hourly Average	0.00	0.00	18.75	0.00	3.75	0.50	0.50	0.25	23.75	24.90

Session Total	0	0	195	1	70	5	4	2	277	286.70
Session Average	0.00	0.00	16.25	0.08	5.83	0.42	0.33	0.17	23.08	23.89

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.16: Left from Purbrook Way (West) to B2150 Hulbert Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	15	0	7	0	0	0	22	22.00
1615 - 1630	0	0	16	0	3	0	0	0	19	19.00
1630 - 1645	0	0	23	0	2	0	0	0	25	25.00
1645 - 1700	0	0	23	0	3	0	0	1	27	28.00
Hourly Total	0	0	77	0	15	0	0	1	93	94.00
Hourly Average	0.00	0.00	19.25	0.00	3.75	0.00	0.00	0.25	23.25	23.50
1700 - 1715	0	0	14	0	1	0	0	0	15	15.00
1715 - 1730	0	0	12	0	1	0	0	0	13	13.00
1730 - 1745	0	0	12	0	1	0	0	0	13	13.00
1745 - 1800	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	0	55	0	4	0	0	0	59	59.00
Hourly Average	0.00	0.00	13.75	0.00	1.00	0.00	0.00	0.00	14.75	14.75
1800 - 1815	0	0	17	0	2	0	0	0	19	19.00
1815 - 1830	0	0	10	0	1	0	0	0	11	11.00
1830 - 1845	0	0	8	0	1	0	0	0	9	9.00
1845 - 1900	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	48	0	5	0	0	0	53	53.00
Hourly Average	0.00	0.00	12.00	0.00	1.25	0.00	0.00	0.00	13.25	13.25

Session Total	0	0	180	0	24	0	0	1	205	206.00
Session Average	0.00	0.00	15.00	0.00	2.00	0.00	0.00	0.08	17.08	17.17

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.17: Eastbound from Purbrook Way (West) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	37	1	14	0	0	1	53	54.00
0715 - 0730	1	1	46	2	12	0	0	2	64	64.60
0730 - 0745	0	0	77	1	28	0	0	3	109	112.00
0745 - 0800	0	1	88	1	28	1	1	2	122	125.20
Hourly Total	1	2	248	5	82	1	1	8	348	355.80
Hourly Average	0.25	0.50	62.00	1.25	20.50	0.25	0.25	2.00	87.00	88.95
0800 - 0815	0	2	81	3	20	1	1	2	110	112.60
0815 - 0830	0	1	100	0	26	1	2	3	133	138.50
0830 - 0845	1	1	89	1	21	1	0	1	115	115.10
0845 - 0900	0	2	97	0	15	2	0	3	119	121.80
Hourly Total	1	6	367	4	82	5	3	9	477	488.00
Hourly Average	0.25	1.50	91.75	1.00	20.50	1.25	0.75	2.25	119.25	122.00
0900 - 0915	0	0	98	2	17	0	0	2	119	121.00
0915 - 0930	2	0	96	6	10	0	0	1	115	114.40
0930 - 0945	0	0	74	1	11	0	0	1	87	88.00
0945 - 1000	1	1	77	3	18	1	0	0	101	100.10
Hourly Total	3	1	345	12	56	1	0	4	422	423.50
Hourly Average	0.75	0.25	86.25	3.00	14.00	0.25	0.00	1.00	105.50	105.88

Session Total	5	9	960	21	220	7	4	21	1247	1267.30
Session Average	0.42	0.75	80.00	1.75	18.33	0.58	0.33	1.75	103.92	105.61

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.17: Eastbound from Purbrook Way (West) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	149	0	43	0	1	1	196	197.10
1615 - 1630	3	2	137	0	33	0	0	2	177	175.40
1630 - 1645	4	3	168	1	33	0	0	2	211	208.00
1645 - 1700	2	2	144	2	50	0	1	2	203	203.50
Hourly Total	9	9	598	3	159	0	2	7	787	784.00
Hourly Average	2.25	2.25	149.50	0.75	39.75	0.00	0.50	1.75	196.75	196.00
1700 - 1715	2	3	147	0	38	0	1	2	193	192.90
1715 - 1730	1	1	159	0	27	1	0	2	191	192.10
1730 - 1745	0	3	145	0	17	1	0	2	168	168.70
1745 - 1800	2	1	107	0	16	0	1	1	128	128.10
Hourly Total	5	8	558	0	98	2	2	7	680	681.80
Hourly Average	1.25	2.00	139.50	0.00	24.50	0.50	0.50	1.75	170.00	170.45
1800 - 1815	2	2	108	0	12	0	0	2	126	125.20
1815 - 1830	0	0	90	0	10	0	0	0	100	100.00
1830 - 1845	2	0	92	0	8	0	0	2	104	104.40
1845 - 1900	0	0	103	1	9	0	0	2	115	117.00
Hourly Total	4	2	393	1	39	0	0	6	445	446.60
Hourly Average	1.00	0.50	98.25	0.25	9.75	0.00	0.00	1.50	111.25	111.65

Session Total	18	19	1549	4	296	2	4	20	1912	1912.40
Session Average	1.50	1.58	129.08	0.33	24.67	0.17	0.33	1.67	159.33	159.37

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.18: Right from Purbrook Way (West) to B2150 Hulbert Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	0	0	0	0	7	7.00
0715 - 0730	1	1	7	0	0	0	0	0	9	7.60
0730 - 0745	0	0	8	0	1	1	0	0	10	10.50
0745 - 0800	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	1	1	30	0	2	1	0	0	35	34.10
Hourly Average	0.25	0.25	7.50	0.00	0.50	0.25	0.00	0.00	8.75	8.53
0800 - 0815	0	1	16	0	2	0	0	0	19	18.40
0815 - 0830	0	0	26	0	2	0	0	0	28	28.00
0830 - 0845	0	0	39	0	4	0	0	1	44	45.00
0845 - 0900	0	0	36	0	2	1	0	0	39	39.50
Hourly Total	0	1	117	0	10	1	0	1	130	130.90
Hourly Average	0.00	0.25	29.25	0.00	2.50	0.25	0.00	0.25	32.50	32.73
0900 - 0915	0	0	17	2	3	0	0	0	22	22.00
0915 - 0930	1	0	9	0	2	0	0	2	14	15.20
0930 - 0945	0	1	16	1	1	0	0	0	19	18.40
0945 - 1000	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	1	1	47	3	8	0	0	2	62	62.60
Hourly Average	0.25	0.25	11.75	0.75	2.00	0.00	0.00	0.50	15.50	15.65

Session Total	2	3	194	3	20	2	0	3	227	227.60
Session Average	0.17	0.25	16.17	0.25	1.67	0.17	0.00	0.25	18.92	18.97

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.18: Right from Purbrook Way (West) to B2150 Hulbert Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	28	1	4	0	0	0	33	33.00
1615 - 1630	0	0	15	0	6	0	0	0	21	21.00
1630 - 1645	0	1	26	0	2	0	0	0	29	28.40
1645 - 1700	0	0	15	0	5	0	0	0	20	20.00
Hourly Total	0	1	84	1	17	0	0	0	103	102.40
Hourly Average	0.00	0.25	21.00	0.25	4.25	0.00	0.00	0.00	25.75	25.60
1700 - 1715	0	0	25	0	3	0	0	0	28	28.00
1715 - 1730	0	0	21	0	5	0	0	0	26	26.00
1730 - 1745	0	0	22	1	3	0	0	0	26	26.00
1745 - 1800	0	0	12	1	1	0	0	0	14	14.00
Hourly Total	0	0	80	2	12	0	0	0	94	94.00
Hourly Average	0.00	0.00	20.00	0.50	3.00	0.00	0.00	0.00	23.50	23.50
1800 - 1815	1	0	14	1	0	0	0	0	16	15.20
1815 - 1830	0	0	9	0	1	0	0	0	10	10.00
1830 - 1845	0	0	10	0	1	0	0	0	11	11.00
1845 - 1900	0	0	13	1	3	0	0	0	17	17.00
Hourly Total	1	0	46	2	5	0	0	0	54	53.20
Hourly Average	0.25	0.00	11.50	0.50	1.25	0.00	0.00	0.00	13.50	13.30

Session Total	1	1	210	5	34	0	0	0	251	249.60
Session Average	0.08	0.08	17.50	0.42	2.83	0.00	0.00	0.00	20.92	20.80

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.19: Right from Purbrook Way (West) to Asda Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	15	1	4	0	0	0	20	20.00
0715 - 0730	0	0	21	0	6	0	0	0	27	27.00
0730 - 0745	0	0	21	1	9	0	0	0	31	31.00
0745 - 0800	0	0	26	0	8	0	0	0	34	34.00
Hourly Total	0	0	83	2	27	0	0	0	112	112.00
Hourly Average	0.00	0.00	20.75	0.50	6.75	0.00	0.00	0.00	28.00	28.00
0800 - 0815	0	0	18	0	4	0	0	0	22	22.00
0815 - 0830	0	0	25	1	5	1	0	0	32	32.50
0830 - 0845	0	0	46	0	6	0	0	0	52	52.00
0845 - 0900	0	0	52	0	7	0	0	0	59	59.00
Hourly Total	0	0	141	1	22	1	0	0	165	165.50
Hourly Average	0.00	0.00	35.25	0.25	5.50	0.25	0.00	0.00	41.25	41.38
0900 - 0915	0	0	44	1	7	1	0	0	53	53.50
0915 - 0930	0	0	46	2	4	0	0	1	53	54.00
0930 - 0945	0	0	55	0	3	0	0	1	59	60.00
0945 - 1000	0	0	35	1	3	0	0	2	41	43.00
Hourly Total	0	0	180	4	17	1	0	4	206	210.50
Hourly Average	0.00	0.00	45.00	1.00	4.25	0.25	0.00	1.00	51.50	52.63

Session Total	0	0	404	7	66	2	0	4	483	488.00
Session Average	0.00	0.00	33.67	0.58	5.50	0.17	0.00	0.33	40.25	40.67

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.19: Right from Purbrook Way (West) to Asda Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	31	1	6	0	0	0	38	38.00
1615 - 1630	0	0	44	1	8	0	0	0	53	53.00
1630 - 1645	0	0	58	0	5	0	0	0	63	63.00
1645 - 1700	0	0	40	1	6	0	0	0	47	47.00
Hourly Total	0	0	173	3	25	0	0	0	201	201.00
Hourly Average	0.00	0.00	43.25	0.75	6.25	0.00	0.00	0.00	50.25	50.25
1700 - 1715	0	0	48	2	5	0	0	0	55	55.00
1715 - 1730	0	0	50	0	4	0	0	0	54	54.00
1730 - 1745	0	0	46	0	4	0	0	0	50	50.00
1745 - 1800	0	1	55	0	6	1	0	0	63	62.90
Hourly Total	0	1	199	2	19	1	0	0	222	221.90
Hourly Average	0.00	0.25	49.75	0.50	4.75	0.25	0.00	0.00	55.50	55.48
1800 - 1815	0	0	56	0	4	0	1	0	61	62.30
1815 - 1830	0	0	34	0	1	0	0	0	35	35.00
1830 - 1845	0	0	42	0	6	0	0	0	48	48.00
1845 - 1900	0	0	39	0	6	0	0	0	45	45.00
Hourly Total	0	0	171	0	17	0	1	0	189	190.30
Hourly Average	0.00	0.00	42.75	0.00	4.25	0.00	0.25	0.00	47.25	47.58

Session Total	0	1	543	5	61	1	1	0	612	613.20
Session Average	0.00	0.08	45.25	0.42	5.08	0.08	0.08	0.00	51.00	51.10

0700 - 1000 (Weekday AM Peak)

Movement 2.21: Left from B2150 Hulbert Road (North) to Purbrook Way (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	29	0	8	1	0	0	39	38.90
0715 - 0730	0	1	29	0	17	1	0	0	48	47.90
0730 - 0745	1	0	49	0	12	0	0	0	62	61.20
0745 - 0800	0	1	51	0	18	1	0	0	71	70.90
Hourly Total	1	3	158	0	55	3	0	0	220	218.90
Hourly Average	0.25	0.75	39.50	0.00	13.75	0.75	0.00	0.00	55.00	54.73
0800 - 0815	0	0	72	0	18	0	2	0	92	94.60
0815 - 0830	0	0	48	1	21	0	0	0	70	70.00
0830 - 0845	0	0	73	0	8	0	0	1	82	83.00
0845 - 0900	1	0	83	1	12	1	0	0	98	97.70
Hourly Total	1	0	276	2	59	1	2	1	342	345.30
Hourly Average	0.25	0.00	69.00	0.50	14.75	0.25	0.50	0.25	85.50	86.33
0900 - 0915	0	0	78	0	14	0	0	0	92	92.00
0915 - 0930	0	0	48	0	8	2	0	0	58	59.00
0930 - 0945	0	0	41	0	11	2	0	0	54	55.00
0945 - 1000	0	0	44	1	8	0	0	0	53	53.00
Hourly Total	0	0	211	1	41	4	0	0	257	259.00
Hourly Average	0.00	0.00	52.75	0.25	10.25	1.00	0.00	0.00	64.25	64.75

Session Total	2	3	645	3	155	8	2	1	819	823.20
Session Average	0.17	0.25	53.75	0.25	12.92	0.67	0.17	0.08	68.25	68.60

1600 - 1900 (Weekday PM Peak)

Movement 2.21: Left from B2150 Hulbert Road (North) to Purbrook Way (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	67	0	25	0	0	0	92	92.00
1615 - 1630	0	0	59	2	32	0	0	0	93	93.00
1630 - 1645	0	1	51	2	27	0	0	0	81	80.40
1645 - 1700	0	0	82	0	16	0	0	0	98	98.00
Hourly Total	0	1	259	4	100	0	0	0	364	363.40
Hourly Average	0.00	0.25	64.75	1.00	25.00	0.00	0.00	0.00	91.00	90.85
1700 - 1715	0	0	57	0	16	1	0	0	74	74.50
1715 - 1730	0	0	80	0	16	0	0	0	96	96.00
1730 - 1745	0	0	69	0	16	0	0	0	85	85.00
1745 - 1800	0	0	87	0	13	0	0	0	100	100.00
Hourly Total	0	0	293	0	61	1	0	0	355	355.50
Hourly Average	0.00	0.00	73.25	0.00	15.25	0.25	0.00	0.00	88.75	88.88
1800 - 1815	0	0	69	0	19	0	0	0	88	88.00
1815 - 1830	0	0	62	0	8	0	0	0	70	70.00
1830 - 1845	0	0	52	0	1	0	0	0	53	53.00
1845 - 1900	0	0	66	0	3	0	0	0	69	69.00
Hourly Total	0	0	249	0	31	0	0	0	280	280.00
Hourly Average	0.00	0.00	62.25	0.00	7.75	0.00	0.00	0.00	70.00	70.00

Session Total	0	1	801	4	192	1	0	0	999	998.90
Session Average	0.00	0.08	66.75	0.33	16.00	0.08	0.00	0.00	83.25	83.24

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.22: Southbound from B2150 Hulbert Road (North) to B2150 Hulbert Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	2	1	0	0	5	5.50
0715 - 0730	0	0	17	0	2	0	0	0	19	19.00
0730 - 0745	0	0	16	0	5	0	0	0	21	21.00
0745 - 0800	0	2	25	0	8	0	0	0	35	33.80
Hourly Total	0	2	60	0	17	1	0	0	80	79.30
Hourly Average	0.00	0.50	15.00	0.00	4.25	0.25	0.00	0.00	20.00	19.83
0800 - 0815	0	0	26	0	2	0	0	0	28	28.00
0815 - 0830	0	0	22	0	1	0	0	0	23	23.00
0830 - 0845	0	0	34	0	6	0	0	0	40	40.00
0845 - 0900	0	0	26	0	5	0	0	0	31	31.00
Hourly Total	0	0	108	0	14	0	0	0	122	122.00
Hourly Average	0.00	0.00	27.00	0.00	3.50	0.00	0.00	0.00	30.50	30.50
0900 - 0915	0	0	14	0	5	1	0	0	20	20.50
0915 - 0930	0	0	16	0	0	0	0	0	16	16.00
0930 - 0945	0	0	14	0	3	2	1	0	20	22.30
0945 - 1000	0	0	27	0	3	0	0	0	30	30.00
Hourly Total	0	0	71	0	11	3	1	0	86	88.80
Hourly Average	0.00	0.00	17.75	0.00	2.75	0.75	0.25	0.00	21.50	22.20

Session Total	0	2	239	0	42	4	1	0	288	290.10
Session Average	0.00	0.17	19.92	0.00	3.50	0.33	0.08	0.00	24.00	24.18

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.22: Southbound from B2150 Hulbert Road (North) to B2150 Hulbert Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	22	0	11	0	0	0	33	33.00
1615 - 1630	0	0	15	0	4	0	0	0	19	19.00
1630 - 1645	0	1	15	0	7	1	0	0	24	23.90
1645 - 1700	0	0	20	0	7	0	0	0	27	27.00
Hourly Total	0	1	72	0	29	1	0	0	103	102.90
Hourly Average	0.00	0.25	18.00	0.00	7.25	0.25	0.00	0.00	25.75	25.73
1700 - 1715	0	0	16	1	2	0	0	0	19	19.00
1715 - 1730	0	0	31	0	11	1	0	0	43	43.50
1730 - 1745	0	0	13	0	4	0	0	0	17	17.00
1745 - 1800	0	0	15	0	4	0	0	0	19	19.00
Hourly Total	0	0	75	1	21	1	0	0	98	98.50
Hourly Average	0.00	0.00	18.75	0.25	5.25	0.25	0.00	0.00	24.50	24.63
1800 - 1815	0	0	18	0	4	0	0	0	22	22.00
1815 - 1830	0	0	25	0	2	0	0	0	27	27.00
1830 - 1845	0	0	20	0	1	0	0	0	21	21.00
1845 - 1900	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	0	80	0	7	0	0	0	87	87.00
Hourly Average	0.00	0.00	20.00	0.00	1.75	0.00	0.00	0.00	21.75	21.75

Session Total	0	1	227	1	57	2	0	0	288	288.40
Session Average	0.00	0.08	18.92	0.08	4.75	0.17	0.00	0.00	24.00	24.03

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.23: Right from B2150 Hulbert Road (North) to Asda Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	4	0	0	0	9	9.00
0715 - 0730	0	0	13	1	3	0	0	0	17	17.00
0730 - 0745	0	0	7	0	4	0	0	0	11	11.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	30	1	11	0	0	0	42	42.00
Hourly Average	0.00	0.00	7.50	0.25	2.75	0.00	0.00	0.00	10.50	10.50
0800 - 0815	0	0	16	1	0	0	0	0	17	17.00
0815 - 0830	0	0	11	1	1	0	0	0	13	13.00
0830 - 0845	0	1	13	3	0	0	0	0	17	16.40
0845 - 0900	0	0	27	0	3	0	0	0	30	30.00
Hourly Total	0	1	67	5	4	0	0	0	77	76.40
Hourly Average	0.00	0.25	16.75	1.25	1.00	0.00	0.00	0.00	19.25	19.10
0900 - 0915	0	0	22	0	2	0	0	0	24	24.00
0915 - 0930	0	0	17	0	0	0	0	0	17	17.00
0930 - 0945	0	0	19	0	0	1	0	0	20	20.50
0945 - 1000	0	1	24	3	1	0	0	0	29	28.40
Hourly Total	0	1	82	3	3	1	0	0	90	89.90
Hourly Average	0.00	0.25	20.50	0.75	0.75	0.25	0.00	0.00	22.50	22.48

Session Total	0	2	179	9	18	1	0	0	209	208.30
Session Average	0.00	0.17	14.92	0.75	1.50	0.08	0.00	0.00	17.42	17.36

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.23: Right from B2150 Hulbert Road (North) to Asda Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	23	0	2	0	0	0	26	25.40
1615 - 1630	0	1	18	0	0	0	0	0	19	18.40
1630 - 1645	0	0	17	1	0	0	0	0	18	18.00
1645 - 1700	0	0	19	0	2	0	0	0	21	21.00
Hourly Total	0	2	77	1	4	0	0	0	84	82.80
Hourly Average	0.00	0.50	19.25	0.25	1.00	0.00	0.00	0.00	21.00	20.70
1700 - 1715	0	0	21	0	5	0	0	0	26	26.00
1715 - 1730	0	0	28	0	5	1	0	0	34	34.50
1730 - 1745	0	0	25	0	3	0	0	0	28	28.00
1745 - 1800	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	0	0	88	0	15	1	0	0	104	104.50
Hourly Average	0.00	0.00	22.00	0.00	3.75	0.25	0.00	0.00	26.00	26.13
1800 - 1815	0	0	26	0	2	0	0	0	28	28.00
1815 - 1830	0	0	26	0	1	0	1	0	28	29.30
1830 - 1845	0	0	18	0	0	0	0	0	18	18.00
1845 - 1900	0	0	15	0	4	0	0	0	19	19.00
Hourly Total	0	0	85	0	7	0	1	0	93	94.30
Hourly Average	0.00	0.00	21.25	0.00	1.75	0.00	0.25	0.00	23.25	23.58

Session Total	0	2	250	1	26	1	1	0	281	281.60
Session Average	0.00	0.17	20.83	0.08	2.17	0.08	0.08	0.00	23.42	23.47

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.24: Right from B2150 Hulbert Road (North) to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	1	0	0	0	0	7	7.00
0715 - 0730	0	0	3	1	2	1	0	0	7	7.50
0730 - 0745	0	0	9	0	1	0	0	0	10	10.00
0745 - 0800	0	0	8	0	2	1	0	0	11	11.50
Hourly Total	0	0	26	2	5	2	0	0	35	36.00
Hourly Average	0.00	0.00	6.50	0.50	1.25	0.50	0.00	0.00	8.75	9.00
0800 - 0815	0	0	15	1	6	0	0	0	22	22.00
0815 - 0830	0	0	20	0	1	0	0	0	21	21.00
0830 - 0845	0	0	17	0	5	1	0	0	23	23.50
0845 - 0900	0	0	30	0	3	0	0	0	33	33.00
Hourly Total	0	0	82	1	15	1	0	0	99	99.50
Hourly Average	0.00	0.00	20.50	0.25	3.75	0.25	0.00	0.00	24.75	24.88
0900 - 0915	0	0	21	2	0	0	2	1	26	29.60
0915 - 0930	0	0	33	0	7	0	0	0	40	40.00
0930 - 0945	0	0	16	0	5	0	0	0	21	21.00
0945 - 1000	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	0	87	2	12	0	2	1	104	107.60
Hourly Average	0.00	0.00	21.75	0.50	3.00	0.00	0.50	0.25	26.00	26.90

Session Total	0	0	195	5	32	3	2	1	238	243.10
Session Average	0.00	0.00	16.25	0.42	2.67	0.25	0.17	0.08	19.83	20.26

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.24: Right from B2150 Hulbert Road (North) to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	7	1	0	0	0	0	8	8.00
1615 - 1630	0	0	29	0	4	0	0	0	33	33.00
1630 - 1645	0	0	12	0	6	0	0	0	18	18.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	51	1	10	0	0	0	62	62.00
Hourly Average	0.00	0.00	12.75	0.25	2.50	0.00	0.00	0.00	15.50	15.50
1700 - 1715	0	0	16	0	3	1	0	0	20	20.50
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	6	0	7	0	0	0	13	13.00
1745 - 1800	0	0	18	0	6	0	0	0	24	24.00
Hourly Total	0	0	43	0	16	1	0	0	60	60.50
Hourly Average	0.00	0.00	10.75	0.00	4.00	0.25	0.00	0.00	15.00	15.13
1800 - 1815	0	0	10	0	2	0	0	0	12	12.00
1815 - 1830	0	0	11	0	3	0	0	0	14	14.00
1830 - 1845	0	0	2	0	5	0	0	0	7	7.00
1845 - 1900	0	0	2	0	3	0	0	0	5	5.00
Hourly Total	0	0	25	0	13	0	0	0	38	38.00
Hourly Average	0.00	0.00	6.25	0.00	3.25	0.00	0.00	0.00	9.50	9.50

Session Total	0	0	119	1	39	1	0	0	160	160.50
Session Average	0.00	0.00	9.92	0.08	3.25	0.08	0.00	0.00	13.33	13.38

0700 - 1000 (Weekday AM Peak)

	Movement 2.25: U-Turn from B2150 Hulbert Road (North) to B2150 Hulbert Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	1	0	1	2.30
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	1	0	1	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58

Session Total	0	0	0	0	0	0	1	0	1	2.30
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.08	0.19

1600 - 1900 (Weekday PM Peak)

[illegible][illegible]

Purto Brook ATCs

Report Id
Site Name
Description

054/22
Site 1 of 2
College Road, 125m south of Apollo Drive
Northbound

Thursday 10 February 2022

Time	Hourly Totals	Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation			
		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.4	-	
0100 - 0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	33.5	1.5	
0200 - 0300	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	39.6	0.9	
0300 - 0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.4	-	
0400 - 0500	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	-	38.1	2.4	
0500 - 0600	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	-	33.8	6.2	
0600 - 0700	22	0	2	13	0	5	1	1	0	0	0	0	0	0	0	0	0	3	7	5	4	2	1	0	0	0	45.2	37.4	6.6	
0700 - 0800	69	0	1	49	0	9	2	7	0	0	0	0	1	0	0	0	0	13	37	12	7	0	0	0	0	0	37	33.3	4.2	
0800 - 0900	173	2	3	146	1	16	0	5	0	0	0	0	0	0	1	1	1	30	64	60	12	4	0	0	0	0	38.4	34	5	
0900 - 1000	5	148	0	11	0	9	0	0	0	0	0	0	0	0	0	29	9	1	18	45	19	5	0	0	0	0	36.6	52.9	4.9	
1000 - 1100	89	0	3	63	0	9	0	14	0	0	0	0	0	0	1	0	1	18	45	19	5	0	0	0	0	0	37.5	32.8	4.6	
1100 - 1200	106	1	6	80	1	7	0	9	0	0	1	1	0	0	0	2	0	0	25	50	26	2	1	0	0	0	36.3	32.7	4.8	
1200 - 1300	101	1	4	91	0	5	2	6	0	0	0	0	2	0	0	0	0	0	21	46	26	5	3	0	0	0	37.9	33.8	4.7	
1300 - 1400	88	0	2	73	0	8	0	5	0	0	0	0	0	0	0	0	0	2	10	46	24	5	1	1	0	0	37.9	33.9	4.9	
1400 - 1500	110	1	5	76	1	10	2	15	0	0	0	0	0	0	0	1	2	0	11	57	24	12	1	2	0	0	39.6	34.3	5.7	
1500 - 1600	117	0	4	95	0	14	0	4	0	0	0	0	0	0	0	0	0	1	14	51	36	13	0	0	0	0	36.8	34.7	3.9	
1600 - 1700	92	0	1	80	0	8	0	3	0	0	0	0	0	0	0	0	0	6	37	34	10	3	2	0	0	0	40.1	36.2	4.6	
1700 - 1800	107	0	3	93	0	10	1	0	0	0	0	0	0	0	0	0	0	10	45	37	9	4	0	0	0	0	39.3	34.9	4.6	
1800 - 1900	81	0	0	75	0	6	0	0	0	0	0	0	0	0	0	0	0	10	38	25	7	0	0	0	1	0	38.9	34.6	4.6	
1900 - 2000	53	0	0	48	0	4	0	1	0	0	0	0	0	0	0	0	0	1	5	20	20	4	3	0	0	0	39.9	35.5	5.2	
2000 - 2100	41	0	1	37	0	3	0	0	0	0	0	0	0	0	0	0	0	4	17	15	3	2	0	0	0	0	39.7	35.4	4.7	
2100 - 2200	25	0	0	22	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	10	5	5	1	2	0	0	44.7	37.2	6.7	
2200 - 2300	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	6	4	1	0	0	0	0	42.3	36.6	4.5	
2300 - 0000	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	1	0	0	-	37.7	6.2
0700 - 1900	1281	8	38	1030	3	113	7	77	0	0	1	4	0	0	0	8	4	8	198	594	350	96	19	5	1	0	0	38.3	34.0	4.8
0600 - 2200	1422	8	41	1150	3	128	8	79	0	0	1	4	0	0	0	8	4	8	211	648	395	112	27	8	1	0	0	38.6	34.2	4.9
0600 - 0000	1448	8	41	1175	3	129	8	79	0	0	1	4	0	0	0	8	4	8	211	656	407	116	28	9	1	0	0	38.7	34.2	5.0
0000 - 0000	1463	8	41	1184	3	133	8	79	0	0	1	4	0	0	0	8	4	8	213	660	413	119	28	9	1	0	0	38.7	34.3	5.0

Friday 11 February 2022

Time	Hourly Totals	Cycles	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation					
			Motor Cycles	Car Van	Car Van towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road train	Triple Road train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph				MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	1	0	0	0	-	35.6	5.9	
0100 - 0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34.5	-	
0200 - 0300	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	-	32.6	1.3	
0300 - 0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	33.8	-	
0400 - 0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.4	-	
0500 - 0600	8	1	1	5	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	4	2	0	0	0	0	0	-	31.8	6.2	
0600 - 0700	20	0	0	10	0	6	0	4	0	0	0	0	0	0	0	0	0	2	8	6	2	1	1	0	0	0	43	36.4	5.3	
0700 - 0800	58	0	1	38	0	9	0	10	0	0	0	0	0	0	0	0	0	12	21	20	4	1	0	0	0	0	39.5	34.1	4.8	
0800 - 0900	153	2	4	125	0	18	1	3	0	0	0	0	0	0	0	6	2	1	8	49	59	25	3	0	0	0	0	41.2	35	6.5
0900 - 1000	120	3	3	95	0	12	1	5	0	1	0	0	0	0	0	2	0	0	17	42	43	16	0	0	0	0	39.7	34.7	5.2	
1000 - 1100	76	1	3	54	0	13	0	5	0	0	0	0	0	0	0	1	0	0	7	27	26	14	1	0	0	0	40.7	35.6	5.2	
1100 - 1200	88	0	2	73	0	7	1	5	0	0	0	0	0	0	0	0	0	0	5	40	33	5	2	3	0	0	39.1	35.7	5.1	
1200 - 1300	93	0	3	79	0	10	2	3	0	0	0	0	0	0	0	0	0	8	38	29	13	5	0	0	0	0	41.3	35.5	5	
1300 - 1400	89	0	0	77	1	8	0	2	0	1	0	0	0	0	0	0	0	0	12	37	26	10	3	1	0	0	40.8	35.3	5	
1400 - 1500	99	0	2	77	0	12	2	6	0	0	0	0	0	0	0	0	0	8	42	34	13	2	0	0	0	0	40.3	35.4	4.4	
1500 - 1600	106	0	2	87	0	12	0	4	0	1	0	0	0	0	0	0	0	1	4	32	51	14	4	0	0	0	40.6	36.5	4.5	
1600 - 1700	116	1	2	101	0	10	0	2	0	0	0	0	0	0	0	0	3	7	8	45	40	10	2	1	0	0	39.2	34.3	5.7	
1700 - 1800	94	0	5	80	0	9	0	0	0	0	0	0	0	0	0	0	0	5	7	41	29	9	3	0	0	0	39.8	34.6	5.6	
1800 - 1900	79	0	1	71	2	5	0	0	0	0	0	0	0	0	0	0	0	2	10	27	7	1	1	0	0	0	38.6	33.9	4.9	
1900 - 2000	34	0	0	31	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3	9	13	4	0	1	0	1	40.6	35.6	7.8	
2000 - 2100	35	0	0	32	0	2	0	1	0	0	0	0	0	0	0	0	0	1	3	11	12	7	0	1	0	0	41.3	35.8	5.5	
2100 - 2200	31	0	0	29	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	9	11	5	0	1	0	0	40.8	35.6	5.9	
2200 - 2300	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	3	6	0	1	0	0	1	45.5	39.4	9.6
2300 - 0000	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	1	0	0	0	0	38.5	35.5	3	
0700 - 1900	1171	7	28	953	3	123	7	45	0	3	0	0	0	0	0	9	5	16	111	441	417	140	27	5	0	0	0	39.9	35.1	3.3
0600 - 2200	1291	7	30	1055	3	138	7	50	0	3	0	0	0	0	0	5	20	124	459	158	28	20	9	1	0	0	0	40.2	35.1	5.4
0600 - 0000	1322	7	28	1086	3	138	7	50	0	3	0	0	0	0	0	9	5	21	124	488	470	165	28	10	1	1	1	40.2	35.2	5.5
0000 - 0000	1344	8	29	1103	3	140	7	50	0	3	0	1	0	0	0	0	9	6	21	126	502	474	165	29	10	1	1	40.2	35.2	5.5

Time	Hourly totals	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Worry	Vehicle Speeds										P-Tire %50	Average Speed	Standard Deviation									
							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph				MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	6	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	5.5
0100 - 0200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	41.7	7.3
0200 - 0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0300 - 0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500 - 0600	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	4	3	2	0	0	0	0	0	0	0	35	4.5
0600 - 0700	7	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	35.2	5.9
0700 - 0800	15	0	0	10	0	4	0	1	0	0	0	0	0	0	0	0	6	5	3	1	0	0	0	0	0	0	37.1	32.3
0800 - 0900	51	2	0	43	0	5	0	1	7	11	22	8	0	0	0	0	0	11	22	8	1	0	0	0	0	0	40.3	35.3
0900 - 1000	64	0	0	56	0	9	0	6	15	18	11	0	0	0	0	0	0	25	18	11	0	0	0	0	0	0	41.6	4.7
1000 - 1100	75	0	1	63	0	10	0	0	0	1	0	0	0	0	0	0	0	12	29	26	7	1	0	0	0	0	38.9	34.7
1100 - 1200	98	0	1	90	1	5	0	1	0	0	0	0	0	0	0	0	0	1	22	10	0	1	0	0	0	0	41.1	39.7
1200 - 1300	92	0	1	81	0	9	0	1	0	0	0	0	0	0	0	0	0	6	25	45	12	4	0	0	0	0	41.4	36.6
1300 - 1400	76	0	3	66	0	4	0	0	3	6	25	26	13	3	0	0	0	0	25	26	13	2	0	0	0	0	37	42.8
1400 - 1500	73	0	6	61	0	4	0	1	1	0	0	0	0	0	0	0	0	4	23	39	5	0	2	0	0	0	39.3	36
1500 - 1600	64	0	2	54	0	8	0	0	0	0	0	0	0	0	0	0	0	1	11	20	16	13	2	1	0	0	42.2	35.6
1600 - 1700	71	0	1	65	0	5	0	0	0	0	0	0	0	0	0	0	0	2	5	25	21	15	3	0	0	0	42.7	36.2
1700 - 1800	70	0	0	60	0	7	0	0	0	0	0	0	0	0	0	0	0	0	25	24	10	10	0	0	0	0	39	40.9
1800 - 1900	32	0	3	26	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	8	13	5	1	1	0	0	41.3	36.6

Time	Hourly Totals	Number Vehicle Classes ARX Scheme										Vehicle Speed								P-Tile %	Average Speed	Standard Deviation						
		Cycles	Motor Cycles	Motor Van	Car Van Towing	2 Axle Van Lorry	2 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph				MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	-	33.9	5.4
0100 - 0200	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	-	34.8	2
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	-	58.8	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	1	0	0	-	36.6	7
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	-	34.2	3.5
0800 - 0900	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	1	2	3	2	1	0	1	0	0	0	-	34.8	7.8
0900 - 1000	37	0	1	34	0	2	0	0	0	0	0	0	0	0	0	11	15	4	4	0	0	0	0	0	0	-	39.6	35
1000 - 1100	44	0	1	42	0	1	0	0	0	0	0	0	0	0	0	0	0	4	13	20	5	1	0	1	0	-	40.7	36.4
1100 - 1200	59	0	0	57	0	2	0	0	0	0	0	0	0	0	0	6	19	22	12	0	0	0	0	0	0	-	41	35.8
1200 - 1300	64	0	0	58	0	6	0	0	0	0	0	0	0	0	0	5	27	22	8	2	2	0	0	0	0	-	40.9	35.5
1300 - 1400	98	0	0	96	0	2	0	0	0	0	0	0	0	0	0	9	22	29	3	0	0	0	0	0	0	-	39.8	37.1
1400 - 1500	46	0	0	45	0	1	0	0	0	0	0	0	0	0	0	1	19	21	3	1	1	1	0	0	0	-	40.5	36.3
1500 - 1600	45	0	0	44	0	1	0	0	0	0	0	0	0	0	0	5	13	18	7	0	2	0	0	0	0	-	41.6	36.7
1600 - 1700	41	0	1	37	0	3	0	0	0	0	0	0	0	0	0	1	3	15	18	4	0	0	0	0	0	-	39.4	35.5
1700 - 1800	24	0	0	22	0	2	0	0	0	0	0	0	0	0	0	0	8	12	2	0	0	0	0	0	0	-	38.3	34.5
1800 - 1900	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	2	13	5	3	2	0	0	0	0	-	41	35.5
1900 - 2000	13	0	0	13</																								

Monday 14 February 2022

Time	Hourly Totals	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation				
							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	-	48.5	1.3			
0100 - 0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	-	42.3	1.4			
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-			
0300 - 0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.8	-	-			
0400 - 0500	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.6	-	-			
0500 - 0600	5	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	-	35.1	5.7	-			
0600 - 0700	20	0	1	15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	3	7	6	3	1	0	0	0	42.6	35.4	5.2			
0700 - 0800	53	0	0	34	0	7	3	8	0	0	0	0	0	0	0	0	0	0	1	8	22	20	2	0	0	0	36.8	33.5	3.6			
0800 - 0900	175	0	4	144	1	21	1	4	0	0	0	0	0	0	0	0	0	0	15	74	65	17	4	0	0	0	39.1	35.2	4.1			
0900 - 1000	134	1	6	114	1	10	0	2	0	0	0	0	0	0	0	0	0	0	16	61	47	7	0	1	0	0	38.4	34.1	4.4			
1000 - 1100	84	2	3	62	1	9	0	6	0	1	0	0	0	0	0	0	0	0	16	33	22	9	2	0	0	0	39.8	33.9	5.5			
1100 - 1200	92	0	1	72	1	12	1	4	0	1	0	0	0	0	0	0	0	0	8	35	15	11	1	1	0	0	39.3	34.8	4.7			
1200 - 1300	87	0	2	72	0	7	1	5	0	0	0	0	0	0	0	0	0	0	1	15	36	21	10	3	0	0	40.5	34.8	5.5			
1300 - 1400	86	0	2	69	0	11	1	3	0	0	0	0	0	0	0	0	0	0	2	13	29	32	9	1	0	0	38.9	34.9	4.7			
1400 - 1500	86	0	4	68	0	11	1	1	0	0	0	0	0	0	0	0	0	0	3	6	28	36	12	1	0	0	40	35.7	4.5			
1500 - 1600	140	0	4	121	0	12	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15	53	53	12	3	1	0	39.2	35	4.7		
1600 - 1700	117	0	3	99	0	15	0	0	0	0	0	0	0	0	0	0	0	0	6	7	61	33	9	0	1	0	0	37.9	34.2	4.6		
1700 - 1800	103	0	3	89	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	38	43	14	4	1	0	0	41.5	36.4	4.9			
1800 - 1900	60	0	0	53	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	2	7	24	20	4	2	0	0	38.2	33.9	5.2		
1900 - 2000	38	0	0	35	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	18	9	6	1	0	0	0	40.7	35.1	4.2			
2000 - 2100	26	0	3	20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11	6	4	2	0	0	43.1	36	5.3			
2100 - 2200	30	0	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	9	15	3	0	2	0	0	42.3	37.9	6.1			
2200 - 2300	16	0	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	3	1	0	0	0	41.5	36.5	4.8			
2300 - 0000	9	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	-	37.8	5.8	-		
0700 - 1900	1217	3	32	997	4	133	8	36	1	2	0	1	0	0	0	0	0	0	4	21	127	514	407	116	21	5	1	0	39.2	34.8	4.7	
0600 - 2200	1331	3	36	1095	5	143	9	36	1	2	0	1	0	0	0	0	0	0	1	21	138	559	443	132	25	5	3	0	39.4	34.9	4.8	
0600 - 0000	1353	3	38	1115	5	143	9	36	1	2	0	1	0	0	0	0	0	0	1	21	135	568	449	137	27	5	3	0	39.6	34.9	4.8	
0000 - 0000	1364	3	38	1123	5	145	9	36	1	2	0	2	0	0	0	0	0	0	1	4	21	141	570	450	140	29	5	3	0	39.6	34.9	4.8

Tuesday 15 February 2022

Time	Hourly Totals	Cycles	Motor Cycles	Car Van	Car Van Towing	Axle Van Lorry	Number Vehicle Classes ARX Scheme							Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation						
							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	2	0	0	-	45.9	9.6			
0100 - 0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.1	-				
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0300 - 0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	32.9	-				
0400 - 0500	5	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	-	39.3	5.5				
0500 - 0600	14	0	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	5	1	0	0	0	0	42.8	34.3	6.5			
0600 - 0700	22	0	1	17	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	13	2	0	1	0	0	41.8	37	5.4			
0700 - 0800	12	0	0	47	0	12	3	9	0	0	0	0	0	0	0	0	0	0	0	15	29	23	3	1	0	0	0	36.5	33.7	4.5			
0800 - 0900	170	1	5	145	0	12	2	4	0	1	0	0	0	0	0	0	0	0	0	1	11	72	68	16	2	0	0	0	39.4	35.2	3.9		
0900 - 1000	162	1	4	123	0	22	3	8	0	1	0	0	0	0	0	0	0	0	0	0	11	39	6	0	0	0	0	0	37.3	33.2	4.2		
1000 - 1100	91	0	3	72	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14	47	26	1	0	0	0	0	36.5	32.9	3.5		
1100 - 1200	80	0	2	56	0	13	1	8	0	0	0	0	0	0	0	0	0	0	0	0	20	35	16	8	0	1	0	0	38.8	33.5	5		
1200 - 1300	82	0	1	72	1	7	0	0	0	0	1	0	0	0	0	0	0	0	0	2	8	38	28	5	1	0	0	0	38.4	34.3	4.3		
1300 - 1400	89	0	1	70	0	10	2	6	0	0	0	0	0	0	0	0	0	0	0	0	21	29	0	0	0	0	0	0	39.1	34.3	5		
1400 - 1500	104	0	2	81	0	12	2	6	0	1	0	0	0	0	0	0	0	0	0	2	13	46	33	10	0	0	0	0	38.6	34.2	4.3		
1500 - 1600	135	0	0	118	0	11	0	6	0	0	0	0	0	0	0	0	0	0	0	2	32	56	36	9	0	0	0	0	38.1	33.2	4.5		
1600 - 1700	104	0	1	89	1	11	0	2	0	0	0	0	0	0	0	0	0	0	0	7	54	32	10	1	0	0	0	0	39	34.7	3.9		
1700 - 1800	114	0	2	103	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	40	36	12	4	1	0	0	40	34.9	5.2		
1800 - 1900	59	0	1	53	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13	27	15	3	1	0	0	0	0	37.9	33.2	4.5		
1900 - 2000	41	0	0	38	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	20	12	5	0	0	0	0	39.3	34.3	4.7		
2000 - 2100	37	0	1	31	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	14	14	5	1	1	0	0	41.9	36.3	5.5		
2100 - 2200	22	0	0	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	5	5	0	0	0	0	42.1	36.7	6.9		
2200 - 2300	22	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	6	6	0	0	0	0	0	41.7	36	4.6		
2300 - 0000	11	0	0	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	4	1	1	0	0	0	42.4	36	5.7		
0700 - 1900	1262	2	22	1029	2	137	13	52	0	4	0	1	0	0	0	0	0	0	0	1	217	546	480	90	13	0	0	0	38.4	34.0	4.4		
1300 - 1800	2	24	2	159	2	159	13	52	16	0	13	2	0	0	0	0	0	0	0	0	581	424	160	17	14	2	4	0	38.6	34.2	4.6		
0600 - 2200	1417	2	24	1188	2	151	13	52	1	4	1	1	2	0	0	0	0	0	0	1	216	229	802	424	114	15	4	0	0	38.7	34.2	4.6	
0600 - 0000	1444	2	24	1188	2	155	13	52	1	4	1	1	2	0	0	0	0	0	0	1	0	16	233	608	443	117	18	4	4	0	38.8	34.3	4.7

Wednesday 16 February 2022

Time	Hourly totals	Cycles	Motor Cycles	Car Van	Car van Towing	2 Axle van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation						
							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	-	35.6	3.8				
0100 - 0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	48.4	-				
0200 - 0300	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	-	38.4	7.1				
0300 - 0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	-	41.9	1.5				
0400 - 0500	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	-	41.7	8.1				
0500 - 0600	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	1	0	0	0	-	36.4	5.1				
0600 - 0700	33	0	1	24	0	7	1	0	0	0	0	0	0	0	0	0	0	0	1	5	16	9	2	0	0	0	42.3	38.5	4.8				
0700 - 0800	101	0	0	73	0	13	1	14	0	0	0	0	0	0	0	0	0	0	9	36	34	18	3	1	0	0	42.1	36.4	4.9				
0800 - 0900	155	1	1	135	0	12	1	4	0	1	0	0	0	0	0	0	0	1	17	63	54	19	0	0	0	0	39.7	34.9	4.2				
0900 - 1000	153	1	5	125	0	13	0	8	0	0	0	0	0	0	0	0	0	0	21	66	56	8	1	1	0	0	38.6	34.6	4				
1000 - 1100	87	0	0	69	0	8	2	7	0	0	0	0	0	0	0	0	0	0	12	31	34	8	2	0	0	0	39.8	34.9	4.5				
1100 - 1200	705	0	1	62	1	70	0	9	0	0	0	0	0	0	0	0	0	0	17	49	35	4	0	0	0	0	37.7	33.6	3.7				
1200 - 1300	82	0	3	62	0	12	1	4	0	0	0	0	0	0	0	0	0	0	1	15	37	21	7	1	0	0	38.6	33.9	4.4				
1300 - 1400	82	1	1	65	0	7	0	6	2	0	0	0	0	0	0	0	0	0	1	12	46	21	1	0	0	0	36.8	32.7	4.1				
1400 - 1500	107	0	1	86	0	11	1	8	0	0	0	0	0	0	0	0	0	0	3	13	45	37	5	4	0	0	0	38.7	34.4	4.7			
1500 - 1600	123	0	2	102	0	11	1	7	0	0	0	0	0	0	0	0	0	0	2	9	52	42	16	2	0	0	0	39.7	35.1	4.3			
1600 - 1700	120	0	1	107	0	9	0	2	0	1	0	0	0	0	0	0	0	0	0	1	17	58	34	8	2	0	0	0	37.8	34.1	4.2		
1700 - 1800	85	0	3	75	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	13	40	26	4	1	0	0	0	37.9	33.9	4.2			
1800 - 1900	54	0	1	49	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	25	18	4	1	0	0	0	38.8	34.6	4.1			
1900 - 2000	46	1	0	42	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23	8	4	4	3	0	0	45.5	36.2	6.8			
2000 - 2100	37	0	1	33	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	14	9	6	2	1	0	0	43.1	36.1	5.8			
2100 - 2200	26	0	1	22	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	9	5	1	0	0	0	41.5	35.8	5.3			
2200 - 2300	16	0	2	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	4	1	1	2	0	0	48.4	37.1	7.4			
2300 - 0000	8	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	1	1	0	0	-	40.7	10.7	-		
0700 - 1900	1252	3	19	1030	1	117	7	69	2	2	0	2	0	0	0	0	0	1	1	10	161	548	410	102	17	2	0	0	38.7	34.5	4.3		
0600 - 2200	1394	4	22	1151	1	133	8	69	2	2	0	2	0	0	0	0	0	0	1	11	176	596	452	126	26	6	0	0	39.0	34.7	4.6		
0600 - 0000	1418	4	25	1171	1	134	8	69	2	2	0	2	0	0	0	0	0	0	1	11	177	605	457	128	28	9	1	0	0	39.1	34.8	4.7	
0000 - 0000	1438	4	25	1190	1	135	8	69	2	2	0	2	0	0	0	0	0	0	1	1	11	177	612	463	131	32	9	1	0	0	39.2	34.8	4.7

Virtual Day (7.00)

Time	Hourly Totals	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme							Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation		
							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph			MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	5	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	-	39.1	7.7		
0100 - 0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	37.3	6.3		
0200 - 0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	35.4	5.1		
0300 - 0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	38	9.6		
0400 - 0500	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	38.2	6		
0500 - 0600	8	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	1	0	0	0	0	-	34.7	5.8		
0600 - 0700	18	0	1	12	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	2	5	7	3	1	0	0	0	43.1	37	5.5		
0700 - 0800	53	0	0	36	0	8	1	7	0	0	0	0	0	0	0	0	0	0	9	22	16	5	1	0	0	0	0	39.1	34.3	4.6		
0800 - 0900	127	1	2	107	0	12	1	3	0	0	0	0	0	0	0	0	0	0	1	1	13	48	47	14	2	0	0	0	39.6	34.9	4.9	
0900 - 1000	117	1	4	95	0	11	1	5	0	0	0	0	0	0	0	0	0	0	0	1	11	35	27	9	3	0	0	0	38.5	34	4.6	
1000 - 1100	78	0	2	61	0	9	0	5	0	0	0	0	0	0	0	0	0	0	0	1	12	32	25	7	1	0	0	0	39.1	34.3	4.8	
1100 - 1200	84	0	2	67	1	8	0	5	0	0	0	0	0	0	0	0	0	0	0	0	13	38	24	7	1	1	0	0	0	38.7	34.3	4.8
1200 - 1300	86	0	2	72	0	8	1	3	0	0	0	0	0	0	0	0	0	0	0	1	11	35	27	9	3	0	0	0	39.6	34.9	4.8	
1300 - 1400	81	0	1	68	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	34	26	7	1	1	0	0	39	34.7	4.9	
1400 - 1500	89	0	3	71	0	9	1	5	0	0	0	0	0	0	0	0	0	0	0	1	8	37	32	9	1	1	0	0	0	39.4	35	4.7
1500 - 1600	104	0	2	89	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	1	13	40	36	12	2	1	0	0	0	39.6	35	4.7
1600 - 1700	94	0	1	83	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	42	30	9	2	1	0	0	0	39.3	34.8	4.8
1700 - 1800	85	0	2	75	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	34	29	9	3	1	0	0	0	39.7	35.1	5
1800 - 1900	56	0	1	50	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	23	18	5	1	0	0	0	0	38.8	34.4	4.8
1900 - 2000	36	0	0	33	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	15	11	4	2	1	0	0	0	41	35.7	5.8
2000 - 2100	32	0	1	28	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13	10	5	1	0	0	0	0	41.6	35.8	5.2
2100 - 2200	24	0	0	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	9	4	0	0	1	0	0	41.8	36.5	6
2200 - 2300	17	0	1	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	4	3	1	0	0	0	0	42.4	36.9	6.6
2300 - 0000	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	37.2	5.7	
0700 - 1900	1054	4	23	873	2	103	6	41	1	2	0	0	1	0	0	0	0	0	3	2	11	134	435	346	101	18	5	0	0	39.3	34.7	4.8
0600 - 2200	1164	2	23	967	2	119	6	42	1	2	0	3	2	12	14	4	214	352	11	117	14	132	11	22	12	1	0	0	39.9	34.8	4.9	
0600 - 0000	1190	4	23	991	2	110	6	42	1	2	0	3	2	13	14	4	483	391	122	23	7	2	0	0	0	0	0	0	39.5	34.9	4.9	
0000 - 0000	1210	4	26	1008	2	117	6	42	1	2	0	3	2	13	147	489	397	124	24	8	2	2	0	0	0	0	0	0	39.6	34.9	5.0	

Virtual Week (1.00)

Time	Hourly Totals	Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
Mon	1364	3	38	1123	5	145	9	36	1	2	0	2	0	0	0	1	4	21	141	570	450	140	29	5	3	0	0	39.6	34.9	4.8
Tue	1444	2	24	1188	2	155	13	52	1	4	1	2	0	0	0	1	0	16	233	608	443	117	18	4	4	0	0	38.8	34.3	4.7
Wed	1438	4	25	1190	1	135	8	69	2	2	0	2	0	0	0	1	1	11	177	612	463	131	32	9	1	0	0	39.2	34.8	4.7
Thu	1463	8	41	1184	3	133	8	79	0	0	1	6	0	0	0	8	4	6	213	660	413	119	28	9	1	0	0	38.7	34.3	5
Fri	1344	8	29	1103	3	140	7	50	0	3	0	1	0	0	0	9	6	21	126	502	474	165	29	10	0	1	1	40.2	35.2	5.5
Sat	884	2	20	762	1	91	0	5	2	1	0	0	0	0	0	0	1	7	97	280	330	133	22	12	2	0	0	41.1	36	5.2
Sun	530	0	4	504	0	22	0	0	0	0	0	0	0	0	0	0	0	5	44	194	205	63	11	5	3	0	0	40.1	35.7	4.9
	8467	27	181	7054	15	821	45	291	6	12	2	13	0	0	0	20	16	89	1031	3426	2778	868	169	54	14	1	1	39.6	34.9	5.0

Total

Time	Hourly Totals	Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
	8467	27	181	7054	15	821	45	291	6	12	2	13	0	0	0	20	16	89	1031	3426	2778	868	169	54	14	1	1	39.6	34.9	5.0

Pulbrook ATCs

Report Id 054/22
Site Name Site 1 of 2
Description College Road, 125m south of Apollo Drive
Direction Southbound

Thursday 10 February 2022

Time	Hourly Totals	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation			
		00-15	15-30	30-45						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	MPH 0 <10mph						MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph		
0000-0100	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.1	5.2			
0100-0200	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	-	41.8	0.7			
0200-0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	38.8	2.1			
0300-0400	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	37	1.7			
0400-0500	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	-	43.9	3			
0500-0600	21	2	5	8	6	0	0	2	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	4	8	3	0	0	0	45.6	39.3	5.1			
0600-0700	46	5	11	12	18	0	1	39	0	6	0	0	0	0	0	0	0	0	0	0	0	0	5	12	14	11	2	2	0	0	43.3	37.4	5.9			
0700-0800	75	15	17	21	22	0	1	52	0	16	1	5	0	0	0	0	0	0	0	0	0	0	1	3	26	28	12	4	1	0	0	40.8	36.7	4.8		
0800-0900	140	31	25	46	38	0	0	113	0	16	2	6	0	0	0	0	0	0	0	0	0	0	10	38	58	29	7	0	0	0	41.5	36.9	4.7			
0900-1000	161	36	58	40	27	0	1	127	1	17	2	12	0	0	0	1	0	0	0	0	0	0	9	63	67	20	1	1	0	0	39.8	35.8	4.1			
1000-1100	103	23	24	25	31	0	2	79	0	10	1	10	0	0	0	1	0	0	0	0	0	0	11	42	36	12	1	0	1	0	39.5	35.2	4.6			
1100-1200	119	34	25	25	35	0	4	90	0	13	0	12	0	0	0	0	0	0	0	0	0	0	9	42	54	13	0	0	1	0	39.4	35.8	4.3			
1200-1300	145	37	38	42	28	0	2	119	4	12	0	7	0	0	0	1	0	0	0	0	0	1	19	49	58	13	4	1	0	0	39.3	35.3	4.8			
1300-1400	131	33	34	36	28	0	6	104	0	11	0	8	0	0	0	0	2	0	0	0	0	0	1	10	41	58	16	2	0	0	39.9	35.7	5.3			
1400-1500	127	29	27	32	39	0	1	97	1	13	3	11	0	1	0	0	0	0	0	0	0	0	2	10	34	54	22	4	1	0	0	41.3	36.4	4.8		
1500-1600	159	48	39	38	34	2	3	122	1	18	2	9	0	0	0	2	0	0	0	0	0	0	1	0	21	50	64	18	2	1	1	0	39.5	35.2	5.2	
1600-1700	160	54	55	46	3	13	167	0	23	0	9	0	0	0	0	0	0	0	0	0	0	0	2	0	23	64	85	29	6	1	2	40.8	36	6.1		
1700-1800	116	34	35	29	18	1	2	104	0	8	0	0	0	0	0	1	0	0	0	0	0	0	1	0	12	26	48	19	5	2	1	1	41.4	37.4	6.5	
1800-1900	101	32	26	23	20	1	0	92	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	30	33	21	4	1	0	1	41.9	36.9	5.9	
1900-2000	70	24	19	14	13	0	0	64	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19	30	15	2	1	0	0	40.6	37.3	4.4		
2000-2100	77	24	17	18	18	0	1	72	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	27	30	9	1	0	0	0	39.6	35.2	4.3		
2100-2200	54	26	11	8	9	0	3	50	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	20	26	2	5	0	0	0	0	39.8	36.8	4.8		
2200-2300	20	8	4	3	5	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	8	3	2	0	0	0	41	37.6	5.2		
2300-0000	6	0	1	4	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	2	0	0	-	39.5	6.7			
0700-1900	1592	412	402	412	366	7	35	1266	7	165	11	89	0	1	1	10	0	0	0	0	0	3	5	6	147	503	643	224	40	9	6	5	1	40.6	36.8	5.2
0600-2200	1839	491	460	464	424	7	40	1491	8	181	11	89	0	1	1	10	0	0	0	0	0	3	5	6	166	581	743	281	50	12	6	5	1	40.6	36.1	5.1
0600-0600	1865	499	465	471	430	7	40	1515	8	183	11	89	0	1	1	10	0	0	0	0	0	3	5	6	168	588	752	285	54	12	6	5	1	40.6	36.1	5.2
0000-0000	1899	506	476	481	436	7	42	1545	8	185	11	89	0	1	1	10	0	0	0	0	0	3	5	6	169	594	762	277	59	12	6	5	1	40.7	36.2	5.2

Friday 11 February 2022

Time	Hourly Totals	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme				4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation					
		00-15	15-30	30-45						45-60	3 Axle Rigid	4 Axle Rigid	5 Axle Rigid						6 Axle Rigid	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph		
0000-0100	10	0	3	4	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.9	5.1				
0100-0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	36.6	-				
0200-0300	4	1	0	2	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	-	38.4	8.6				
0300-0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	37.5	6.3				
0400-0500	3	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	-	36.4	4				
0500-0600	16	10	1	2	15	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	1	1	0	0	0	0	0	48.1	38.6	8.3				
0600-0700	39	4	8	7	20	1	2	31	0	5	0	0	0	0	0	0	0	0	0	0	0	2	7	13	11	2	3	0	0	0	42.7	37.9	7.6				
0700-0800	79	12	19	18	30	0	3	57	0	13	2	3	0	0	0	0	0	0	0	0	0	1	0	2	3	21	33	17	3	0	0	41.6	36.8	4.9			
0800-0900	131	18	30	49	34	0	2	107	0	14	1	4	0	0	0	0	0	0	0	0	0	3	6	20	60	35	8	2	0	0	0	41.8	38.1	4.5			
0900-1000	132	37	41	29	25	0	1	110	0	14	3	3	0	0	0	0	0	0	0	0	0	0	1	5	34	65	23	3	1	0	0	0	41.4	36.9	4.3		
1000-1100	103	23	18	21	41	0	4	78	0	10	1	9	0	0	0	0	0	0	0	0	0	0	8	25	45	19	4	2	0	0	0	41.7	37.1	4.9			
1100-1200	103	28	21	26	28	1	2	82	0	13	2	2	0	1	0	0	0	0	0	0	0	0	6	32	48	15	1	0	0	0	0	40.2	36	4.5			
1200-1300	148	34	31	43	40	1	4	122	1	15	1	2	0	1	0	0	0	0	0	0	0	1	0	9	28	68	35	5	1	1	0	0	42.1	37.4	5.1		
1300-1400	115	29	34	32	20	0	5	87	0	15	3	5	0	0	0	0	0	0	0	0	0	0	1	5	32	50	19	5	0	2	1	0	42.8	37.4	5.8		
1400-1500	146	28	27	37	54	0	2	123	4	11	1	3	0	0	0	0	0	0	0	0	0	0	9	43	65	21	5	1	2	0	0	40.8	36.8	5			
1500-1600	168	42	36	47	43	0	3	138	0	17	0	10	0	0	0	0	0	0	0	0	0	0	0	17	49	72	21	9	0	0	0	40.4	36.4	4.8			
1600-1700	173	40	39	28	28	0	1	173	0	19	28	18	0	0	0	0	0	0	0	0	0	0	1	59	87	18	5	0	0	0	0	40.5	36.8	5.3			
1700-1800	113	27	40	20	26	1	1	97	0	10	0	3	0	0	0	0	0	0	0	0	0	1	6	26	51	21	4	3	0	0	0	42.6	37.2	4.7			
1800-1900	58	17	21	11	17	0	0	57	0	11	0	2	0	0	0	0	0	0	0	0	0	0	18	29	10	4	1	0	0	0	0	42.5	37.4	5.1			
1900-2000	53	14	19	10	10	0	0	47	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	3	5	18	19	9	1	0	0	0	40.9	35.4	5		
2000-2100	63	27	6	18	12	0	1	57	0	4	0	0	0	0	0	0	0	0	0	0	0	0	18	29	6	2	2	1	1	1	0	41.9	37.4	6.5			
2100-2200	35	13	3	6	13	0	0	35	1	3	0	0	0	0	0	0	0	0	0	0	0	0	11	6	12	1	1	0	0	0	0	45.3	38.1	5			
2200-2300	34	11	12	7	4	1	0	30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	7	13	5	2	2	2	1	0	0	45.6	37.7	8.2		
2300-0000	14	2	3	5	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	4	2	0	0	0	0	47.8	40.8	5.2			
0700-1900	1479	334	344	391	360	0	4	338	198	6	116	35	368	4	9	2	1	0	0	0	0	0	81	347	478	254	59	13	0	0	0	41.4	38.9	52			
0600-2200	1669	392	406	433	438	5	45	1364	6	174	15	48	0	2	1	9	0	0	0	0	0	0	3	5	19	88	453	177	286	69	4	4	4	41.4	36.9	5.3	
0600-2300	1669	407	443	443	447	6	45	1408	6	177	15	48	0	2	1	9	0	0	0	0	0	0	4	5	19	89	191	462	178	73	25	1	1	41.7	37.9	5.4	
0600-0000	1733	409	429	458	457	6	45	1443	6	178	15	48	0	2	1	9	0	0	0	0	0	0	4	5	10	103	476	172	301	79	20	8	4	4	41.6	37.0	5.4

Saturday 12 February 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation						
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph				MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph
0000-0100	6	1	2	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.6	6.7		
0100-0200	8	5	0	1	2	0	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	43.5	4		
0200-0300	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.1	10.9		
0300-0400	4	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.6	7.6		
0400-0500	4	1	0	2	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.5	10.1		
0500-0600	7	2	1	3	1	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.1	6		
0600-0700	17	2	3	4	8	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	43.4	36.3	6.3	
0700-0800	45	9	15	8	13	0	1	32	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.5	37.1	4.8	
0800-0900	66	13	19	15	19	0	0	56	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.8	6.4	6.4	
0900-1000	91	16	24	27	24	0	0	80	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.6	36.4	4.6	
1000-1100	119	25	31	37	26	0	0	108	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.9	36.2	3.8	
1100-1200	96	25	23	21	27	0	1	82	0	9	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.9	36	3.6	
1200-1300	117	31	21	36	29	1	1	105	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.7	36.9	4.6	
1300-1400	86	18	23	26	19	0	1	77	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	42.3	37.1	5.8	
1400-1500	89	22	19	24	24	0	5	77	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.8	36.8	5.5	
1500-1600	94	24	21	34	15	1	5	81	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	42.3	37.2	5.9	
1600-1700	86	19	26	23	18	0	1	75	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	44.1	38	6.3	
1700-1800	62	17	22	10	13	1	2	52	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.1	36.4	5.8	
1800-1900	50	12	13	14	11	0	1	43	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	42.1	37.2	5.6	
1900-2000	41	12	15	9	5	0	1	36	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	42.1	36.6	4.7	
2000-2100	26	10	5	8	3	0	2	19	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.3	36.1	4.8	
2100-2200	33	2	14	9	6	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	42.1	37.8	7	
2200-2300	27	8	4	9	6	0	1	22	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	44.1	38.1	7.9	
2300-0000	20	3	6	6	3	0	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	43.5	37.5	6.8	
1001-1900	1704	281	327	345	275	3	18	877	1	109	6	5	6	2	6	4	6	6	6	1	3	5	64	293	413	169	34	12	3	4	6	41.3	36.8	5.2
0600-2200	1118	257	294	305	262	3	21	970	1	112	6	5	0	2	6	4	6	6	6	1	3	7	71	330	459	188	38	13	3	4	1	41.3	36.8	5.2
0600-0000	1165	268	304	322	271	3	23	1010	1	117	6	5	0	2	6	4	6	6	6	1	3	8	75	338	472	204	39	15	3	5	1	41.5	36.9	5.4
0000-0000	1197	277	311	332	277	3	24	1038	1	120	6	5	0	2	6	4	6	6	6	1	3	9	75	345	480	214	44	17	3	5	1	41.8	37.8	5.4

Sunday 13 February 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation		
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	2 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph
0000-0100	5	0	1	2	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.1	4.6	
0100-0200	4	0	2	1	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.4	1.3	
0200-0300	8	2	0	2	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	-	38.4	8	
0300-0400	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.7	0.6	
0400-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500-0600	3	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.2	7.3	
0600-0700	9	2	2	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.4	4.2	
0700-0800	16	5	2	1	8	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	39.2	3.6	
0800-0900	29	5	1	11	12	0	0	26	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	36.4	5.8
0900-1000	28	6	9	8	5	0	0	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	38.7	5.7	
1000-1100	76	14	20	24	18	1	0	72	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	37.3	5.6	
1100-1200	92	21	26	21	24	0	1	88	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	36.7	5.2	
1200-1300	80	24	19	13	24	0	0	75	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	36.7	4	
1300-1400	79	13	21	21	24	0	0	74	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	36.4	3.7	
1400-1500	68	17	18	13	20	0	0	65	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	36.2	5.1	
1500-1600	57	14	14	14	15	0	1	54	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	36.6	4.1	
1600-1700	40	17	9	8	6	1	1	37	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	36.2	5	
1700-1800	29	10	10	4	5	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	36.9	7.8	
1800-1900	38	9	15	6	6	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	36.8	5.9	
1900-2000	40	23	8	7	4	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	37.1	5.8	
2000-2100	26	6	8	4	8	0	0	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	34.8	4	
2100-2200	16	4	5	4	4	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	36.5	4.2	
2200-2300	7	2	2	2	1	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	4.6	4.8
2300-0000	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	5.4	4.2
6000-0000	638	155	164	144	144	2	2	3	167	983	5	144	277	193	38	2	170	277	333	118	12	5	0	0	0	0	0	0	0	0	41.4	36.7	5.8	
0600-0200	707	175	183	165	184	2	5	683	0	37	0	0	0	0	0	0	1	2	5	43	188	355	123	21	6	2	1	0	0	0	41.4	36.7	5.8	
0600-0800	716	177	185	169	185	2	5	671	0	38	0	0	0	0	0	0	1	2	5	43	200	308	124	23	7	2	1	0	0	0	41.4	36.7	5.8	
0600-0900	738	189	191	171	192	2	5	692	0	39	0	0	0	0	0	0	1	2	5	44	206	319	126	25	8	3	1	0	0	0	41.4	36.7	5.8	

Time	Hourly Totals	Time Bin				Cycles	Motor Cycles	Car Vans	Car Van Trailers	2 Axle Vans	Number Vehicle Classes ARX Scheme				Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00						10 MPH <10mph	MPH 10 <10mph	MPH 15 >20mph	MPH 20 >20mph			MPH 25 >20mph	MPH 30 >20mph	MPH 35 >20mph	MPH 40 >40mph	MPH 45 >40mph	MPH 50 >50mph	MPH 55 >50mph	MPH 60 >60mph	MPH 65 >60mph				
0000 - 0100	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	41.1	13.7
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.7	6.7
0200 - 0300	3	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	38.6	6.7
0300 - 0400	6	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	42.4	-
0400 - 0500	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	38.6	23.9
0500 - 0600	5	2	5	6	0	0	0	15	0	0	0	0	0	0	0	0	5	5	9	2	2	0	0	0	0	0	-	47	38.9
0600 - 0700	46	7	8	10	21	0	0	39	0	0	0	0	0	0	0	0	6	11	17	9	2	0	0	0	0	0	-	42.3	36.1
0700 - 0800	25	17	11	15	11	0	1	55	1	0	0	0	0	0	0	0	14	19	37	14	0	0	0	0	0	0	-	41.1	37.2
0800 - 0900	138	29	28	52	29	0	1	116	0	15	1	4	0	0	0	1	0	33	60	31	7	0	0	0	0	0	-	42.4	37.4
0900 - 1000	180	40	62	50	28	0	1	148	1	25	1	3	0	0	0	0	1	2	17	79	59	16	4	0	0	0	-	39	34.7
1000 - 1100	133	22	39	62	29	0	0	112	18	33	22	19	6	0	0	0	9	38	43	39	23	1	0	0	0	0	-	41.4	36.1
1100 - 1200	99	32	24	21	0	3	76	70	11	11	6	0	0	0	0	2	0	32	40	13	4	1	0	0	0	0	-	40.9	36.5
1200 - 1300	142	38	28	45	31	0	5	120	0	13	1	3	0	0	0	0	2	5	55	51	20	6	2	1	0	0	-	42	36.5
1300 - 1400	131	40	28	34	25	0	3	121	9	40	28	14	5	0	0	0	5	47	53	9	0	0	0	0	0	0	-	39	35.3
1400 - 1500	143	28	32	29	54	0	6	110	1	17	2	6	0	0	0	0	13	50	55	18	4	2	1	0	0	0	-	40.2	36
1500 - 1600	147	38	29	7	18	0	5	118	0	38	29	7	0	0	0	0	56	56	33	22	4	0	0	0	0	0	-	41.1	36.2
1600 - 1700	128	55	49	60	54	0	9	186	1	16	2	4	0	0	0	0	16	80	79	34	5	3	0	0	0	0	-	41.2	36.1
1700 - 1800	125	47	29	25	0	5	104	1	13	0	0	1	0	0	0	0	8	38	40	26	6	2	4	0	0	0	-</		

Time	Hourly Totals	00-15	15 Minute Brk Down		45-60	Cycles	Number Vehicle Classes ART Scheme										Double		Triple		Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45			Motor Cycles	Motor Van	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Van Lorry	4 Axle Rigid	5 Axle Rigid	6 Axle Artic	7 Axle Artic	8 Axle Artic	Double Train	Triple Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.1	8.7		
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0300 - 0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.9	7.5			
0400 - 0500	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	-	38.4	2.7			
0500 - 0600	1	4	4	0	0	2	22	19	1	2	19	1	4	2	6	8	7	7	3	0	0	0	0	0	0	0	0	46.3	38.4	6.4			
0600 - 0700	39	4	10	11	14	1	0	0	0	0	0	0	0	0	0	1	0	6	8	14	10	0	0	0	0	0	0	41.7	35.8	5.6			
0700 - 0800	83	14	25	26	18	0	1	88	0	11	1	0	0	0	0	2	0	0	0	3	33	38	6	2	1	0	0	39.3	35.7	4.1			
0800 - 0900	165	25	53	47	3	0	1	141	16	25	3	43	6	3	43	6	3	43	6	114	24	0	0	0	0	0	0	40.9	36.6	4.3			
0900 - 1000	154	46	47	32	29	1	2	124	1	16	2	0	0	0	0	2	0	0	0	4	16	63	49	16	5	1	0	39.5	35.1	5			
1000 - 1100	120	26	28	24	42	0	1	99	1	12	4	0	0	0	0	0	0	0	0	19	50	36	12	1	0	0	38.8	34.6	4.4				
1100 - 1200	28	24	28	24	24	0	1	97	4	15	1	0	0	0	0	0	0	0	0	40	30	11	3	0	0	0	40.1	35	4.6				
1200 - 1300	128	30	27	35	36	0	2	107	0	12	1	4	0	0	0	2	0	1	15	48	44	13	5	2	0	0	40	35.5	5.1				
1300 - 1400	135	44	39	34	40	0	0	135	28	44	3	16	0	0	0	1	0	14	49	51	51	14	0	0	0	0	40.3	35.5	4.5				
1400 - 1500	140	22	31	45	42	0	3	112	0	2	6	0	0	0	0	1	0	0	1	3	17	47	54	14	2	2	0	39.8	35.2	4.1			
1500 - 1600	165	48	36	47	34	1	2	135	1	16	0	0	0	0	0	0	0	1	1	20	56	66	66	0	0	0	39.2	35	4.7				
1600 - 1700	167	43	1700	67	6	0	199	67	43	1700	67	0	0	0	0	0	0	0	0	1	91	168	187	17	0	0	0	38.5	34.7	2.1			

Wednesday 16 February 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation					
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	
0000-0100	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	34.2	2.5			
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0200-0300	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.8	5				
0300-0400	5	2	1	0	0	0	0	5	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.3	6.3				
0400-0500	7	1	2	3	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	40.5	3.8				
0500-0600	18	1	3	6	6	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	6	7	3	0	0	0	0	0	43.5	4.7				
0600-0700	44	8	7	10	19	0	0	36	0	8	0	0	0	0	0	0	0	0	0	0	0	1	4	12	15	11	1	0	0	0	42.6	5.4			
0700-0800	82	12	20	26	24	0	0	64	0	14	1	3	0	0	0	0	0	0	0	0	0	3	23	39	15	2	0	0	0	0	41.1	37	4.1		
0800-0900	156	23	29	67	37	0	1	129	0	15	1	8	0	0	0	2	0	0	0	0	0	7	50	73	18	6	2	0	0	0	40.4	26.7	4.2		
0900-1000	160	33	52	42	33	0	1	131	2	13	1	11	0	0	0	0	0	0	0	0	2	15	61	63	16	3	0	0	0	0	39.7	35.3	4.4		
1000-1100	105	20	23	25	37	0	1	80	0	13	1	8	0	0	0	0	0	0	0	0	0	2	6	39	44	12	2	0	0	0	39.9	35.5	4.2		
1100-1200	145	38	38	36	33	0	4	112	0	16	1	10	0	1	0	0	0	0	0	0	1	21	45	53	16	6	1	0	0	0	40.2	35.2	5.4		
1200-1300	136	31	31	40	34	1	3	115	1	15	0	1	0	0	0	0	0	0	0	0	0	12	46	59	14	4	0	0	0	0	39.5	35.7	4.5		
1300-1400	113	27	28	34	24	0	2	84	0	16	0	8	0	1	0	0	0	0	0	0	0	11	42	44	11	3	1	0	0	0	39.7	35.2	4.7		
1400-1500	128	27	25	32	44	0	4	93	1	13	3	13	0	0	0	0	0	0	0	0	0	11	42	60	15	0	0	0	0	0	39.4	35.4	3.9		
1500-1600	167	59	37	36	35	0	4	135	0	19	2	7	0	0	0	0	0	0	0	0	0	14	48	75	24	6	0	0	0	0	41.2	38.2	4.5		
1600-1700	198	48	53	57	40	1	3	164	0	20	0	10	0	0	0	0	0	0	0	0	0	18	60	79	33	3	2	0	0	0	40.8	35.9	5.1		
1700-1800	99	30	25	14	30	0	2	84	0	10	0	1	0	1	0	0	0	0	0	0	2	1	18	30	30	14	2	2	0	0	0	40.7	35	6	
1800-1900	83	26	20	23	14	0	0	77	0	6	0	0	0	0	0	0	0	0	0	0	0	1	9	27	31	13	2	0	0	0	40.7	35.7	4.9		
1900-2000	59	17	11	21	10	0	1	53	0	5	0	0	0	0	0	0	0	0	0	0	0	7	19	23	9	0	1	0	0	0	40.6	35.8	4.8		
2000-2100	38	10	11	10	7	1	0	35	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	5	8	13	6	2	1	0	0	40.8	35.5	6.9	
2100-2200	49	17	11	10	10	0	1	47	0	1	0	0	0	0	0	0	0	0	0	0	0	2	17	17	8	3	1	0	0	0	42	36.5	5.7		
2200-2300	29	8	9	8	4	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	13	6	2	0	0	0	0	44.8	37.9	7	
2300-0000	10	3	1	3	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	1	0	0	0	37.7	5.8	0		
0700-1600	1572	374	381	432	385	2	25	1268	4	178	10	80	0	3	0	9	1	0	0	0	0	115	145	515	550	241	38	8	0	0	46.2	35.7	4.7		
0600-2200	1762	426	421	484	431	3	27	1439	4	186	10	80	0	3	0	9	1	0	0	0	0	6	15	163	569	718	235	45	11	0	0	40.4	35.8	4.8	
0600-0000	1801	437	431	495	438	3	27	1477	4	187	10	80	0	3	0	9	1	0	0	0	0	6	16	164	577	737	241	47	12	0	1	0	40.4	35.8	4.9
0000-0000	1837	441	439	507	450	3	27	1511	4	189	10	80	0	3	0	9	1	0	0	0	0	6	16	165	586	733	247	51	12	0	1	0	40.5	35.9	4.9

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation							
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	2 Axle Artic	3 Axle Artic	4 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph				
0000-0100	5	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38	6.2					
0100-0200	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.9	4.4					
0200-0300	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.1	6.4					
0300-0400	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.5	5.2					
0400-0500	3	1	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.2	5.2					
0500-0600	15	1	6	5	0	0	1	15	0	13	3	0	0	0	0	0	0	0	0	0	0	0	5	4	3	1	0	0	0	0	46	38.6	6				
0600-0700	34	5	7	8	15	0	0	28	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	8	12	8	1	0	0	0	42.3	36.8	6				
0700-0800	65	12	17	17	19	0	1	49	0	11	1	2	0	0	0	0	0	0	0	0	0	0	2	19	29	11	3	0	0	0	41	36.8	4.5				
0800-0900	114	19	22	42	31	0	1	94	0	13	1	4	0	0	0	0	0	0	0	0	0	6	29	59	23	5	1	0	0	0	41.5	37.1	4.7				
0900-1000	129	31	42	33	24	0	1	107	1	14	1	5	0	0	0	0	0	0	0	0	0	1	11	47	50	16	3	1	0	0	40	35.7	4.7				
1000-1100	105	21	25	25	33	0	1	85	0	12	1	5	0	0	0	0	0	0	0	0	0	0	9	35	42	15	2	1	0	0	40.4	35.9	4.7				
1100-1200	107	29	26	25	27	0	2	86	0	11	1	5	0	0	0	0	0	0	0	0	0	0	9	37	43	14	3	0	0	0	40.2	35.8	4.8				
1200-1300	128	32	28	36	32	0	2	109	1	12	0	2	0	0	0	0	0	0	0	0	0	0	1	9	41	52	18	4	1	0	0	40.7	36.3	4.9			
1300-1400	111	25	32	31	23	0	2	90	0	12	1	4	0	0	0	0	0	0	0	0	0	0	1	8	37	47	15	3	0	1	0	40.3	36	5			
1400-1500	120	25	26	30	40	0	3	97	1	11	2	6	0	0	0	0	0	0	0	0	0	0	1	10	39	50	16	3	1	1	0	40.4	36.1	4.9			
1500-1600	137	40	31	36	29	1	3	112	0	14	1	6	0	0	0	0	0	0	0	0	0	0	1	13	43	57	18	3	1	0	0	40.4	36	5			
1600-1700	161	40	42	46	34	1	6	134	0	15	1	5	0	0	0	0	0	0	0	0	0	0	1	14	57	60	21	5	2	0	1	40.7	35.9	5.5			
1700-1800	96	29	26	20	21	0	2	84	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	10	26	36	17	3	2	1	0	41.4	36.5	5.8			
1800-1900	21	16	17	16	0	0	1	63	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	5	21	28	12	2	1	0	0	41.3	36.7	5.2			
1900-2000	40	15	17	9	0	0	0	46	0	5	17	9	0	0	0	0	0	0	0	0	0	0	2	10	16	20	9	1	0	0	41.1	36.5	4.9				
2000-2100	49	18	10	13	9	0	1	45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4	17	18	7	1	0	0	41.4	36.1	5.4				
2100-2200	27	12	10	7	0	0	0	34	0	2	34	0	0	0	0	0	0	0	0	0	0	0	1	5	11	16	6	1	0	0	41.6	37.2	5.1				
2200-2300	20	6	5	5	3	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	8	4	1	0	0	44.1	38.1	7.4				
2300-0000	10	5	2	3	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	1	1	0	0	40.7	39.5	6.7				
0000-0100	1345	324	378	358	330	368	3	26	119	338	335	3	61	108	631	545	186	12	7	0	0	0	0	0	0	0	0	0	0	40.7	36.8	5.8					
0600-0700	1516	375	372	400	369	4	29	1232	4	153	9	45	0	0	0	0	0	0	0	0	0	0	1	4	10	118	483	611	225	45	12	4	2	1	40.8	36.2	5.1
0800-0900	1548	384	379	408	375	4	30	1290	4	155	9	45	0	1	0	7	0	0	0	0	0	0	2	4	10	120	489	622	231	46	14	4	3	1	40.8	36.3	5.1
0900-1000	1577	389	381	417	381	4	31	1318	4	158	9	45	0	0	0	7	0	0	0	0	0	0	2	4	10	121	493	633	238	46	14	4	3	1	40.8	36.4	5.1

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45					3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Vehicle Speed																				
															MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph			MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph						
Mon	1809	480	433	463	433	2	45	1477	7	209	14	46	0	0	0	8	1	0	0	0	2	12	112	613	698	278	58	18	12	3	1	41.3	36.4	5.3	
Tue	1808	430	426	515	437	3	26	1519	3	183	13	49	0	0	0	12	0	0	0	0	3	13	178	658	674	222	45	15	0	0	0	40.2	35.5	4.7	
Wed	1837	441	439	507	450	3	27	1511	4	189	10	80	0	3	0	9	1	0	0	0	6	16	165	586	753	247	51	12	0	1	0	40.5	35.9	4.9	
Thu	1899	506	476	481	436	7	42	1545	8	185	11	89	0	1	1	10	0	0	0	3	5	6	169	594	762	277	59	12	6	5	1	40.7	36.2	5.2	
Fri	1753	409	429	458	457	6	45	1443	6	178	15	48	0	2	1	9	0	0	0	4	5	10	103	476	742	301	79	20	8	4	1	41.6	37	5.4	
Sat	1197	277	311	332	277	3	24	1038	1	120	0	5	0	2	0	4	0	0	0	1	3	9	75	345	480	214	44	17	3	5	1	41.8	37	5.4	
Sun	738	180	191	174	193	2	5	692	0	39	0	0	0	0	0	0	0	0	0	1	2	5	44	206	319	126	25	7	2	1	0	41.4	36.8	5	
	11041	2723	2705	2930	2683	26	214	9225	29	1193	63	317	0	8	2	52	2	8	0	0	11	26	71	846	3478	4428	1665	361	101	31	19	4	40.9	36.3	5.1

Total

Time	Hourly Totals	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45					2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <140mph					
	11041	2723	2705	2930	2683	26	214	9225	29	1193	63	317	0	8	2	52	2	0	0	11	26	71	846	3478	4428	1665	361	101	31	19	4	40.9	36.3	5.1

Purbrook
Classified Junction Count

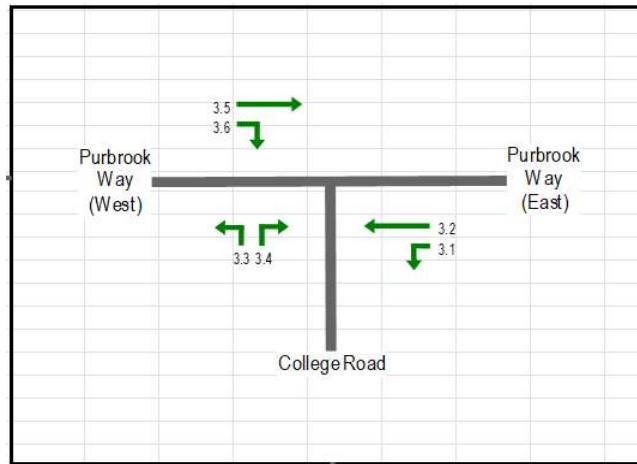
Site 3 of 6
Purbrook Way (East)
College Road
Purbrook Way (West)

Lat/Long
lat 50.864327° lon -1.021976°

Date
Wednesday 16 February 2022

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.1: Left from Purbrook Way (East) to College Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	4	0	2	1	18	21.60
0715 - 0730	0	0	22	0	7	0	0	1	30	31.00
0730 - 0745	0	0	19	0	9	1	0	1	30	31.50
0745 - 0800	0	0	32	0	4	0	1	1	38	40.30
Hourly Total	0	0	84	0	24	1	3	4	116	124.40
Hourly Average	0.00	0.00	21.00	0.00	6.00	0.25	0.75	1.00	29.00	31.10
0800 - 0815	1	1	29	0	4	1	1	1	38	39.40
0815 - 0830	0	0	50	0	2	1	3	1	57	62.40
0830 - 0845	0	1	79	1	12	4	2	1	100	105.00
0845 - 0900	0	1	56	2	2	0	4	2	67	73.60
Hourly Total	1	3	214	3	20	6	10	5	262	280.40
Hourly Average	0.25	0.75	53.50	0.75	5.00	1.50	2.50	1.25	65.50	70.10
0900 - 0915	0	0	87	1	3	0	5	2	98	106.50
0915 - 0930	0	0	115	4	4	2	3	1	129	134.90
0930 - 0945	1	0	57	0	6	0	2	3	69	73.80
0945 - 1000	0	1	34	0	4	0	4	1	44	49.60
Hourly Total	1	1	293	5	17	2	14	7	340	364.80
Hourly Average	0.25	0.25	73.25	1.25	4.25	0.50	3.50	1.75	85.00	91.20
Session Total	2	4	591	8	61	9	27	16	718	769.60
Session Average	0.17	0.33	49.25	0.67	5.08	0.75	2.25	1.33	59.83	64.13

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.1: Left from Purbrook Way (East) to College Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	41	1	5	2	4	1	56	62.00
1615 - 1630	0	1	67	1	8	0	5	2	84	91.90
1630 - 1645	0	0	52	2	7	0	1	1	63	65.30
1645 - 1700	0	0	40	0	4	0	0	3	47	50.00
Hourly Total	0	3	200	4	24	2	10	7	250	269.20
Hourly Average	0.00	0.75	50.00	1.00	6.00	0.50	2.50	1.75	62.50	67.30
1700 - 1715	0	0	25	0	7	1	1	1	35	37.80
1715 - 1730	0	0	30	0	7	0	1	2	40	43.30
1730 - 1745	0	0	31	1	2	0	0	1	35	36.00
1745 - 1800	0	0	42	0	4	0	0	1	47	48.00
Hourly Total	0	0	128	1	20	1	2	5	157	165.10
Hourly Average	0.00	0.00	32.00	0.25	5.00	0.25	0.50	1.25	39.25	41.28
1800 - 1815	0	0	29	0	2	0	0	1	32	33.00
1815 - 1830	0	0	20	1	4	0	0	2	27	29.00
1830 - 1845	0	0	27	1	3	0	0	0	31	31.00
1845 - 1900	1	0	21	0	0	0	0	1	23	23.20
Hourly Total	1	0	97	2	9	0	0	4	113	116.20
Hourly Average	0.25	0.00	24.25	0.50	2.25	0.00	0.00	1.00	28.25	29.05
Session Total	1	3	425	7	53	3	12	16	520	550.50
Session Average	0.08	0.25	35.42	0.58	4.42	0.25	1.00	1.33	43.33	45.88

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.2: Westbound from Purbrook Way (East) to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	45	0	13	0	0	1	60	60.40
0715 - 0730	3	1	72	2	17	1	0	0	96	93.50
0730 - 0745	1	2	82	1	14	0	0	0	100	98.00
0745 - 0800	1	1	107	1	20	2	0	1	133	133.60
Hourly Total	5	5	306	4	64	3	0	2	389	385.50
Hourly Average	1.25	1.25	76.50	1.00	16.00	0.75	0.00	0.50	97.25	96.38
0800 - 0815	5	0	156	0	21	0	0	0	182	178.00
0815 - 0830	9	0	212	0	25	1	0	2	249	244.30
0830 - 0845	8	1	131	2	14	2	0	1	159	154.00
0845 - 0900	2	0	114	2	15	2	1	1	137	138.70
Hourly Total	24	1	613	4	75	5	1	4	727	715.00
Hourly Average	6.00	0.25	153.25	1.00	18.75	1.25	0.25	1.00	181.75	178.75
0900 - 0915	0	0	110	1	14	0	0	0	125	125.00
0915 - 0930	6	0	72	1	16	1	0	2	98	95.70
0930 - 0945	0	1	79	1	20	0	0	0	101	100.40
0945 - 1000	0	1	73	2	18	1	0	1	96	96.90
Hourly Total	6	2	334	5	68	2	0	3	420	418.00
Hourly Average	1.50	0.50	83.50	1.25	17.00	0.50	0.00	0.75	105.00	104.50

Session Total	35	8	1253	13	207	10	1	9	1536	1518.50
Session Average	2.92	0.67	104.42	1.08	17.25	0.83	0.08	0.75	128.00	126.54

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.2: Westbound from Purbrook Way (East) to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	168	1	29	0	0	0	200	198.60
1615 - 1630	1	2	168	1	35	0	0	1	208	207.00
1630 - 1645	1	1	170	2	36	1	0	0	211	210.10
1645 - 1700	3	2	164	2	34	1	0	1	207	204.90
Hourly Total	6	6	670	6	134	2	0	2	826	820.60
Hourly Average	1.50	1.50	167.50	1.50	33.50	0.50	0.00	0.50	206.50	205.15
1700 - 1715	1	1	180	3	49	0	0	0	234	232.60
1715 - 1730	1	0	184	0	23	0	0	1	209	209.20
1730 - 1745	1	0	166	0	29	0	0	0	196	195.20
1745 - 1800	1	1	152	1	15	0	0	1	171	170.60
Hourly Total	4	2	682	4	116	0	0	2	810	807.60
Hourly Average	1.00	0.50	170.50	1.00	29.00	0.00	0.00	0.50	202.50	201.90
1800 - 1815	0	0	156	0	19	0	0	0	175	175.00
1815 - 1830	4	1	152	0	13	0	0	1	171	168.20
1830 - 1845	1	0	107	1	9	0	0	1	119	119.20
1845 - 1900	0	0	107	0	9	1	0	0	117	117.50
Hourly Total	5	1	522	1	50	1	0	2	582	579.90
Hourly Average	1.25	0.25	130.50	0.25	12.50	0.25	0.00	0.50	145.50	144.98

Session Total	15	9	1874	11	300	3	0	6	2218	2208.10
Session Average	1.25	0.75	156.17	0.92	25.00	0.25	0.00	0.50	184.83	184.01

0700 - 1000 (Weekday AM Peak)

	Movement 3.3: Left from College Road to Purbrook Way (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	1	0	5	0	2	0	0	0	8	7.20
0730 - 0745	0	0	1	0	1	0	0	0	2	2.00
0745 - 0800	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	1	0	20	0	5	0	0	0	26	25.20
Hourly Average	0.25	0.00	5.00	0.00	1.25	0.00	0.00	0.00	6.50	6.30
0800 - 0815	0	1	7	0	2	1	0	0	11	10.90
0815 - 0830	2	0	8	0	1	0	0	0	11	9.40
0830 - 0845	1	0	15	0	1	0	0	0	17	16.20
0845 - 0900	1	0	4	0	0	0	0	0	5	4.20
Hourly Total	4	1	34	0	4	1	0	0	44	40.70
Hourly Average	1.00	0.25	8.50	0.00	1.00	0.25	0.00	0.00	11.00	10.18
0900 - 0915	0	0	14	0	0	1	0	0	15	15.50
0915 - 0930	0	0	25	0	0	0	0	0	25	25.00
0930 - 0945	0	0	12	1	2	0	0	0	15	15.00
0945 - 1000	0	0	5	0	0	2	0	0	7	8.00
Hourly Total	0	0	56	1	2	3	0	0	62	63.50
Hourly Average	0.00	0.00	14.00	0.25	0.50	0.75	0.00	0.00	15.50	15.88

Session Total	5	1	110	1	11	4	0	0	132	129.40
Session Average	0.42	0.08	9.17	0.08	0.92	0.33	0.00	0.00	11.00	10.78

1600 - 1900 (Weekday PM Peak)

	Movement 3.3: Left from College Road to Purbrook Way (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	15	1	2	0	0	0	19	18.40
1615 - 1630	4	1	25	1	2	1	0	0	34	30.70
1630 - 1645	1	1	30	0	1	0	0	0	33	31.60
1645 - 1700	1	2	19	0	1	0	0	0	23	21.00
Hourly Total	6	5	89	2	6	1	0	0	109	101.70
Hourly Average	1.50	1.25	22.25	0.50	1.50	0.25	0.00	0.00	27.25	25.43
1700 - 1715	0	0	12	0	2	0	0	0	14	14.00
1715 - 1730	1	0	12	1	1	0	0	0	15	14.20
1730 - 1745	1	0	9	0	0	0	0	0	10	9.20
1745 - 1800	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	2	0	45	1	3	0	0	0	51	49.40
Hourly Average	0.50	0.00	11.25	0.25	0.75	0.00	0.00	0.00	12.75	12.35
1800 - 1815	0	0	22	0	2	0	0	0	24	24.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	1	1	7	0	0	0	0	0	9	7.60
1845 - 1900	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	1	1	40	0	2	0	0	0	44	42.60
Hourly Average	0.25	0.25	10.00	0.00	0.50	0.00	0.00	0.00	11.00	10.65

Session Total	9	6	174	3	11	1	0	0	204	193.70
Session Average	0.75	0.50	14.50	0.25	0.92	0.08	0.00	0.00	17.00	16.14

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.4: Right from College Road to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	18	1	6	2	7	0	34	44.10
0715 - 0730	0	0	15	0	12	1	1	1	30	32.80
0730 - 0745	0	0	21	0	9	1	5	2	38	47.00
0745 - 0800	1	0	14	1	6	1	1	1	25	27.00
Hourly Total	1	0	68	2	33	5	14	4	127	150.90
Hourly Average	0.25	0.00	17.00	0.50	8.25	1.25	3.50	1.00	31.75	37.73
0800 - 0815	0	1	18	0	1	1	0	1	22	22.90
0815 - 0830	0	0	22	0	6	2	1	2	33	37.30
0830 - 0845	0	0	35	0	4	0	1	2	42	45.30
0845 - 0900	0	0	49	4	4	0	3	3	63	69.90
Hourly Total	0	1	124	4	15	3	5	8	160	175.40
Hourly Average	0.00	0.25	31.00	1.00	3.75	0.75	1.25	2.00	40.00	43.85
0900 - 0915	0	0	40	3	6	1	3	2	55	61.40
0915 - 0930	0	0	57	3	1	1	3	2	67	73.40
0930 - 0945	0	0	39	0	2	0	2	2	45	49.60
0945 - 1000	0	1	26	0	3	0	1	1	32	33.70
Hourly Total	0	1	162	6	12	2	9	7	199	218.10
Hourly Average	0.00	0.25	40.50	1.50	3.00	0.50	2.25	1.75	49.75	54.53

Session Total	1	2	354	12	60	10	28	19	486	544.40
Session Average	0.08	0.17	29.50	1.00	5.00	0.83	2.33	1.58	40.50	45.37

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.4: Right from College Road to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	44	0	8	0	0	1	54	54.40
1615 - 1630	0	2	65	0	8	0	0	1	76	75.80
1630 - 1645	0	0	80	1	2	0	1	2	86	89.30
1645 - 1700	1	0	43	1	4	0	1	2	52	54.50
Hourly Total	1	3	232	2	22	0	2	6	268	274.00
Hourly Average	0.25	0.75	58.00	0.50	5.50	0.00	0.50	1.50	67.00	68.50
1700 - 1715	0	2	31	1	3	0	0	1	38	37.80
1715 - 1730	0	0	27	0	7	0	0	1	35	36.00
1730 - 1745	0	2	24	0	2	0	0	2	30	30.80
1745 - 1800	0	1	36	0	5	0	0	1	43	43.40
Hourly Total	0	5	118	1	17	0	0	5	146	148.00
Hourly Average	0.00	1.25	29.50	0.25	4.25	0.00	0.00	1.25	36.50	37.00
1800 - 1815	1	1	35	0	6	0	0	1	44	43.60
1815 - 1830	0	0	20	0	0	0	0	1	21	22.00
1830 - 1845	0	0	15	0	1	0	0	1	17	18.00
1845 - 1900	0	0	18	0	1	0	0	1	20	21.00
Hourly Total	1	1	88	0	8	0	0	4	102	104.60
Hourly Average	0.25	0.25	22.00	0.00	2.00	0.00	0.00	1.00	25.50	26.15

Session Total	2	9	438	3	47	0	2	15	516	526.60
Session Average	0.17	0.75	36.50	0.25	3.92	0.00	0.17	1.25	43.00	43.88

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.5: Eastbound from Purbrook Way (West) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	122	1	36	2	0	0	161	162.00
0715 - 0730	2	3	124	1	34	0	0	1	165	162.60
0730 - 0745	1	0	154	2	50	0	0	0	207	206.20
0745 - 0800	1	2	179	3	45	0	0	1	231	230.00
Hourly Total	4	5	579	7	165	2	0	2	764	760.80
Hourly Average	1.00	1.25	144.75	1.75	41.25	0.50	0.00	0.50	191.00	190.20
0800 - 0815	0	3	177	2	31	2	0	0	215	214.20
0815 - 0830	0	3	185	1	29	0	0	3	221	222.20
0830 - 0845	2	0	210	0	23	0	0	0	235	233.40
0845 - 0900	0	1	218	0	27	2	0	3	251	254.40
Hourly Total	2	7	790	3	110	4	0	6	922	924.20
Hourly Average	0.50	1.75	197.50	0.75	27.50	1.00	0.00	1.50	230.50	231.05
0900 - 0915	0	0	176	0	22	2	0	0	200	201.00
0915 - 0930	3	0	119	4	21	0	0	1	148	146.60
0930 - 0945	1	1	154	3	24	1	0	3	187	189.10
0945 - 1000	1	0	104	3	15	0	0	1	124	124.20
Hourly Total	5	1	553	10	82	3	0	5	659	660.90
Hourly Average	1.25	0.25	138.25	2.50	20.50	0.75	0.00	1.25	164.75	165.23

Session Total	11	13	1922	20	357	9	0	13	2345	2345.90
Session Average	0.92	1.08	160.17	1.67	29.75	0.75	0.00	1.08	195.42	195.49

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.5: Eastbound from Purbrook Way (West) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	145	2	25	0	0	0	172	172.00
1615 - 1630	3	0	123	1	20	0	0	1	148	146.60
1630 - 1645	2	3	168	1	25	0	0	0	199	195.60
1645 - 1700	1	1	159	0	17	0	0	1	179	178.60
Hourly Total	6	4	595	4	87	0	0	2	698	692.80
Hourly Average	1.50	1.00	148.75	1.00	21.75	0.00	0.00	0.50	174.50	173.20
1700 - 1715	2	0	141	0	19	0	0	1	163	162.40
1715 - 1730	1	0	144	0	17	0	0	1	163	163.20
1730 - 1745	1	2	145	2	9	2	0	0	161	160.00
1745 - 1800	1	0	134	0	8	0	0	0	143	142.20
Hourly Total	5	2	564	2	53	2	0	2	630	627.80
Hourly Average	1.25	0.50	141.00	0.50	13.25	0.50	0.00	0.50	157.50	156.95
1800 - 1815	1	0	112	2	13	0	0	1	129	129.20
1815 - 1830	0	0	106	0	9	0	0	0	115	115.00
1830 - 1845	2	0	108	1	10	0	0	0	121	119.40
1845 - 1900	0	0	111	0	6	0	0	1	118	119.00
Hourly Total	3	0	437	3	38	0	0	2	483	482.60
Hourly Average	0.75	0.00	109.25	0.75	9.50	0.00	0.00	0.50	120.75	120.65

Session Total	14	6	1596	9	178	2	0	6	1811	1803.20
Session Average	1.17	0.50	133.00	0.75	14.83	0.17	0.00	0.50	150.92	150.27

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.6: Right from Purbrook Way (West) to College Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	5	0	0	0	0	0	6	5.20
0715 - 0730	1	0	1	0	1	0	0	0	3	2.20
0730 - 0745	0	0	6	0	1	0	0	0	7	7.00
0745 - 0800	1	0	11	0	1	0	0	0	13	12.20
Hourly Total	3	0	23	0	3	0	0	0	29	26.60
Hourly Average	0.75	0.00	5.75	0.00	0.75	0.00	0.00	0.00	7.25	6.65
0800 - 0815	0	0	13	0	0	0	0	0	13	13.00
0815 - 0830	0	0	11	0	2	0	0	0	13	13.00
0830 - 0845	0	0	12	1	2	0	0	0	15	15.00
0845 - 0900	1	0	33	0	1	0	0	0	35	34.20
Hourly Total	1	0	69	1	5	0	0	0	76	75.20
Hourly Average	0.25	0.00	17.25	0.25	1.25	0.00	0.00	0.00	19.00	18.80
0900 - 0915	2	2	19	0	2	0	0	0	25	22.20
0915 - 0930	4	0	47	0	1	0	0	0	52	48.80
0930 - 0945	1	3	18	2	0	1	0	0	25	22.90
0945 - 1000	0	3	8	0	0	0	0	0	11	9.20
Hourly Total	7	8	92	2	3	1	0	0	113	103.10
Hourly Average	1.75	2.00	23.00	0.50	0.75	0.25	0.00	0.00	28.25	25.78

Session Total	11	8	184	3	11	1	0	0	218	204.90
Session Average	0.92	0.67	15.33	0.25	0.92	0.08	0.00	0.00	18.17	17.08

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.6: Right from Purbrook Way (West) to College Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	25	1	4	0	0	0	30	30.00
1615 - 1630	0	0	19	0	1	0	0	0	20	20.00
1630 - 1645	0	0	18	1	1	0	0	0	20	20.00
1645 - 1700	0	1	21	0	2	0	0	0	24	23.40
Hourly Total	0	1	83	2	8	0	0	0	94	93.40
Hourly Average	0.00	0.25	20.75	0.50	2.00	0.00	0.00	0.00	23.50	23.35
1700 - 1715	0	0	7	0	3	0	0	0	10	10.00
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	10	0	0	0	0	0	10	10.00
1745 - 1800	0	0	37	0	0	0	0	0	37	37.00
Hourly Total	0	0	60	0	3	0	0	0	63	63.00
Hourly Average	0.00	0.00	15.00	0.00	0.75	0.00	0.00	0.00	15.75	15.75
1800 - 1815	0	1	9	0	0	0	0	0	10	9.40
1815 - 1830	0	1	1	0	0	0	0	0	2	1.40
1830 - 1845	0	0	5	0	1	0	0	0	6	6.00
1845 - 1900	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	2	28	0	2	0	0	0	32	30.80
Hourly Average	0.00	0.50	7.00	0.00	0.50	0.00	0.00	0.00	8.00	7.70

Session Total	0	3	171	2	13	0	0	0	189	187.20
Session Average	0.00	0.25	14.25	0.17	1.08	0.00	0.00	0.00	15.75	15.60

Purbrook
Classified Junction Count

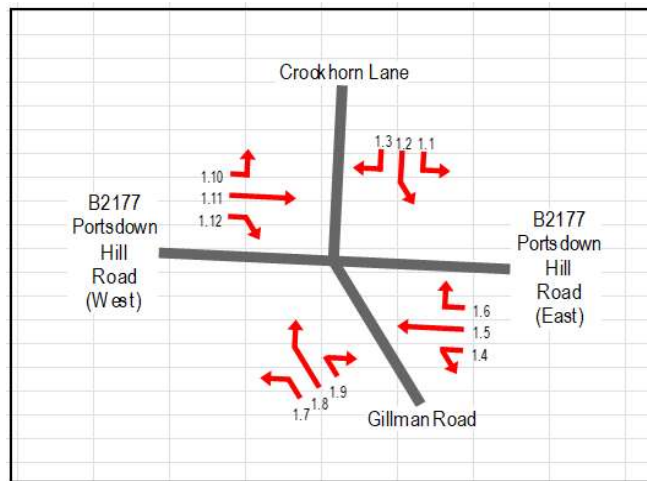
Site 1 of 6
Crockhorn Lane
B2177 Portsdown Hill Road (East)
Gillman Road
B2177 Portsdown Hill Road (West)

Lat/Long
lat 50.852165° lon -1.034157°

Date
Wednesday 16 February 2022

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)



Movement 1.1: Left from Crockhorn Lane to B2177 Portsdown Hill Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	1	0	2	0	8	10.60
0715 - 0730	0	0	4	0	2	0	0	0	6	6.00
0730 - 0745	1	0	4	0	1	1	0	0	7	6.70
0745 - 0800	0	0	13	0	4	0	1	0	18	19.30
Hourly Total	1	0	26	0	8	1	3	0	39	42.60
Hourly Average	0.25	0.00	6.50	0.00	2.00	0.25	0.75	0.00	9.75	10.65
0800 - 0815	0	0	17	0	1	2	1	0	21	23.30
0815 - 0830	0	0	9	0	0	0	2	0	11	13.60
0830 - 0845	0	0	30	0	3	4	3	0	40	45.90
0845 - 0900	0	0	21	1	2	0	4	0	28	33.20
Hourly Total	0	0	77	1	6	6	10	0	100	116.00
Hourly Average	0.00	0.00	19.25	0.25	1.50	1.50	2.50	0.00	25.00	29.00
0900 - 0915	0	0	11	0	0	0	5	0	16	22.50
0915 - 0930	0	0	24	0	1	1	3	1	30	35.40
0930 - 0945	0	0	15	0	1	0	2	0	18	20.60
0945 - 1000	0	0	18	0	0	1	3	0	22	26.40
Hourly Total	0	0	68	0	2	2	13	1	86	104.90
Hourly Average	0.00	0.00	17.00	0.00	0.50	0.50	3.25	0.25	21.50	26.23
Session Total	1	0	171	1	16	9	26	1	225	263.50
Session Average	0.08	0.00	14.25	0.08	1.33	0.75	2.17	0.08	18.75	21.96

1600 - 1900 (Weekday PM Peak)

Movement 1.1: Left from Crockhorn Lane to B2177 Portsdown Hill Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	13	0	1	3	3	0	20	25.40
1615 - 1630	0	0	17	0	1	0	5	0	23	29.50
1630 - 1645	0	0	32	0	1	0	2	0	35	37.60
1645 - 1700	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	0	80	0	5	3	10	0	98	112.50
Hourly Average	0.00	0.00	20.00	0.00	1.25	0.75	2.50	0.00	24.50	28.13
1700 - 1715	0	0	15	0	2	1	1	0	19	20.80
1715 - 1730	0	0	12	0	3	0	1	0	16	17.30
1730 - 1745	0	1	6	0	3	0	0	0	10	9.40
1745 - 1800	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	1	46	0	8	1	2	0	58	60.50
Hourly Average	0.00	0.25	11.50	0.00	2.00	0.25	0.50	0.00	14.50	15.13
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	0	5	1	0	0	0	0	6	6.00
1830 - 1845	0	0	7	0	2	0	0	0	9	9.00
1845 - 1900	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	26	1	3	0	0	0	30	30.00
Hourly Average	0.00	0.00	6.50	0.25	0.75	0.00	0.00	0.00	7.50	7.50
Session Total	0	1	152	1	16	4	12	0	186	203.00
Session Average	0.00	0.08	12.67	0.08	1.33	0.33	1.00	0.00	15.50	16.92

0700 - 1000 (Weekday AM Peak)

[illegible]

Session Total	5	1	1	0	0	0	0	0	7	2.40
Session Average	0.42	0.08	0.08	0.00	0.00	0.00	0.00	0.00	0.58	0.20

1600 - 1900 (Weekday PM Peak)

[illegible][illegible]

0700 - 1000 (Weekday AM Peak)

Movement 1.3: Right from Crookhorn Lane to B2177 Portsdown Hill Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	32	0	6	0	0	1	39	40.00
0715 - 0730	0	0	27	0	6	0	0	1	34	35.00
0730 - 0745	0	1	44	0	9	0	0	1	55	55.40
0745 - 0800	0	0	49	0	5	0	0	2	56	58.00
Hourly Total	0	1	152	0	26	0	0	5	184	188.40
Hourly Average	0.00	0.25	38.00	0.00	6.50	0.00	0.00	1.25	46.00	47.10
0800 - 0815	0	2	46	0	4	0	0	1	53	52.80
0815 - 0830	0	0	46	0	3	0	0	2	51	53.00
0830 - 0845	0	0	46	0	7	0	0	1	54	55.00
0845 - 0900	1	0	51	3	3	0	0	2	60	61.20
Hourly Total	1	2	189	3	17	0	0	6	218	222.00
Hourly Average	0.25	0.50	47.25	0.75	4.25	0.00	0.00	1.50	54.50	55.50
0900 - 0915	0	0	57	1	2	0	0	1	61	62.00
0915 - 0930	0	0	50	3	2	0	0	2	57	59.00
0930 - 0945	0	1	57	2	2	0	0	2	64	65.40
0945 - 1000	0	1	49	1	2	0	0	2	55	56.40
Hourly Total	0	2	213	7	8	0	0	7	237	242.80
Hourly Average	0.00	0.50	53.25	1.75	2.00	0.00	0.00	1.75	59.25	60.70
Session Total	1	5	554	10	51	0	0	18	639	653.20
Session Average	0.08	0.42	46.17	0.83	4.25	0.00	0.00	1.50	53.25	54.43

1600 - 1900 (Weekday PM Peak)

Movement 1.3: Right from Crookhorn Lane to B2177 Portsdown Hill Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	45	2	6	0	0	2	58	58.20
1615 - 1630	0	1	52	1	4	1	0	1	60	60.90
1630 - 1645	0	1	42	2	8	0	0	1	54	54.40
1645 - 1700	0	0	43	1	7	0	0	2	53	55.00
Hourly Total	0	5	182	6	25	1	0	6	225	228.50
Hourly Average	0.00	1.25	45.50	1.50	6.25	0.25	0.00	1.50	56.25	57.13
1700 - 1715	0	1	43	0	6	0	0	1	51	51.40
1715 - 1730	0	0	30	0	2	0	0	2	34	36.00
1730 - 1745	0	0	28	0	2	0	0	1	31	32.00
1745 - 1800	0	0	35	1	4	0	0	2	42	44.00
Hourly Total	0	1	136	1	14	0	0	6	158	163.40
Hourly Average	0.00	0.25	34.00	0.25	3.50	0.00	0.00	1.50	39.50	40.85
1800 - 1815	0	0	40	0	3	0	0	0	43	43.00
1815 - 1830	0	0	39	0	6	0	0	2	47	49.00
1830 - 1845	0	0	35	1	2	0	0	1	39	40.00
1845 - 1900	0	0	23	0	1	0	0	2	26	28.00
Hourly Total	0	0	137	1	12	0	0	5	155	160.00
Hourly Average	0.00	0.00	34.25	0.25	3.00	0.00	0.00	1.25	38.75	40.00
Session Total	0	6	455	8	51	1	0	17	538	551.90
Session Average	0.00	0.50	37.92	0.67	4.25	0.08	0.00	1.42	44.83	45.99

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.4: Left from B2177 Portsdown Hill Road (East) to Gillman Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.5: Westbound from B2177 Portsdown Hill Road (East) to B2177 Portsdown Hill Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	4	58	0	9	2	3	0	76	78.50
0715 - 0730	0	0	78	0	14	1	2	0	95	98.10
0730 - 0745	0	2	91	0	16	2	0	0	111	110.80
0745 - 0800	0	0	103	2	10	1	1	1	118	120.80
Hourly Total	0	6	330	2	49	6	6	1	400	408.20
Hourly Average	0.00	1.50	82.50	0.50	12.25	1.50	1.50	0.25	100.00	102.05
0800 - 0815	0	1	100	0	13	0	1	0	115	115.70
0815 - 0830	1	3	90	0	9	1	2	0	106	106.50
0830 - 0845	1	3	94	0	13	1	3	0	115	116.80
0845 - 0900	0	0	86	1	16	0	0	0	103	103.00
Hourly Total	2	7	370	1	51	2	6	0	439	442.00
Hourly Average	0.50	1.75	92.50	0.25	12.75	0.50	1.50	0.00	109.75	110.50
0900 - 0915	0	0	76	0	10	2	1	0	89	91.30
0915 - 0930	0	0	51	4	13	1	4	0	73	78.70
0930 - 0945	0	0	57	4	11	2	2	0	76	79.60
0945 - 1000	0	0	43	0	8	3	0	0	54	55.50
Hourly Total	0	0	227	8	42	8	7	0	292	305.10
Hourly Average	0.00	0.00	56.75	2.00	10.50	2.00	1.75	0.00	73.00	76.28
Session Total	2	13	927	11	142	16	19	1	1131	1155.30
Session Average	0.17	1.08	77.25	0.92	11.83	1.33	1.58	0.08	94.25	96.28

1600 - 1900 (Weekday PM Peak)

Movement 1.5: Westbound from B2177 Portsdown Hill Road (East) to B2177 Portsdown Hill Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	64	1	19	1	1	0	87	88.00
1615 - 1630	0	0	88	1	16	0	4	0	109	114.20
1630 - 1645	0	4	83	0	24	1	3	0	115	117.00
1645 - 1700	0	2	87	0	19	4	0	0	112	112.80
Hourly Total	1	6	322	2	78	6	8	0	423	432.00
Hourly Average	0.25	1.50	80.50	0.50	19.50	1.50	2.00	0.00	105.75	108.00
1700 - 1715	0	3	84	1	18	0	0	0	106	104.20
1715 - 1730	0	1	85	0	18	0	0	0	104	103.40
1730 - 1745	1	1	63	0	11	0	0	0	76	74.60
1745 - 1800	0	0	58	0	7	0	0	0	65	65.00
Hourly Total	1	5	290	1	54	0	0	0	351	347.20
Hourly Average	0.25	1.25	72.50	0.25	13.50	0.00	0.00	0.00	87.75	86.80
1800 - 1815	0	0	59	0	3	0	0	0	62	62.00
1815 - 1830	0	1	43	0	4	0	0	0	48	47.40
1830 - 1845	1	0	40	0	3	0	0	0	44	43.20
1845 - 1900	0	0	32	0	1	0	0	0	33	33.00
Hourly Total	1	1	174	0	11	0	0	0	187	185.60
Hourly Average	0.25	0.25	43.50	0.00	2.75	0.00	0.00	0.00	46.75	46.40
Session Total	3	12	786	3	143	6	8	0	961	964.80
Session Average	0.25	1.00	65.50	0.25	11.92	0.50	0.67	0.00	80.08	80.40

0700 - 1000 (Weekday AM Peak)

Movement 1.6: Right from B2177 Portsdown Hill Road (East) to Crookhorn Lane									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	1	3	2	9	0	25	37.70
0715 - 0730	0	0	10	0	7	2	1	0	20	22.30
0730 - 0745	0	0	5	0	2	1	4	0	12	17.70
0745 - 0800	0	0	11	0	3	0	1	0	15	16.30
Hourly Total	0	0	36	1	15	5	15	0	72	94.00
Hourly Average	0.00	0.00	9.00	0.25	3.75	1.25	3.75	0.00	18.00	23.50
0800 - 0815	0	0	20	0	4	1	0	1	26	27.50
0815 - 0830	0	0	40	0	3	2	1	0	46	48.30
0830 - 0845	0	0	32	0	3	1	1	0	37	38.80
0845 - 0900	0	0	23	0	1	0	4	0	28	33.20
Hourly Total	0	0	115	0	11	4	6	1	137	147.80
Hourly Average	0.00	0.00	28.75	0.00	2.75	1.00	1.50	0.25	34.25	36.95
0900 - 0915	0	1	22	0	1	1	2	0	27	29.50
0915 - 0930	0	0	14	0	1	2	4	0	21	27.20
0930 - 0945	0	0	11	0	0	1	1	0	13	14.80
0945 - 1000	0	0	16	0	1	1	2	0	20	23.10
Hourly Total	0	1	63	0	3	5	9	0	81	94.60
Hourly Average	0.00	0.25	15.75	0.00	0.75	1.25	2.25	0.00	20.25	23.65
Session Total	0	1	214	1	29	14	30	1	290	336.40
Session Average	0.00	0.08	17.83	0.08	2.42	1.17	2.50	0.08	24.17	28.03

1600 - 1900 (Weekday PM Peak)

	Movement 1.6: Right from B2177 Portsdown Hill Road (East) to Crookhorn Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	20	0	1	0	0	0	21	21.00
1615 - 1630	0	0	29	0	2	0	0	0	31	31.00
1630 - 1645	0	1	23	1	1	0	1	0	27	27.70
1645 - 1700	0	0	26	0	2	0	1	1	30	32.30
Hourly Total	0	1	98	1	6	0	2	1	109	112.00
Hourly Average	0.00	0.25	24.50	0.25	1.50	0.00	0.50	0.25	27.25	28.00
1700 - 1715	1	0	17	0	6	0	0	0	24	23.20
1715 - 1730	0	0	24	0	5	0	0	0	29	29.00
1730 - 1745	1	0	15	0	1	0	0	0	17	16.20
1745 - 1800	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	2	0	68	0	15	0	0	0	85	83.40
Hourly Average	0.50	0.00	17.00	0.00	3.75	0.00	0.00	0.00	21.25	20.85
1800 - 1815	0	1	20	0	1	0	0	0	22	21.40
1815 - 1830	0	0	15	0	1	0	0	0	16	16.00
1830 - 1845	0	0	9	0	1	0	0	0	10	10.00
1845 - 1900	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	1	53	0	3	0	0	0	57	56.40
Hourly Average	0.00	0.25	13.25	0.00	0.75	0.00	0.00	0.00	14.25	14.10
Session Total	2	2	219	1	24	0	2	1	251	251.80
Session Average	0.17	0.17	18.25	0.08	2.00	0.00	0.17	0.08	20.92	20.98

0700 - 1000 (Weekday AM Peak)

[illegible]

1600 - 1900 (Weekday PM Peak)

[illegible]

0700 - 1000 (Weekday AM Peak)

[illegible]

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.9: Right from Gillman Road to B2177 Portsdown Hill Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.10: Left from B2177 Portsdown Hill Road (West) to Crookhorn Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	19	0	4	1	0	1	25	26.50
0715 - 0730	0	0	14	0	7	0	0	1	22	23.00
0730 - 0745	0	0	33	1	10	0	0	3	47	50.00
0745 - 0800	0	0	32	0	6	0	0	1	39	40.00
Hourly Total	0	0	98	1	27	1	0	6	133	139.50
Hourly Average	0.00	0.00	24.50	0.25	6.75	0.25	0.00	1.50	33.25	34.88
0800 - 0815	0	1	46	0	3	1	0	0	51	50.90
0815 - 0830	1	0	37	0	5	0	0	3	46	48.20
0830 - 0845	1	0	47	2	7	0	0	3	60	62.20
0845 - 0900	1	0	29	2	5	0	0	3	40	42.20
Hourly Total	3	1	159	4	20	1	0	9	197	203.50
Hourly Average	0.75	0.25	39.75	1.00	5.00	0.25	0.00	2.25	49.25	50.88
0900 - 0915	0	2	32	1	5	0	1	4	45	49.10
0915 - 0930	2	1	49	3	2	0	0	1	58	56.80
0930 - 0945	2	0	31	2	0	0	0	2	37	37.40
0945 - 1000	0	1	20	1	2	0	0	0	24	23.40
Hourly Total	4	4	132	7	9	0	1	7	164	166.70
Hourly Average	1.00	1.00	33.00	1.75	2.25	0.00	0.25	1.75	41.00	41.68
Session Total	7	5	389	12	56	2	1	22	494	509.70
Session Average	0.58	0.42	32.42	1.00	4.67	0.17	0.08	1.83	41.17	42.48

1600 - 1900 (Weekday PM Peak)

Movement 1.10: Left from B2177 Portsdown Hill Road (West) to Crookhorn Lane									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	48	0	8	0	0	1	57	58.00
1615 - 1630	0	1	36	0	6	0	0	2	45	46.40
1630 - 1645	0	0	50	2	1	0	0	0	53	53.00
1645 - 1700	0	0	43	1	3	0	0	2	49	51.00
Hourly Total	0	1	177	3	18	0	0	5	204	208.40
Hourly Average	0.00	0.25	44.25	0.75	4.50	0.00	0.00	1.25	51.00	52.10
1700 - 1715	0	0	46	2	3	0	0	1	52	53.00
1715 - 1730	0	2	35	0	5	0	0	1	43	42.80
1730 - 1745	0	2	29	0	2	0	0	2	35	35.80
1745 - 1800	0	1	42	0	1	0	0	2	46	47.40
Hourly Total	0	5	152	2	11	0	0	6	176	179.00
Hourly Average	0.00	1.25	38.00	0.50	2.75	0.00	0.00	1.50	44.00	44.75
1800 - 1815	0	1	37	0	4	0	0	0	42	41.40
1815 - 1830	0	0	25	0	2	0	0	1	28	29.00
1830 - 1845	0	1	19	0	2	0	0	2	24	25.40
1845 - 1900	0	0	23	0	1	0	0	1	25	26.00
Hourly Total	0	2	104	0	9	0	0	4	119	121.80
Hourly Average	0.00	0.50	26.00	0.00	2.25	0.00	0.00	1.00	29.75	30.45
Session Total	0	8	433	5	38	0	0	15	499	509.20
Session Average	0.00	0.67	36.08	0.42	3.17	0.00	0.00	1.25	41.58	42.43

0700 - 1000 (Weekday AM Peak)

Movement 1.11: Eastbound from B2177 Portsdown Hill Road (West) to B2177 Portsdown Hill Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	30	0	11	0	3	0	44	47.90
0715 - 0730	0	1	50	1	10	1	0	0	63	62.90
0730 - 0745	0	1	53	3	10	0	1	0	68	68.70
0745 - 0800	0	0	69	0	16	2	2	0	89	92.60
Hourly Total	0	2	202	4	47	3	6	0	264	272.10
Hourly Average	0.00	0.50	50.50	1.00	11.75	0.75	1.50	0.00	66.00	68.03
0800 - 0815	0	2	61	2	9	3	1	0	78	79.60
0815 - 0830	0	3	81	2	14	0	0	0	100	98.20
0830 - 0845	0	1	78	1	8	1	2	0	91	93.50
0845 - 0900	0	1	60	0	8	3	0	0	72	72.90
Hourly Total	0	7	280	5	39	7	3	0	341	344.20
Hourly Average	0.00	1.75	70.00	1.25	9.75	1.75	0.75	0.00	85.25	86.05
0900 - 0915	0	0	34	1	9	1	1	0	46	47.80
0915 - 0930	1	0	37	2	8	2	2	0	52	54.80
0930 - 0945	0	1	40	2	10	0	1	0	54	54.70
0945 - 1000	0	2	43	2	9	0	0	0	56	54.80
Hourly Total	1	3	154	7	36	3	4	0	208	212.10
Hourly Average	0.25	0.75	38.50	1.75	9.00	0.75	1.00	0.00	52.00	53.03
Session Total	1	12	636	16	122	13	13	0	813	828.40
Session Average	0.08	1.00	53.00	1.33	10.17	1.08	1.08	0.00	67.75	69.03

1600 - 1900 (Weekday PM Peak)

	Movement 1.11: Eastbound from B2177 Portsdown Hill Road (West) to B2177 Portsdown Hill Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	95	2	16	2	1	0	116	118.30
1615 - 1630	1	0	79	2	10	0	1	0	93	93.50
1630 - 1645	0	0	68	0	9	1	1	0	79	80.80
1645 - 1700	0	0	88	1	15	0	0	0	104	104.00
Hourly Total	1	0	330	5	50	3	3	0	392	396.60
Hourly Average	0.25	0.00	82.50	1.25	12.50	0.75	0.75	0.00	98.00	99.15
1700 - 1715	0	3	75	0	14	0	0	0	92	90.20
1715 - 1730	0	2	92	0	7	0	0	0	101	99.80
1730 - 1745	0	1	83	0	10	0	0	0	94	93.40
1745 - 1800	0	1	79	0	6	0	0	0	86	85.40
Hourly Total	0	7	329	0	37	0	0	0	373	368.80
Hourly Average	0.00	1.75	82.25	0.00	9.25	0.00	0.00	0.00	93.25	92.20
1800 - 1815	0	0	59	0	6	0	0	1	66	67.00
1815 - 1830	1	2	52	0	2	0	0	0	57	55.00
1830 - 1845	0	0	37	0	5	0	0	0	42	42.00
1845 - 1900	0	0	39	0	4	1	0	0	44	44.50
Hourly Total	1	2	187	0	17	1	0	1	209	208.50
Hourly Average	0.25	0.50	46.75	0.00	4.25	0.25	0.00	0.25	52.25	52.13
Session Total	2	9	846	5	104	4	3	1	974	973.90
Session Average	0.17	0.75	70.50	0.42	8.67	0.33	0.25	0.08	81.17	81.16

0700 - 1000 (Weekday AM Peak)

[illegible]

1600 - 1900 (Weekday PM Peak)

[illegible]

Purbrook
Classified Junction Count

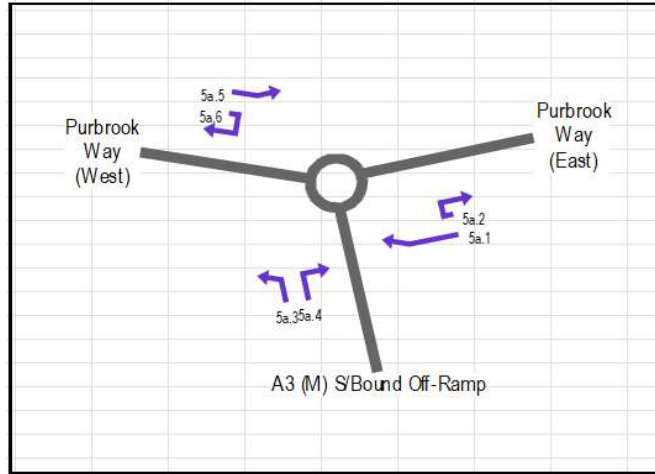
Site 5 of 6
Purbrook Way (East)
A3 (M) S/Bound Off-Ramp
Purbrook Way (West)

Lat/Long
lat 50.864294° lon -1.017677°

Date
Wednesday 16 February 2022

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)



Movement 5a.1: Westbound from Purbrook Way (East) to Purbrook Way (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	35	0	11	0	0	1	48	48.40
0715 - 0730	3	1	51	1	17	2	0	1	76	75.00
0730 - 0745	1	2	47	0	11	0	0	2	63	63.00
0745 - 0800	1	1	78	0	10	1	0	1	92	92.10
Hourly Total	5	5	211	1	49	3	0	5	279	278.50
Hourly Average	1.25	1.25	52.75	0.25	12.25	0.75	0.00	1.25	69.75	69.63
0800 - 0815	11	1	118	0	14	0	0	1	145	136.60
0815 - 0830	4	0	160	0	14	0	0	2	180	178.80
0830 - 0845	9	3	134	3	11	4	0	2	166	161.00
0845 - 0900	1	0	114	3	10	1	0	3	132	134.70
Hourly Total	25	4	526	6	49	5	0	8	623	611.10
Hourly Average	6.25	1.00	131.50	1.50	12.25	1.25	0.00	2.00	155.75	152.78
0900 - 0915	0	0	120	2	6	0	2	2	132	136.60
0915 - 0930	6	0	111	4	9	1	1	3	135	135.00
0930 - 0945	1	0	82	1	9	0	0	2	95	96.20
0945 - 1000	0	2	63	2	12	1	0	2	82	83.30
Hourly Total	7	2	376	9	36	2	3	9	444	451.10
Hourly Average	1.75	0.50	94.00	2.25	9.00	0.50	0.75	2.25	111.00	112.78
Session Total	37	11	1113	16	134	10	3	22	1346	1340.70
Session Average	3.08	0.92	92.75	1.33	11.17	0.83	0.25	1.83	112.17	111.73

1600 - 1900 (Weekday PM Peak)

Movement 5a.1: Westbound from Purbrook Way (East) to Purbrook Way (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	3	109	2	10	1	1	1	128	128.20
1615 - 1630	1	3	129	1	17	0	0	3	154	154.40
1630 - 1645	1	1	103	3	21	0	0	1	130	129.60
1645 - 1700	3	2	87	2	11	0	0	4	109	109.40
Hourly Total	6	9	428	8	59	1	1	9	521	521.60
Hourly Average	1.50	2.25	107.00	2.00	14.75	0.25	0.25	2.25	130.25	130.40
1700 - 1715	2	0	100	3	22	1	0	1	129	128.90
1715 - 1730	0	0	86	1	7	0	0	3	97	100.00
1730 - 1745	1	0	78	0	12	0	0	2	93	94.20
1745 - 1800	1	0	100	1	8	0	0	1	111	111.20
Hourly Total	4	0	364	5	49	1	0	7	430	434.30
Hourly Average	1.00	0.00	91.00	1.25	12.25	0.25	0.00	1.75	107.50	108.58
1800 - 1815	0	0	89	0	8	0	0	1	98	99.00
1815 - 1830	5	0	96	1	9	0	0	3	114	113.00
1830 - 1845	0	0	84	2	8	0	0	1	95	96.00
1845 - 1900	2	0	78	0	6	1	0	1	88	87.90
Hourly Total	7	0	347	3	31	1	0	6	395	395.90
Hourly Average	1.75	0.00	86.75	0.75	7.75	0.25	0.00	1.50	98.75	98.98
Session Total	17	9	1139	16	139	3	1	22	1346	1351.80
Session Average	1.42	0.75	94.92	1.33	11.58	0.25	0.08	1.83	112.17	112.65

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5a.2: U-Turn from Purbrook Way (East) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	3	0	1	0	0	0	4	4.00
Session Average	0.00	0.00	0.25	0.00	0.08	0.00	0.00	0.00	0.33	0.33

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5a.2: U-Turn from Purbrook Way (East) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1800 - 1815	0	0	0	0	1	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	4	0	2	0	0	0	6	6.00
Session Average	0.00	0.00	0.33	0.00	0.17	0.00	0.00	0.00	0.50	0.50

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5a.3: Left from A3 (M) S/Bound Off-Ramp to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	19	1	6	0	2	1	29	32.60
0715 - 0730	0	0	43	0	8	0	0	0	51	51.00
0730 - 0745	0	0	55	1	11	0	0	0	67	67.00
0745 - 0800	0	0	60	1	14	1	1	0	77	78.80
Hourly Total	0	0	177	3	39	1	3	1	224	229.40
Hourly Average	0.00	0.00	44.25	0.75	9.75	0.25	0.75	0.25	56.00	57.35
0800 - 0815	0	0	71	0	12	1	1	0	85	86.80
0815 - 0830	0	0	98	0	12	3	3	1	117	123.40
0830 - 0845	0	0	76	0	15	1	2	0	94	97.10
0845 - 0900	0	0	65	1	11	1	5	0	83	90.00
Hourly Total	0	0	310	1	50	6	11	1	379	397.30
Hourly Average	0.00	0.00	77.50	0.25	12.50	1.50	2.75	0.25	94.75	99.33
0900 - 0915	0	0	68	0	7	0	3	0	78	81.90
0915 - 0930	0	0	86	1	11	2	2	1	103	107.60
0930 - 0945	0	1	44	0	17	0	2	0	64	66.00
0945 - 1000	0	0	43	0	10	0	4	0	57	62.20
Hourly Total	0	1	241	1	45	2	11	1	302	317.70
Hourly Average	0.00	0.25	60.25	0.25	11.25	0.50	2.75	0.25	75.50	79.43

Session Total	0	1	728	5	134	9	25	3	905	944.40
Session Average	0.00	0.08	60.67	0.42	11.17	0.75	2.08	0.25	75.42	78.70

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5a.3: Left from A3 (M) S/Bound Off-Ramp to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	95	0	25	1	3	0	124	128.40
1615 - 1630	0	0	105	1	25	0	5	0	136	142.50
1630 - 1645	0	0	121	1	23	1	1	0	147	148.80
1645 - 1700	0	0	115	0	26	1	0	0	142	142.50
Hourly Total	0	0	436	2	99	3	9	0	549	562.20
Hourly Average	0.00	0.00	109.00	0.50	24.75	0.75	2.25	0.00	137.25	140.55
1700 - 1715	0	1	105	0	35	0	1	0	142	142.70
1715 - 1730	0	0	128	0	22	0	1	0	151	152.30
1730 - 1745	0	0	123	0	20	0	0	0	143	143.00
1745 - 1800	0	1	88	0	10	0	0	0	99	98.40
Hourly Total	0	2	444	0	87	0	2	0	535	536.40
Hourly Average	0.00	0.50	111.00	0.00	21.75	0.00	0.50	0.00	133.75	134.10
1800 - 1815	0	0	97	0	13	0	0	0	110	110.00
1815 - 1830	0	1	74	0	8	0	0	0	83	82.40
1830 - 1845	0	0	50	0	5	0	0	0	55	55.00
1845 - 1900	0	0	53	0	2	0	0	0	55	55.00
Hourly Total	0	1	274	0	28	0	0	0	303	302.40
Hourly Average	0.00	0.25	68.50	0.00	7.00	0.00	0.00	0.00	75.75	75.60

Session Total	0	3	1154	2	214	3	11	0	1387	1401.00
Session Average	0.00	0.25	96.17	0.17	17.83	0.25	0.92	0.00	115.58	116.75

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5a.4: Right from A3 (M) S/Bound Off-Ramp to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	0	5	0	0	0	21	21.00
0715 - 0730	0	0	35	2	9	2	0	1	49	51.00
0730 - 0745	0	0	52	1	18	0	0	0	71	71.00
0745 - 0800	0	0	65	1	22	0	1	0	89	90.30
Hourly Total	0	0	168	4	54	2	1	1	230	233.30
Hourly Average	0.00	0.00	42.00	1.00	13.50	0.50	0.25	0.25	57.50	58.33
0800 - 0815	0	0	52	1	12	1	1	1	68	70.80
0815 - 0830	0	0	57	2	20	3	2	0	84	88.10
0830 - 0845	0	0	63	0	16	1	0	0	80	80.50
0845 - 0900	0	1	60	0	16	2	0	0	79	79.40
Hourly Total	0	1	232	3	64	7	3	1	311	318.80
Hourly Average	0.00	0.25	58.00	0.75	16.00	1.75	0.75	0.25	77.75	79.70
0900 - 0915	0	0	64	2	11	2	2	1	82	86.60
0915 - 0930	0	0	55	3	10	0	0	0	68	68.00
0930 - 0945	0	0	45	1	16	0	1	0	63	64.30
0945 - 1000	0	0	62	0	22	1	1	0	86	87.80
Hourly Total	0	0	226	6	59	3	4	1	299	306.70
Hourly Average	0.00	0.00	56.50	1.50	14.75	0.75	1.00	0.25	74.75	76.68

Session Total	0	1	626	13	177	12	8	3	840	858.80
Session Average	0.00	0.08	52.17	1.08	14.75	1.00	0.67	0.25	70.00	71.57

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5a.4: Right from A3 (M) S/Bound Off-Ramp to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	93	0	41	0	1	0	135	136.30
1615 - 1630	0	1	103	1	36	0	1	0	142	142.70
1630 - 1645	0	1	131	0	31	0	1	0	164	164.70
1645 - 1700	0	0	107	3	43	0	1	0	154	155.30
Hourly Total	0	2	434	4	151	0	4	0	595	599.00
Hourly Average	0.00	0.50	108.50	1.00	37.75	0.00	1.00	0.00	148.75	149.75
1700 - 1715	0	1	134	0	36	0	1	0	172	172.70
1715 - 1730	0	1	138	0	20	1	0	0	160	159.90
1730 - 1745	0	0	117	0	19	1	0	0	137	137.50
1745 - 1800	0	1	84	0	15	1	1	0	102	103.20
Hourly Total	0	3	473	0	90	3	2	0	571	573.30
Hourly Average	0.00	0.75	118.25	0.00	22.50	0.75	0.50	0.00	142.75	143.33
1800 - 1815	0	0	85	0	12	0	1	0	98	99.30
1815 - 1830	0	0	68	0	9	0	0	0	77	77.00
1830 - 1845	0	0	55	0	11	0	0	0	66	66.00
1845 - 1900	0	0	78	2	13	0	0	0	93	93.00
Hourly Total	0	0	286	2	45	0	1	0	334	335.30
Hourly Average	0.00	0.00	71.50	0.50	11.25	0.00	0.25	0.00	83.50	83.83

Session Total	0	5	1193	6	286	3	7	0	1500	1507.60
Session Average	0.00	0.42	99.42	0.50	23.83	0.25	0.58	0.00	125.00	125.63

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5a.5: Eastbound from Purbrook Way (West) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	139	2	41	4	7	1	194	206.10
0715 - 0730	2	3	140	1	47	1	1	2	197	197.40
0730 - 0745	1	0	175	2	58	1	5	2	244	252.20
0745 - 0800	2	2	189	4	52	1	1	2	253	254.00
Hourly Total	5	5	643	9	198	7	14	7	888	909.70
Hourly Average	1.25	1.25	160.75	2.25	49.50	1.75	3.50	1.75	222.00	227.43
0800 - 0815	0	4	199	2	32	3	0	1	241	241.10
0815 - 0830	0	3	206	1	33	2	1	5	251	256.50
0830 - 0845	2	0	246	0	29	0	1	2	280	281.70
0845 - 0900	0	1	267	3	30	2	3	6	312	322.30
Hourly Total	2	8	918	6	124	7	5	14	1084	1101.60
Hourly Average	0.50	2.00	229.50	1.50	31.00	1.75	1.25	3.50	271.00	275.40
0900 - 0915	0	0	212	4	29	2	3	2	252	258.90
0915 - 0930	3	0	180	7	22	2	3	3	220	225.50
0930 - 0945	1	1	193	3	26	1	2	5	232	238.70
0945 - 1000	1	1	125	3	18	0	1	2	151	152.90
Hourly Total	5	2	710	17	95	5	9	12	855	876.00
Hourly Average	1.25	0.50	177.50	4.25	23.75	1.25	2.25	3.00	213.75	219.00

Session Total	12	15	2271	32	417	19	28	33	2827	2887.30
Session Average	1.00	1.25	189.25	2.67	34.75	1.58	2.33	2.75	235.58	240.61

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5a.5: Eastbound from Purbrook Way (West) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	189	2	33	0	0	1	226	226.40
1615 - 1630	3	2	187	1	28	0	0	2	223	221.40
1630 - 1645	2	3	245	2	27	0	1	2	282	281.90
1645 - 1700	2	1	205	0	21	0	1	3	233	235.10
Hourly Total	7	7	826	5	109	0	2	8	964	964.80
Hourly Average	1.75	1.75	206.50	1.25	27.25	0.00	0.50	2.00	241.00	241.20
1700 - 1715	2	2	170	2	22	0	0	2	200	199.20
1715 - 1730	1	0	173	0	23	0	0	2	199	200.20
1730 - 1745	0	3	169	1	12	2	0	2	189	190.20
1745 - 1800	2	2	166	1	13	0	0	1	185	183.20
Hourly Total	5	7	678	4	70	2	0	7	773	772.80
Hourly Average	1.25	1.75	169.50	1.00	17.50	0.50	0.00	1.75	193.25	193.20
1800 - 1815	2	1	148	2	19	0	0	2	174	173.80
1815 - 1830	0	0	126	0	8	0	0	0	134	134.00
1830 - 1845	1	0	118	1	12	0	0	2	134	135.20
1845 - 1900	1	0	134	0	7	0	0	2	144	145.20
Hourly Total	4	1	526	3	46	0	0	6	586	588.20
Hourly Average	1.00	0.25	131.50	0.75	11.50	0.00	0.00	1.50	146.50	147.05

Session Total	16	15	2030	12	225	2	2	21	2323	2325.80
Session Average	1.33	1.25	169.17	1.00	18.75	0.17	0.17	1.75	193.58	193.82

Purbrook
Classified Junction Count

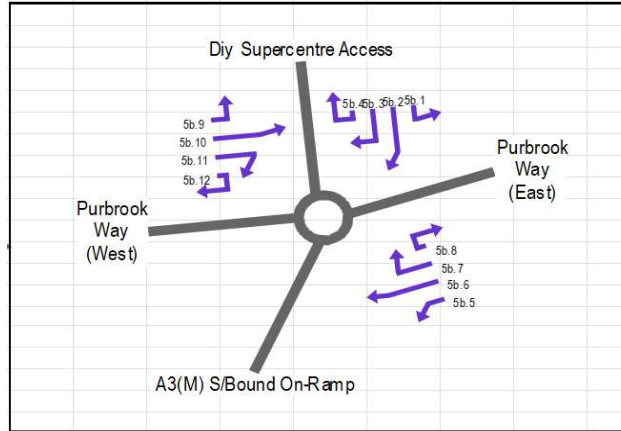
Site 6 of 6
Diy Supercentre Access
Purbrook Way (East)
A3 (M) S/Bound On-Ramp
Purbrook Way (West)

Lat/Long
lat 50.864590° lon -1.015702°

Date
Wednesday 16 February 2022

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 5b.1: Left from Diy Supercentre Access to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	3	0	6	0	0	0	9	9.00
0730 - 0745	0	0	2	0	8	1	0	0	11	11.50
0745 - 0800	0	0	5	0	7	0	0	0	12	12.00
Hourly Total	0	0	13	0	22	1	0	0	36	36.50
Hourly Average	0.00	0.00	3.25	0.00	5.50	0.25	0.00	0.00	9.00	9.13
0800 - 0815	0	0	2	0	5	0	0	0	7	7.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	6	0	3	0	0	0	9	9.00
0845 - 0900	0	0	10	0	5	1	0	0	16	16.50
Hourly Total	0	0	22	0	13	1	0	0	36	36.50
Hourly Average	0.00	0.00	5.50	0.00	3.25	0.25	0.00	0.00	9.00	9.13
0900 - 0915	0	0	9	0	6	0	0	0	15	15.00
0915 - 0930	0	0	9	0	3	0	0	0	12	12.00
0930 - 0945	0	0	20	0	3	0	0	0	23	23.00
0945 - 1000	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	0	50	0	14	0	0	0	64	64.00
Hourly Average	0.00	0.00	12.50	0.00	3.50	0.00	0.00	0.00	16.00	16.00
Session Total	0	0	85	0	49	2	0	0	136	137.00
Session Average	0.00	0.00	7.08	0.00	4.08	0.17	0.00	0.00	11.33	11.42

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5b.1: Left from Diy Supercentre Access to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	16	0	5	0	0	0	21	21.00
1615 - 1630	0	0	11	0	2	0	0	0	13	13.00
1630 - 1645	0	0	14	0	3	0	0	0	17	17.00
1645 - 1700	0	0	9	0	9	0	0	0	18	18.00
Hourly Total	0	0	50	0	19	0	0	0	69	69.00
Hourly Average	0.00	0.00	12.50	0.00	4.75	0.00	0.00	0.00	17.25	17.25
1700 - 1715	0	0	6	0	1	0	0	0	7	7.00
1715 - 1730	0	0	8	0	5	0	0	0	13	13.00
1730 - 1745	0	0	7	0	3	0	0	0	10	10.00
1745 - 1800	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	0	39	0	10	0	0	0	49	49.00
Hourly Average	0.00	0.00	9.75	0.00	2.50	0.00	0.00	0.00	12.25	12.25
1800 - 1815	0	0	17	0	2	0	0	0	19	19.00
1815 - 1830	0	0	10	0	1	0	0	0	11	11.00
1830 - 1845	0	0	9	0	2	0	0	0	11	11.00
1845 - 1900	0	0	7	1	1	0	0	0	9	9.00
Hourly Total	0	0	43	1	6	0	0	0	50	50.00
Hourly Average	0.00	0.00	10.75	0.25	1.50	0.00	0.00	0.00	12.50	12.50
Session Total	0	0	132	1	35	0	0	0	168	168.00
Session Average	0.00	0.00	11.00	0.08	2.92	0.00	0.00	0.00	14.00	14.00

0700 - 1000 (Weekday AM Peak)

Movement 5b.2: Right from Diy Supercentre Access to A3 (M) S/Bound On-Ramp									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	1	0	7	0	0	0	8	8.00
0730 - 0745	0	0	1	0	3	0	0	0	4	4.00
0745 - 0800	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	7	0	13	0	0	0	20	20.00
Hourly Average	0.00	0.00	1.75	0.00	3.25	0.00	0.00	0.00	5.00	5.00
0800 - 0815	0	0	2	0	8	1	0	0	11	11.50
0815 - 0830	0	0	4	0	3	2	0	0	9	10.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	5	0	6	0	0	0	11	11.00
Hourly Total	0	0	13	0	17	3	0	0	33	34.50
Hourly Average	0.00	0.00	3.25	0.00	4.25	0.75	0.00	0.00	8.25	8.63
0900 - 0915	0	0	6	0	2	0	0	0	8	8.00
0915 - 0930	0	0	9	0	4	0	0	0	13	13.00
0930 - 0945	0	0	2	0	5	0	0	0	7	7.00
0945 - 1000	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	25	0	13	0	0	0	38	38.00
Hourly Average	0.00	0.00	6.25	0.00	3.25	0.00	0.00	0.00	9.50	9.50

Session Total	0	0	45	0	43	3	0	0	91	92.50
Session Average	0.00	0.00	3.75	0.00	3.58	0.25	0.00	0.00	7.58	7.71

1600 - 1900 (Weekday PM Peak)

Movement 5b.2: Right from Diy Supercentre Access to A3 (M) S/Bound On-Ramp									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	13	0	4	0	0	0	17	17.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	5	0	5	0	0	0	10	10.00
1645 - 1700	0	0	7	0	7	0	2	0	16	18.60
Hourly Total	0	0	28	0	16	0	2	0	46	48.60
Hourly Average	0.00	0.00	7.00	0.00	4.00	0.00	0.50	0.00	11.50	12.15
1700 - 1715	0	0	6	0	2	0	0	0	8	8.00
1715 - 1730	0	0	7	0	3	0	0	0	10	10.00
1730 - 1745	0	0	5	0	1	0	0	0	6	6.00
1745 - 1800	0	0	8	0	3	0	0	0	11	11.00
Hourly Total	0	0	26	0	9	0	0	0	35	35.00
Hourly Average	0.00	0.00	6.50	0.00	2.25	0.00	0.00	0.00	8.75	8.75
1800 - 1815	0	0	3	0	1	0	0	0	4	4.00
1815 - 1830	0	0	5	0	2	0	0	0	7	7.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	9	0	4	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.25	0.00	1.00	0.00	0.00	0.00	3.25	3.25

Session Total	0	0	63	0	29	0	2	0	94	96.60
Session Average	0.00	0.00	5.25	0.00	2.42	0.00	0.17	0.00	7.83	8.05

0700 - 1000 (Weekday AM Peak)

	Movement 5b.3: Right from Diy Supercentre Access to Purbrook Way (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	3	0	0	0	3	3.00
0730 - 0745	0	0	1	0	2	0	0	0	3	3.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	2	0	6	0	0	0	8	8.00
Hourly Average	0.00	0.00	0.50	0.00	1.50	0.00	0.00	0.00	2.00	2.00
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	2	0	4	0	0	0	6	6.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	8	0	6	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.00	0.00	1.50	0.00	0.00	0.00	3.50	3.50
0900 - 0915	0	0	2	0	1	0	0	0	3	3.00
0915 - 0930	0	0	5	0	2	0	1	0	8	9.30
0930 - 0945	0	0	4	0	2	0	0	0	6	6.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	13	0	5	0	1	0	19	20.30
Hourly Average	0.00	0.00	3.25	0.00	1.25	0.00	0.25	0.00	4.75	5.08

Session Total	0	0	23	0	17	0	1	0	41	42.30
Session Average	0.00	0.00	1.92	0.00	1.42	0.00	0.08	0.00	3.42	3.53

1600 - 1900 (Weekday PM Peak)

	Movement 5b.3: Right from Diy Supercentre Access to Purbrook Way (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	9	0	1	0	0	0	10	10.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	4	0	2	0	0	0	6	6.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	16	0	4	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.00	0.00	1.00	0.00	0.00	0.00	5.00	5.00
1700 - 1715	0	0	5	0	3	0	0	0	8	8.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	7	0	0	0	0	0	7	7.00
1745 - 1800	0	0	3	0	3	0	0	0	6	6.00
Hourly Total	0	0	19	0	6	0	0	0	25	25.00
Hourly Average	0.00	0.00	4.75	0.00	1.50	0.00	0.00	0.00	6.25	6.25
1800 - 1815	0	0	6	0	2	0	0	0	8	8.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	12	0	3	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.00	0.00	0.75	0.00	0.00	0.00	3.75	3.75

Session Total	0	0	47	0	13	0	0	0	60	60.00
Session Average	0.00	0.00	3.92	0.00	1.08	0.00	0.00	0.00	5.00	5.00

0700 - 1000 (Weekday AM Peak)

[illegible][illegible]

1600 - 1900 (Weekday PM Peak)

[illegible][illegible]

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5b.5: Left from Purbrook Way (East) to A3 (M) S/Bound On-Ramp								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	105	0	32	0	0	0	137	137.00
0715 - 0730	0	1	95	2	51	0	1	1	151	152.70
0730 - 0745	0	4	112	0	34	0	0	0	150	147.60
0745 - 0800	0	3	86	0	32	1	0	1	123	122.70
Hourly Total	0	8	398	2	149	1	1	2	561	560.00
Hourly Average	0.00	2.00	99.50	0.50	37.25	0.25	0.25	0.50	140.25	140.00
0800 - 0815	1	1	93	1	30	1	1	0	128	128.40
0815 - 0830	0	0	73	1	23	1	0	0	98	98.50
0830 - 0845	0	0	89	1	14	3	1	0	108	110.80
0845 - 0900	0	0	80	0	11	2	0	0	93	94.00
Hourly Total	1	1	335	3	78	7	2	0	427	431.70
Hourly Average	0.25	0.25	83.75	0.75	19.50	1.75	0.50	0.00	106.75	107.93
0900 - 0915	0	0	76	0	16	1	0	0	93	93.50
0915 - 0930	0	0	70	1	14	0	1	0	86	87.30
0930 - 0945	0	0	75	0	10	0	0	0	85	85.00
0945 - 1000	0	0	56	1	17	2	0	0	76	77.00
Hourly Total	0	0	277	2	57	3	1	0	340	342.80
Hourly Average	0.00	0.00	69.25	0.50	14.25	0.75	0.25	0.00	85.00	85.70

Session Total	1	9	1010	7	284	11	4	2	1328	1334.50
Session Average	0.08	0.75	84.17	0.58	23.67	0.92	0.33	0.17	110.67	111.21

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5b.5: Left from Purbrook Way (East) to A3 (M) S/Bound On-Ramp								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	55	2	17	0	3	0	78	81.30
1615 - 1630	0	0	77	0	18	1	0	0	96	96.50
1630 - 1645	0	0	72	1	10	0	1	0	84	85.30
1645 - 1700	0	0	78	0	17	0	0	0	95	95.00
Hourly Total	0	1	282	3	62	1	4	0	353	358.10
Hourly Average	0.00	0.25	70.50	0.75	15.50	0.25	1.00	0.00	88.25	89.53
1700 - 1715	0	0	73	0	11	2	0	0	86	87.00
1715 - 1730	0	0	67	1	8	0	0	1	77	78.00
1730 - 1745	0	0	66	0	9	1	0	0	76	76.50
1745 - 1800	0	0	62	0	7	0	0	1	70	71.00
Hourly Total	0	0	268	1	35	3	0	2	309	312.50
Hourly Average	0.00	0.00	67.00	0.25	8.75	0.75	0.00	0.50	77.25	78.13
1800 - 1815	0	0	78	0	15	0	0	0	93	93.00
1815 - 1830	0	0	62	0	8	0	0	1	71	72.00
1830 - 1845	0	0	60	0	13	0	0	1	74	75.00
1845 - 1900	0	0	45	0	6	0	0	0	51	51.00
Hourly Total	0	0	245	0	42	0	0	2	289	291.00
Hourly Average	0.00	0.00	61.25	0.00	10.50	0.00	0.00	0.50	72.25	72.75

Session Total	0	1	795	4	139	4	4	4	951	961.60
Session Average	0.00	0.08	66.25	0.33	11.58	0.33	0.33	0.33	79.25	80.13

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5b.6: Westbound from Purbrook Way (East) to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	34	0	11	0	0	1	47	47.40
0715 - 0730	3	1	51	1	15	2	0	1	74	73.00
0730 - 0745	1	2	47	0	9	0	0	2	61	61.00
0745 - 0800	1	1	76	0	9	1	0	1	89	89.10
Hourly Total	5	5	208	1	44	3	0	5	271	270.50
Hourly Average	1.25	1.25	52.00	0.25	11.00	0.75	0.00	1.25	67.75	67.63
0800 - 0815	11	1	115	0	13	0	0	1	141	132.60
0815 - 0830	5	0	163	0	10	0	0	2	180	178.00
0830 - 0845	8	3	129	4	11	4	0	2	161	156.80
0845 - 0900	1	0	114	1	9	1	0	3	129	131.70
Hourly Total	25	4	521	5	43	5	0	8	611	599.10
Hourly Average	6.25	1.00	130.25	1.25	10.75	1.25	0.00	2.00	152.75	149.78
0900 - 0915	0	0	110	2	5	0	2	3	122	127.60
0915 - 0930	6	0	105	5	8	1	0	2	127	124.70
0930 - 0945	1	0	78	0	6	0	0	2	87	88.20
0945 - 1000	0	2	61	2	13	1	0	2	81	82.30
Hourly Total	7	2	354	9	32	2	2	9	417	422.80
Hourly Average	1.75	0.50	88.50	2.25	8.00	0.50	0.50	2.25	104.25	105.70

Session Total	37	11	1083	15	119	10	2	22	1299	1292.40
Session Average	3.08	0.92	90.25	1.25	9.92	0.83	0.17	1.83	108.25	107.70

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5b.6: Westbound from Purbrook Way (East) to Purbrook Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	3	98	2	9	1	1	1	116	116.20
1615 - 1630	1	3	135	1	16	0	0	3	159	159.40
1630 - 1645	1	1	90	5	19	0	0	1	117	116.60
1645 - 1700	3	2	86	0	11	0	0	4	106	106.40
Hourly Total	6	9	409	8	55	1	1	9	498	498.60
Hourly Average	1.50	2.25	102.25	2.00	13.75	0.25	0.25	2.25	124.50	124.65
1700 - 1715	2	0	96	3	20	1	0	1	123	122.90
1715 - 1730	0	0	82	1	6	0	0	3	92	95.00
1730 - 1745	1	0	73	0	12	0	0	2	88	89.20
1745 - 1800	1	0	96	1	8	0	0	1	107	107.20
Hourly Total	4	0	347	5	46	1	0	7	410	414.30
Hourly Average	1.00	0.00	86.75	1.25	11.50	0.25	0.00	1.75	102.50	103.58
1800 - 1815	0	0	88	0	5	0	0	1	94	95.00
1815 - 1830	5	0	90	2	10	0	0	3	110	109.00
1830 - 1845	0	0	83	1	7	0	0	1	92	93.00
1845 - 1900	2	0	74	0	5	1	0	1	83	82.90
Hourly Total	7	0	335	3	27	1	0	6	379	379.90
Hourly Average	1.75	0.00	83.75	0.75	6.75	0.25	0.00	1.50	94.75	94.98

Session Total	17	9	1091	16	128	3	1	22	1287	1292.80
Session Average	1.42	0.75	90.92	1.33	10.67	0.25	0.08	1.83	107.25	107.73

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5b.7: Right from Purbrook Way (East) to Diy Supercentre Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	4	0	5	0	0	0	10	9.40
0715 - 0730	0	0	3	0	5	0	0	0	8	8.00
0730 - 0745	0	0	6	0	5	0	0	0	11	11.00
0745 - 0800	0	0	5	0	6	0	0	0	11	11.00
Hourly Total	0	1	18	0	21	0	0	0	40	39.40
Hourly Average	0.00	0.25	4.50	0.00	5.25	0.00	0.00	0.00	10.00	9.85
0800 - 0815	0	0	6	0	8	0	0	0	14	14.00
0815 - 0830	0	0	8	0	6	0	0	0	14	14.00
0830 - 0845	0	0	8	0	5	0	0	0	13	13.00
0845 - 0900	0	0	14	0	4	0	0	0	18	18.00
Hourly Total	0	0	36	0	23	0	0	0	59	59.00
Hourly Average	0.00	0.00	9.00	0.00	5.75	0.00	0.00	0.00	14.75	14.75
0900 - 0915	0	0	13	0	2	0	0	0	15	15.00
0915 - 0930	0	0	14	0	5	0	0	0	19	19.00
0930 - 0945	0	0	16	0	3	0	0	0	19	19.00
0945 - 1000	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	0	54	0	12	0	0	0	66	66.00
Hourly Average	0.00	0.00	13.50	0.00	3.00	0.00	0.00	0.00	16.50	16.50

Session Total	0	1	108	0	56	0	0	0	165	164.40
Session Average	0.00	0.08	9.00	0.00	4.67	0.00	0.00	0.00	13.75	13.70

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5b.7: Right from Purbrook Way (East) to Diy Supercentre Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	7	0	2	0	0	0	10	9.40
1615 - 1630	0	0	17	0	2	0	0	0	19	19.00
1630 - 1645	0	0	12	0	1	0	0	0	13	13.00
1645 - 1700	0	0	11	0	4	0	0	0	15	15.00
Hourly Total	0	1	47	0	9	0	0	0	57	56.40
Hourly Average	0.00	0.25	11.75	0.00	2.25	0.00	0.00	0.00	14.25	14.10
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	17	0	2	0	0	0	19	19.00
1730 - 1745	0	0	7	0	3	0	0	0	10	10.00
1745 - 1800	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	34	0	6	0	0	0	40	40.00
Hourly Average	0.00	0.00	8.50	0.00	1.50	0.00	0.00	0.00	10.00	10.00
1800 - 1815	0	0	8	0	2	0	0	0	10	10.00
1815 - 1830	0	0	8	0	2	0	0	0	10	10.00
1830 - 1845	0	0	7	0	0	0	0	0	7	7.00
1845 - 1900	0	0	7	0	3	0	0	0	10	10.00
Hourly Total	0	0	30	0	7	0	0	0	37	37.00
Hourly Average	0.00	0.00	7.50	0.00	1.75	0.00	0.00	0.00	9.25	9.25

Session Total	0	1	111	0	22	0	0	0	134	133.40
Session Average	0.00	0.08	9.25	0.00	1.83	0.00	0.00	0.00	11.17	11.12

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5b.8: U-Turn from Purbrook Way (East) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	3	1	0	0	0	0	4	4.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	4	1	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.25	0.25	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	6	1	1	0	0	0	8	8.00
Session Average	0.00	0.00	0.50	0.08	0.08	0.00	0.00	0.00	0.67	0.67

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5b.8: U-Turn from Purbrook Way (East) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	7	0	2	0	0	0	9	9.00
Session Average	0.00	0.00	0.58	0.00	0.17	0.00	0.00	0.00	0.75	0.75

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5b.9: Left from Purbrook Way (West) to Diy Supercentre Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	5	0	0	0	7	7.00
0715 - 0730	0	0	2	0	9	0	0	0	11	11.00
0730 - 0745	0	0	5	0	3	0	0	0	8	8.00
0745 - 0800	0	0	7	0	12	0	0	0	19	19.00
Hourly Total	0	0	16	0	29	0	0	0	45	45.00
Hourly Average	0.00	0.00	4.00	0.00	7.25	0.00	0.00	0.00	11.25	11.25
0800 - 0815	0	0	7	0	1	0	0	0	8	8.00
0815 - 0830	0	0	10	0	1	1	0	0	12	12.50
0830 - 0845	0	0	9	0	0	0	0	0	9	9.00
0845 - 0900	0	0	9	0	8	0	1	0	18	19.30
Hourly Total	0	0	35	0	10	1	1	0	47	48.80
Hourly Average	0.00	0.00	8.75	0.00	2.50	0.25	0.25	0.00	11.75	12.20
0900 - 0915	0	0	17	0	4	0	2	0	23	25.60
0915 - 0930	0	0	11	0	3	0	0	0	14	14.00
0930 - 0945	0	0	17	0	5	0	1	0	23	24.30
0945 - 1000	0	0	18	0	6	0	1	0	25	26.30
Hourly Total	0	0	63	0	18	0	4	0	85	90.20
Hourly Average	0.00	0.00	15.75	0.00	4.50	0.00	1.00	0.00	21.25	22.55

Session Total	0	0	114	0	57	1	5	0	177	184.00
Session Average	0.00	0.00	9.50	0.00	4.75	0.08	0.42	0.00	14.75	15.33

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5b.9: Left from Purbrook Way (West) to Diy Supercentre Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	12	0	3	0	0	0	15	15.00
1615 - 1630	0	0	4	0	5	0	1	0	10	11.30
1630 - 1645	0	0	15	0	6	0	0	0	21	21.00
1645 - 1700	0	0	3	0	7	0	0	0	10	10.00
Hourly Total	0	0	34	0	21	0	1	0	56	57.30
Hourly Average	0.00	0.00	8.50	0.00	5.25	0.00	0.25	0.00	14.00	14.33
1700 - 1715	0	0	10	0	3	0	0	0	13	13.00
1715 - 1730	0	0	6	0	5	0	0	0	11	11.00
1730 - 1745	0	0	12	0	1	0	0	0	13	13.00
1745 - 1800	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	0	39	0	11	0	0	0	50	50.00
Hourly Average	0.00	0.00	9.75	0.00	2.75	0.00	0.00	0.00	12.50	12.50
1800 - 1815	0	0	5	0	4	0	0	0	9	9.00
1815 - 1830	0	0	10	0	1	0	0	0	11	11.00
1830 - 1845	0	0	7	0	2	0	0	0	9	9.00
1845 - 1900	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	0	0	28	0	9	0	0	0	37	37.00
Hourly Average	0.00	0.00	7.00	0.00	2.25	0.00	0.00	0.00	9.25	9.25

Session Total	0	0	101	0	41	0	1	0	143	144.30
Session Average	0.00	0.00	8.42	0.00	3.42	0.00	0.08	0.00	11.92	12.03

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5b.10: Eastbound from Purbrook Way (West) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	63	2	24	0	0	1	90	91.00
0715 - 0730	2	2	84	3	20	0	0	3	114	114.20
0730 - 0745	1	0	119	1	46	1	2	2	172	176.30
0745 - 0800	2	1	132	1	35	1	1	2	175	176.60
Hourly Total	5	3	398	7	125	2	3	8	551	558.10
Hourly Average	1.25	0.75	99.50	1.75	31.25	0.50	0.75	2.00	137.75	139.53
0800 - 0815	0	3	118	3	25	1	1	2	153	155.00
0815 - 0830	0	1	159	1	38	2	2	4	207	214.00
0830 - 0845	2	1	196	1	34	1	0	2	237	237.30
0845 - 0900	0	2	200	1	26	4	0	3	236	239.80
Hourly Total	2	7	673	6	123	8	3	11	833	846.10
Hourly Average	0.50	1.75	168.25	1.50	30.75	2.00	0.75	2.75	208.25	211.53
0900 - 0915	0	0	176	6	24	3	0	3	212	216.50
0915 - 0930	3	0	157	8	18	0	1	3	190	191.90
0930 - 0945	1	1	148	1	14	0	1	3	169	171.90
0945 - 1000	1	1	118	4	24	1	1	2	152	154.40
Hourly Total	5	2	599	19	80	4	3	11	723	734.70
Hourly Average	1.25	0.50	149.75	4.75	20.00	1.00	0.75	2.75	180.75	183.68

Session Total	12	12	1670	32	328	14	9	30	2107	2138.90
Session Average	1.00	1.00	139.17	2.67	27.33	1.17	0.75	2.50	175.58	178.24

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5b.10: Eastbound from Purbrook Way (West) to Purbrook Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	206	2	55	0	1	1	266	267.70
1615 - 1630	3	3	203	1	48	0	0	2	260	257.80
1630 - 1645	2	4	260	1	45	0	0	2	314	312.00
1645 - 1700	2	1	221	3	47	0	1	3	278	280.10
Hourly Total	7	9	890	7	195	0	2	8	1118	1117.60
Hourly Average	1.75	2.25	222.50	1.75	48.75	0.00	0.50	2.00	279.50	279.40
1700 - 1715	2	3	221	2	46	0	1	2	277	276.90
1715 - 1730	1	1	238	0	32	1	0	2	275	276.10
1730 - 1745	0	3	214	1	24	1	0	2	245	245.70
1745 - 1800	2	2	175	1	21	1	1	1	204	204.00
Hourly Total	5	9	848	4	123	3	2	7	1001	1002.70
Hourly Average	1.25	2.25	212.00	1.00	30.75	0.75	0.50	1.75	250.25	250.68
1800 - 1815	2	2	176	1	17	0	1	2	201	201.50
1815 - 1830	0	0	139	0	11	0	0	0	150	150.00
1830 - 1845	1	0	135	0	14	0	0	2	152	153.20
1845 - 1900	1	0	159	1	18	0	0	2	181	182.20
Hourly Total	4	2	609	2	60	0	1	6	684	686.90
Hourly Average	1.00	0.50	152.25	0.50	15.00	0.00	0.25	1.50	171.00	171.73

Session Total	16	20	2347	13	378	3	5	21	2803	2807.20
Session Average	1.33	1.67	195.58	1.08	31.50	0.25	0.42	1.75	233.58	233.93

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5b.11: Right from Purbrook Way (West) to A3 (M) S/Bound On-Ramp								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	87	0	17	4	7	0	115	126.10
0715 - 0730	0	1	92	0	28	3	1	0	125	127.20
0730 - 0745	0	0	102	2	27	0	3	0	134	137.90
0745 - 0800	0	1	116	4	27	0	1	0	149	149.70
Hourly Total	0	2	397	6	99	7	12	0	523	540.90
Hourly Average	0.00	0.50	99.25	1.50	24.75	1.75	3.00	0.00	130.75	135.23
0800 - 0815	0	1	122	0	18	3	0	0	144	144.90
0815 - 0830	0	1	98	0	13	2	1	1	116	118.70
0830 - 0845	0	0	103	1	12	0	1	0	117	118.30
0845 - 0900	0	0	118	1	11	0	2	3	135	140.60
Hourly Total	0	2	441	2	54	5	4	4	512	522.50
Hourly Average	0.00	0.50	110.25	0.50	13.50	1.25	1.00	1.00	128.00	130.63
0900 - 0915	0	0	79	0	13	1	3	0	96	100.40
0915 - 0930	0	0	65	2	11	2	2	0	82	85.60
0930 - 0945	0	0	74	2	23	1	1	2	103	106.80
0945 - 1000	0	0	49	0	10	0	0	0	59	59.00
Hourly Total	0	0	267	4	57	4	6	2	340	351.80
Hourly Average	0.00	0.00	66.75	1.00	14.25	1.00	1.50	0.50	85.00	87.95

Session Total	0	4	1105	12	210	16	22	6	1375	1415.20
Session Average	0.00	0.33	92.08	1.00	17.50	1.33	1.83	0.50	114.58	117.93

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5b.11: Right from Purbrook Way (West) to A3 (M) S/Bound On-Ramp								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	66	0	16	0	0	0	82	82.00
1615 - 1630	0	0	81	1	11	0	0	0	93	93.00
1630 - 1645	0	0	101	1	7	0	2	0	111	113.60
1645 - 1700	0	0	88	0	10	0	1	0	99	100.30
Hourly Total	0	0	336	2	44	0	3	0	385	388.90
Hourly Average	0.00	0.00	84.00	0.50	11.00	0.00	0.75	0.00	96.25	97.23
1700 - 1715	0	0	73	0	9	0	0	0	82	82.00
1715 - 1730	0	0	69	0	5	0	0	0	74	74.00
1730 - 1745	0	0	61	0	7	2	0	0	70	71.00
1745 - 1800	0	0	62	0	6	0	0	0	68	68.00
Hourly Total	0	0	265	0	27	2	0	0	294	295.00
Hourly Average	0.00	0.00	66.25	0.00	6.75	0.50	0.00	0.00	73.50	73.75
1800 - 1815	0	0	54	1	11	0	0	0	66	66.00
1815 - 1830	0	0	44	0	5	0	0	0	49	49.00
1830 - 1845	0	0	32	1	6	0	0	0	39	39.00
1845 - 1900	0	0	45	1	1	0	0	0	47	47.00
Hourly Total	0	0	175	3	23	0	0	0	201	201.00
Hourly Average	0.00	0.00	43.75	0.75	5.75	0.00	0.00	0.00	50.25	50.25

Session Total	0	0	776	5	94	2	3	0	880	884.90
Session Average	0.00	0.00	64.67	0.42	7.83	0.17	0.25	0.00	73.33	73.74

Purbrook
Classified Junction Count

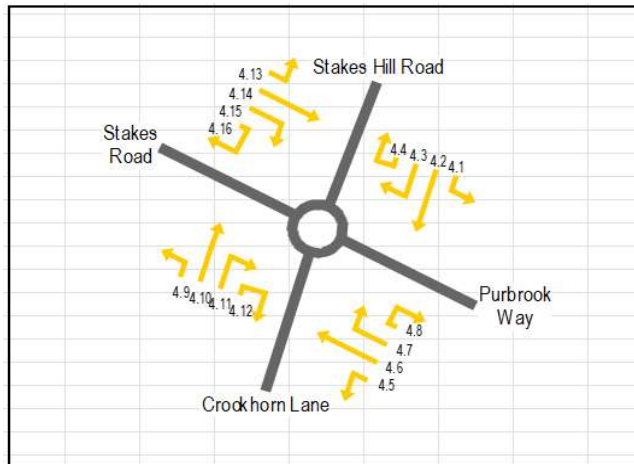
Site 4 of 6
Stakes Hill Road
Purbrook Way
Crookhorn Lane
Stakes Road

Lat/Long
lat 50.864709° lon -1.027790°

Date
Wednesday 16 February 2022

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.1: Left from Stakes Hill Road to Purbrook Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	44	1	15	1	0	0	62	61.70
0715 - 0730	3	0	57	0	14	0	0	0	74	71.60
0730 - 0745	1	0	76	0	18	0	0	0	95	94.20
0745 - 0800	2	2	74	2	19	0	0	0	99	96.20
Hourly Total	7	2	251	3	66	1	0	0	330	323.70
Hourly Average	1.75	0.50	62.75	0.75	16.50	0.25	0.00	0.00	82.50	80.93
0800 - 0815	0	2	95	1	12	0	0	0	110	108.80
0815 - 0830	0	1	99	1	17	0	0	2	120	121.40
0830 - 0845	0	0	114	0	7	0	0	0	121	121.00
0845 - 0900	1	1	152	0	9	0	0	2	165	165.60
Hourly Total	1	4	460	2	45	0	0	4	516	516.80
Hourly Average	0.25	1.00	115.00	0.50	11.25	0.00	0.00	1.00	129.00	129.20
0900 - 0915	2	1	82	0	8	2	0	0	95	93.80
0915 - 0930	4	0	79	0	11	0	0	0	94	90.80
0930 - 0945	2	4	65	1	8	0	0	2	82	80.00
0945 - 1000	0	2	45	1	6	0	0	0	54	52.80
Hourly Total	8	7	271	2	33	2	0	2	325	317.40
Hourly Average	2.00	1.75	67.75	0.50	8.25	0.50	0.00	0.50	81.25	79.35
Session Total	16	13	982	7	144	3	0	6	1171	1157.90
Session Average	1.33	1.08	81.83	0.58	12.00	0.25	0.00	0.50	97.58	96.49

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.1: Left from Stakes Hill Road to Purbrook Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	87	2	11	0	0	0	100	100.00
1615 - 1630	3	0	63	1	11	0	0	0	78	75.60
1630 - 1645	1	1	112	1	12	0	0	0	127	125.60
1645 - 1700	1	1	105	0	11	0	0	0	118	116.60
Hourly Total	5	2	367	4	45	0	0	0	423	417.80
Hourly Average	1.25	0.50	91.75	1.00	11.25	0.00	0.00	0.00	105.75	104.45
1700 - 1715	0	0	76	0	13	0	0	0	89	89.00
1715 - 1730	1	0	67	0	5	0	0	0	73	72.20
1730 - 1745	1	1	76	1	5	1	0	0	85	84.10
1745 - 1800	1	1	80	0	3	0	0	0	85	83.60
Hourly Total	3	2	299	1	26	1	0	0	332	328.90
Hourly Average	0.75	0.50	74.75	0.25	6.50	0.25	0.00	0.00	83.00	82.23
1800 - 1815	0	0	54	0	6	0	0	0	60	60.00
1815 - 1830	1	1	51	0	3	0	0	0	56	54.60
1830 - 1845	1	0	48	0	4	0	0	0	53	52.20
1845 - 1900	0	0	65	0	3	0	0	0	68	68.00
Hourly Total	2	1	218	0	16	0	0	0	237	234.80
Hourly Average	0.50	0.25	54.50	0.00	4.00	0.00	0.00	0.00	59.25	58.70
Session Total	10	5	884	5	87	1	0	0	992	981.50
Session Average	0.83	0.42	73.67	0.42	7.25	0.08	0.00	0.00	82.67	81.79

0700 - 1000 (Weekday AM Peak)

Movement 4.2: Westbound from Stakes Hill Road to Crookhorn Lane									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	12	0	4	0	0	1	19	18.40
0715 - 0730	1	0	12	0	1	0	0	1	15	15.20
0730 - 0745	1	2	31	0	7	0	0	2	43	43.00
0745 - 0800	1	0	30	0	3	0	0	1	35	35.20
Hourly Total	5	2	85	0	15	0	0	5	112	111.80
Hourly Average	1.25	0.50	21.25	0.00	3.75	0.00	0.00	1.25	28.00	27.95
0800 - 0815	0	0	30	0	5	0	0	1	36	37.00
0815 - 0830	1	0	27	0	1	0	0	1	30	30.20
0830 - 0845	0	0	36	0	4	0	0	2	42	44.00
0845 - 0900	2	0	38	0	3	0	0	1	44	43.40
Hourly Total	3	0	131	0	13	0	0	5	152	154.60
Hourly Average	0.75	0.00	32.75	0.00	3.25	0.00	0.00	1.25	38.00	38.65
0900 - 0915	0	0	39	0	8	0	0	1	48	49.00
0915 - 0930	0	1	33	0	1	1	0	2	38	39.90
0930 - 0945	0	1	17	0	1	0	0	2	21	22.40
0945 - 1000	0	0	30	1	3	3	0	0	37	38.50
Hourly Total	0	2	119	1	13	4	0	5	144	149.80
Hourly Average	0.00	0.50	29.75	0.25	3.25	1.00	0.00	1.25	36.00	37.45
Session Total	8	4	335	1	41	4	0	15	408	416.20
Session Average	0.67	0.33	27.92	0.08	3.42	0.33	0.00	1.25	34.00	34.68

1600 - 1900 (Weekday PM Peak)

Movement 4.2: Westbound from Stakes Hill Road to Crookhorn Lane									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	38	0	2	0	0	1	42	42.20
1615 - 1630	0	0	29	0	7	0	0	1	37	38.00
1630 - 1645	0	1	29	0	4	0	0	1	35	35.40
1645 - 1700	0	0	36	0	5	0	0	1	42	43.00
Hourly Total	1	1	132	0	18	0	0	4	156	158.60
Hourly Average	0.25	0.25	33.00	0.00	4.50	0.00	0.00	1.00	39.00	39.65
1700 - 1715	1	0	37	0	3	0	0	1	42	42.20
1715 - 1730	0	1	28	0	3	0	0	0	32	31.40
1730 - 1745	0	0	29	0	4	0	0	2	35	37.00
1745 - 1800	0	0	39	0	4	0	0	1	44	45.00
Hourly Total	1	1	133	0	14	0	0	4	153	155.60
Hourly Average	0.25	0.25	33.25	0.00	3.50	0.00	0.00	1.00	38.25	38.90
1800 - 1815	0	0	24	0	3	0	0	1	28	29.00
1815 - 1830	0	1	30	0	3	0	0	1	35	35.40
1830 - 1845	0	0	23	0	2	0	0	2	27	29.00
1845 - 1900	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	0	1	99	0	8	0	0	4	112	115.40
Hourly Average	0.00	0.25	24.75	0.00	2.00	0.00	0.00	1.00	28.00	28.85
Session Total	2	3	364	0	40	0	0	12	421	429.60
Session Average	0.17	0.25	30.33	0.00	3.33	0.00	0.00	1.00	35.08	35.80

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.3: Right from Stakes Hill Road to Stakes Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	10	0	0	0	0	0	10	10.00
0730 - 0745	0	0	6	0	2	1	0	0	9	9.50
0745 - 0800	0	0	11	1	1	0	0	0	13	13.00
Hourly Total	0	0	29	1	3	1	0	0	34	34.50
Hourly Average	0.00	0.00	7.25	0.25	0.75	0.25	0.00	0.00	8.50	8.63
0800 - 0815	0	0	32	1	2	0	0	0	35	35.00
0815 - 0830	0	0	29	0	2	0	0	0	31	31.00
0830 - 0845	0	0	26	0	1	0	0	0	27	27.00
0845 - 0900	0	0	33	0	2	0	0	0	35	35.00
Hourly Total	0	0	120	1	7	0	0	0	128	128.00
Hourly Average	0.00	0.00	30.00	0.25	1.75	0.00	0.00	0.00	32.00	32.00
0900 - 0915	0	0	10	0	0	0	0	0	10	10.00
0915 - 0930	0	0	13	0	2	0	0	0	15	15.00
0930 - 0945	0	0	8	0	1	0	0	0	9	9.00
0945 - 1000	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	41	0	4	0	0	0	45	45.00
Hourly Average	0.00	0.00	10.25	0.00	1.00	0.00	0.00	0.00	11.25	11.25
Session Total	0	0	190	2	14	1	0	0	207	207.50
Session Average	0.00	0.00	15.83	0.17	1.17	0.08	0.00	0.00	17.25	17.29

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.3: Right from Stakes Hill Road to Stakes Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	18	0	4	0	0	0	22	22.00
1615 - 1630	0	0	18	0	6	0	0	0	24	24.00
1630 - 1645	0	0	32	0	5	0	0	0	37	37.00
1645 - 1700	0	0	27	0	3	1	0	0	31	31.50
Hourly Total	0	0	95	0	18	1	0	0	114	114.50
Hourly Average	0.00	0.00	23.75	0.00	4.50	0.25	0.00	0.00	28.50	28.63
1700 - 1715	0	0	29	0	4	1	0	0	34	34.50
1715 - 1730	1	0	14	0	6	0	0	0	21	20.20
1730 - 1745	0	0	18	0	4	0	0	0	22	22.00
1745 - 1800	0	0	15	0	5	0	0	0	20	20.00
Hourly Total	1	0	76	0	19	1	0	0	97	96.70
Hourly Average	0.25	0.00	19.00	0.00	4.75	0.25	0.00	0.00	24.25	24.18
1800 - 1815	0	0	11	0	2	0	0	0	13	13.00
1815 - 1830	0	0	17	0	5	0	0	0	22	22.00
1830 - 1845	0	0	16	0	2	0	0	0	18	18.00
1845 - 1900	0	0	23	0	2	0	0	0	25	25.00
Hourly Total	0	0	67	0	11	0	0	0	78	78.00
Hourly Average	0.00	0.00	16.75	0.00	2.75	0.00	0.00	0.00	19.50	19.50
Session Total	1	0	238	0	48	2	0	0	289	289.20
Session Average	0.08	0.00	19.83	0.00	4.00	0.17	0.00	0.00	24.08	24.10

0700 - 1000 (Weekday AM Peak)

	Movement 4.5: Left from Purbrook Way to Crookhorn Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	1	0	0	1	8	9.00
0715 - 0730	0	0	9	1	3	0	0	0	13	13.00
0730 - 0745	0	0	11	0	1	0	0	0	12	12.00
0745 - 0800	0	0	10	0	4	1	0	1	16	17.50
Hourly Total	0	0	36	1	9	1	0	2	49	51.50
Hourly Average	0.00	0.00	9.00	0.25	2.25	0.25	0.00	0.50	12.25	12.88
0800 - 0815	0	0	16	0	3	1	0	0	20	20.50
0815 - 0830	0	0	14	0	0	0	0	1	15	16.00
0830 - 0845	1	0	10	0	2	0	0	0	13	12.20
0845 - 0900	1	0	15	0	3	1	0	1	21	21.70
Hourly Total	2	0	55	0	8	2	0	2	69	70.40
Hourly Average	0.50	0.00	13.75	0.00	2.00	0.50	0.00	0.50	17.25	17.60
0900 - 0915	0	0	19	0	2	0	0	0	21	21.00
0915 - 0930	0	0	8	0	4	0	0	1	13	14.00
0930 - 0945	0	0	10	0	2	0	0	0	12	12.00
0945 - 1000	0	0	10	0	2	0	0	1	13	14.00
Hourly Total	0	0	47	0	10	0	0	2	59	61.00
Hourly Average	0.00	0.00	11.75	0.00	2.50	0.00	0.00	0.50	14.75	15.25

Session Total	2	0	138	1	27	3	0	6	177	182.90
Session Average	0.17	0.00	11.50	0.08	2.25	0.25	0.00	0.50	14.75	15.24

1600 - 1900 (Weekday PM Peak)

	Movement 4.5: Left from Purbrook Way to Crookhorn Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	19	1	3	0	0	0	23	23.00
1615 - 1630	0	0	26	0	4	1	0	1	32	33.50
1630 - 1645	1	0	16	0	6	0	0	0	23	22.20
1645 - 1700	1	0	19	1	2	0	0	1	24	24.20
Hourly Total	2	0	80	2	15	1	0	2	102	102.90
Hourly Average	0.50	0.00	20.00	0.50	3.75	0.25	0.00	0.50	25.50	25.73
1700 - 1715	0	0	23	0	8	0	0	0	31	31.00
1715 - 1730	1	0	28	0	3	0	0	1	33	33.20
1730 - 1745	0	0	32	0	7	0	0	0	39	39.00
1745 - 1800	0	0	23	0	2	0	0	1	26	27.00
Hourly Total	1	0	106	0	20	0	0	2	129	130.20
Hourly Average	0.25	0.00	26.50	0.00	5.00	0.00	0.00	0.50	32.25	32.55
1800 - 1815	0	0	13	0	5	0	0	0	18	18.00
1815 - 1830	0	0	10	0	2	0	0	1	13	14.00
1830 - 1845	1	0	16	0	3	0	0	1	21	21.20
1845 - 1900	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	1	0	55	0	11	0	0	2	69	70.20
Hourly Average	0.25	0.00	13.75	0.00	2.75	0.00	0.00	0.50	17.25	17.55

Session Total	4	0	241	2	46	1	0	6	300	303.30
Session Average	0.33	0.00	20.08	0.17	3.83	0.08	0.00	0.50	25.00	25.28

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.6: Northbound from Purbrook Way to Stakes Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	16	0	7	0	0	0	24	23.40
0715 - 0730	0	1	36	0	5	0	0	0	42	41.40
0730 - 0745	0	0	33	0	7	0	0	0	40	40.00
0745 - 0800	0	0	35	0	12	0	0	0	47	47.00
Hourly Total	0	2	120	0	31	0	0	0	153	151.80
Hourly Average	0.00	0.50	30.00	0.00	7.75	0.00	0.00	0.00	38.25	37.95
0800 - 0815	1	0	60	0	10	1	0	0	72	71.70
0815 - 0830	0	0	53	0	12	1	0	1	67	68.50
0830 - 0845	0	0	46	1	10	1	0	0	58	58.50
0845 - 0900	0	0	49	1	9	0	1	0	60	61.30
Hourly Total	1	0	208	2	41	3	1	1	257	260.00
Hourly Average	0.25	0.00	52.00	0.50	10.25	0.75	0.25	0.25	64.25	65.00
0900 - 0915	0	0	49	0	5	0	0	0	54	54.00
0915 - 0930	2	0	47	0	5	1	0	1	56	55.90
0930 - 0945	0	0	43	0	7	0	0	0	50	50.00
0945 - 1000	0	1	39	1	8	1	0	0	50	49.90
Hourly Total	2	1	178	1	25	2	0	1	210	209.80
Hourly Average	0.50	0.25	44.50	0.25	6.25	0.50	0.00	0.25	52.50	52.45

Session Total	3	3	506	3	97	5	1	2	620	621.60
Session Average	0.25	0.25	42.17	0.25	8.08	0.42	0.08	0.17	51.67	51.80

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.6: Northbound from Purbrook Way to Stakes Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	85	0	9	0	0	0	94	94.00
1615 - 1630	1	0	83	1	17	0	0	0	102	101.20
1630 - 1645	0	1	107	1	10	0	0	0	119	118.40
1645 - 1700	0	0	80	1	20	0	0	0	101	101.00
Hourly Total	1	1	355	3	56	0	0	0	416	414.60
Hourly Average	0.25	0.25	88.75	0.75	14.00	0.00	0.00	0.00	104.00	103.65
1700 - 1715	0	1	88	2	19	0	0	0	110	109.40
1715 - 1730	1	0	82	0	16	0	0	0	99	98.20
1730 - 1745	1	0	74	0	12	0	0	0	87	86.20
1745 - 1800	1	0	74	1	10	0	0	0	86	85.20
Hourly Total	3	1	318	3	57	0	0	0	382	379.00
Hourly Average	0.75	0.25	79.50	0.75	14.25	0.00	0.00	0.00	95.50	94.75
1800 - 1815	0	0	86	0	6	0	0	0	92	92.00
1815 - 1830	0	0	78	0	6	0	0	0	84	84.00
1830 - 1845	0	0	48	1	4	0	0	0	53	53.00
1845 - 1900	0	0	46	0	4	0	0	0	50	50.00
Hourly Total	0	0	258	1	20	0	0	0	279	279.00
Hourly Average	0.00	0.00	64.50	0.25	5.00	0.00	0.00	0.00	69.75	69.75

Session Total	4	2	931	7	133	0	0	0	1077	1072.60
Session Average	0.33	0.17	77.58	0.58	11.08	0.00	0.00	0.00	89.75	89.38

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.7: Right from Purbrook Way to Stakes Hill Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	26	0	5	0	0	0	31	31.00
0715 - 0730	3	0	30	1	11	1	0	0	46	44.10
0730 - 0745	2	2	40	1	6	0	0	0	51	48.20
0745 - 0800	1	1	64	1	7	0	0	0	74	72.60
Hourly Total	6	3	160	3	29	1	0	0	202	195.90
Hourly Average	1.50	0.75	40.00	0.75	7.25	0.25	0.00	0.00	50.50	48.98
0800 - 0815	1	1	94	0	9	0	0	0	105	103.60
0815 - 0830	14	0	131	0	10	0	0	0	155	143.80
0830 - 0845	5	1	89	1	5	1	0	1	103	99.90
0845 - 0900	5	0	55	1	3	1	0	0	65	61.50
Hourly Total	25	2	369	2	27	2	0	1	428	408.80
Hourly Average	6.25	0.50	92.25	0.50	6.75	0.50	0.00	0.25	107.00	102.20
0900 - 0915	0	0	50	1	7	1	0	0	59	59.50
0915 - 0930	3	0	44	1	7	0	0	0	55	52.60
0930 - 0945	1	1	38	2	12	0	0	0	54	52.60
0945 - 1000	0	0	29	1	9	2	0	0	41	42.00
Hourly Total	4	1	161	5	35	3	0	0	209	206.70
Hourly Average	1.00	0.25	40.25	1.25	8.75	0.75	0.00	0.00	52.25	51.68

Session Total	35	6	690	10	91	6	0	1	839	811.40
Session Average	2.92	0.50	57.50	0.83	7.58	0.50	0.00	0.08	69.92	67.62

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.7: Right from Purbrook Way to Stakes Hill Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	2	79	1	18	0	0	0	101	99.00
1615 - 1630	3	1	78	1	17	0	0	0	100	97.00
1630 - 1645	2	3	82	1	19	1	0	0	108	105.10
1645 - 1700	1	3	84	0	15	1	0	0	104	101.90
Hourly Total	7	9	323	3	69	2	0	0	413	403.00
Hourly Average	1.75	2.25	80.75	0.75	17.25	0.50	0.00	0.00	103.25	100.75
1700 - 1715	3	1	81	1	20	0	0	0	106	103.00
1715 - 1730	0	0	85	1	9	0	0	0	95	95.00
1730 - 1745	1	0	68	0	7	0	0	0	76	75.20
1745 - 1800	0	1	67	0	6	0	0	0	74	73.40
Hourly Total	4	2	301	2	42	0	0	0	351	346.60
Hourly Average	1.00	0.50	75.25	0.50	10.50	0.00	0.00	0.00	87.75	86.65
1800 - 1815	0	0	79	0	10	0	0	0	89	89.00
1815 - 1830	2	1	66	0	5	0	0	0	74	71.80
1830 - 1845	2	1	50	0	2	0	0	0	55	52.80
1845 - 1900	1	0	51	0	4	1	0	0	57	56.70
Hourly Total	5	2	246	0	21	1	0	0	275	270.30
Hourly Average	1.25	0.50	61.50	0.00	5.25	0.25	0.00	0.00	68.75	67.58

Session Total	16	13	870	5	132	3	0	0	1039	1019.90
Session Average	1.33	1.08	72.50	0.42	11.00	0.25	0.00	0.00	86.58	84.99

0700 - 1000 (Weekday AM Peak)

	Movement 4.9: Left from Crookhorn Lane to Stakes Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	6	0	0	0	0	1	8	8.20
0715 - 0730	0	0	3	0	1	0	0	1	5	6.00
0730 - 0745	0	0	4	0	0	0	0	1	5	6.00
0745 - 0800	0	0	3	0	4	0	0	1	8	9.00
Hourly Total	1	0	16	0	5	0	0	4	26	29.20
Hourly Average	0.25	0.00	4.00	0.00	1.25	0.00	0.00	1.00	6.50	7.30
0800 - 0815	0	0	3	0	1	1	0	0	5	5.50
0815 - 0830	0	0	8	1	1	0	0	1	11	12.00
0830 - 0845	0	0	6	0	1	0	0	1	8	9.00
0845 - 0900	0	0	12	0	1	0	0	1	14	15.00
Hourly Total	0	0	29	1	4	1	0	3	38	41.50
Hourly Average	0.00	0.00	7.25	0.25	1.00	0.25	0.00	0.75	9.50	10.38
0900 - 0915	0	0	11	0	2	0	0	1	14	15.00
0915 - 0930	0	0	8	1	0	0	0	1	10	11.00
0930 - 0945	1	0	7	1	2	1	0	1	13	13.70
0945 - 1000	0	0	4	0	3	0	0	1	8	9.00
Hourly Total	1	0	30	2	7	1	0	4	45	48.70
Hourly Average	0.25	0.00	7.50	0.50	1.75	0.25	0.00	1.00	11.25	12.18

Session Total	2	0	75	3	16	2	0	11	109	119.40
Session Average	0.17	0.00	6.25	0.25	1.33	0.17	0.00	0.92	9.08	9.95

1600 - 1900 (Weekday PM Peak)

	Movement 4.9: Left from Crookhorn Lane to Stakes Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	12	0	2	0	0	1	15	16.00
1615 - 1630	0	0	9	0	4	0	0	1	14	15.00
1630 - 1645	2	0	12	0	4	0	0	1	19	18.40
1645 - 1700	0	0	13	0	2	0	0	1	16	17.00
Hourly Total	2	0	46	0	12	0	0	4	64	66.40
Hourly Average	0.50	0.00	11.50	0.00	3.00	0.00	0.00	1.00	16.00	16.60
1700 - 1715	0	0	11	0	3	0	0	1	15	16.00
1715 - 1730	1	0	19	0	2	0	0	1	23	23.20
1730 - 1745	0	0	15	0	1	0	0	1	17	18.00
1745 - 1800	0	0	20	1	0	0	0	1	22	23.00
Hourly Total	1	0	65	1	6	0	0	4	77	80.20
Hourly Average	0.25	0.00	16.25	0.25	1.50	0.00	0.00	1.00	19.25	20.05
1800 - 1815	1	0	15	0	3	0	0	2	21	22.20
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	0	0	11	0	1	0	0	1	13	14.00
1845 - 1900	0	0	7	0	1	0	0	1	9	10.00
Hourly Total	1	0	39	0	5	0	0	4	49	52.20
Hourly Average	0.25	0.00	9.75	0.00	1.25	0.00	0.00	1.00	12.25	13.05

Session Total	4	0	150	1	23	0	0	12	190	198.80
Session Average	0.33	0.00	12.50	0.08	1.92	0.00	0.00	1.00	15.83	16.57

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.10: Eastbound from Crookhorn Lane to Stakes Hill Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	0	4	1	1	1	20	22.80
0715 - 0730	0	0	19	0	6	1	0	1	27	28.50
0730 - 0745	0	0	21	3	5	0	0	2	31	33.00
0745 - 0800	1	0	23	0	4	0	0	1	29	29.20
Hourly Total	1	0	76	3	19	2	1	5	107	113.50
Hourly Average	0.25	0.00	19.00	0.75	4.75	0.50	0.25	1.25	26.75	28.38
0800 - 0815	0	0	29	0	5	0	0	0	34	34.00
0815 - 0830	0	0	34	0	4	0	0	3	41	44.00
0830 - 0845	2	1	32	0	5	0	0	2	42	41.80
0845 - 0900	0	0	25	0	1	1	0	1	28	29.50
Hourly Total	2	1	120	0	15	1	0	6	145	149.30
Hourly Average	0.50	0.25	30.00	0.00	3.75	0.25	0.00	1.50	36.25	37.33
0900 - 0915	0	0	29	0	1	0	0	2	32	34.00
0915 - 0930	0	0	32	0	4	1	0	1	38	39.50
0930 - 0945	0	1	14	1	4	0	0	1	21	21.40
0945 - 1000	0	0	23	0	3	0	0	0	26	26.00
Hourly Total	0	1	98	1	12	1	0	4	117	120.90
Hourly Average	0.00	0.25	24.50	0.25	3.00	0.25	0.00	1.00	29.25	30.23

Session Total	3	2	294	4	46	4	1	15	369	383.70
Session Average	0.25	0.17	24.50	0.33	3.83	0.33	0.08	1.25	30.75	31.98

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.10: Eastbound from Crookhorn Lane to Stakes Hill Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	28	0	6	1	0	0	35	35.50
1615 - 1630	0	0	31	2	8	0	0	3	44	47.00
1630 - 1645	4	1	29	1	6	0	0	0	41	37.20
1645 - 1700	2	0	34	0	4	0	0	2	42	42.40
Hourly Total	6	1	122	3	24	1	0	5	162	162.10
Hourly Average	1.50	0.25	30.50	0.75	6.00	0.25	0.00	1.25	40.50	40.53
1700 - 1715	3	0	24	1	2	0	0	1	31	29.60
1715 - 1730	0	1	29	0	6	0	0	1	37	37.40
1730 - 1745	1	0	25	0	4	0	0	2	32	33.20
1745 - 1800	0	0	19	0	2	0	0	0	21	21.00
Hourly Total	4	1	97	1	14	0	0	4	121	121.20
Hourly Average	1.00	0.25	24.25	0.25	3.50	0.00	0.00	1.00	30.25	30.30
1800 - 1815	1	1	25	0	5	0	0	1	33	32.60
1815 - 1830	0	1	23	2	2	0	0	1	29	29.40
1830 - 1845	0	0	25	0	0	0	0	2	27	29.00
1845 - 1900	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	1	2	92	2	8	0	0	4	109	111.00
Hourly Average	0.25	0.50	23.00	0.50	2.00	0.00	0.00	1.00	27.25	27.75

Session Total	11	4	311	6	46	1	0	13	392	394.30
Session Average	0.92	0.33	25.92	0.50	3.83	0.08	0.00	1.08	32.67	32.86

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.11: Right from Crookhorn Lane to Purbrook Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	2	0	0	1	12	13.00
0715 - 0730	0	2	10	1	4	0	0	0	17	15.80
0730 - 0745	0	0	22	0	7	0	0	0	29	29.00
0745 - 0800	0	0	18	0	8	0	0	1	27	28.00
Hourly Total	0	2	59	1	21	0	0	2	85	85.80
Hourly Average	0.00	0.50	14.75	0.25	5.25	0.00	0.00	0.50	21.25	21.45
0800 - 0815	0	1	24	0	5	0	0	0	30	29.40
0815 - 0830	0	1	13	0	2	0	0	1	17	17.40
0830 - 0845	2	0	25	0	3	0	0	0	30	28.40
0845 - 0900	0	0	17	0	4	0	0	1	22	23.00
Hourly Total	2	2	79	0	14	0	0	2	99	98.20
Hourly Average	0.50	0.50	19.75	0.00	3.50	0.00	0.00	0.50	24.75	24.55
0900 - 0915	0	0	29	1	4	0	0	0	34	34.00
0915 - 0930	2	0	28	0	3	0	0	1	34	33.40
0930 - 0945	0	0	21	0	3	1	0	0	25	25.50
0945 - 1000	0	0	18	0	4	0	0	1	23	24.00
Hourly Total	2	0	96	1	14	1	0	2	116	116.90
Hourly Average	0.50	0.00	24.00	0.25	3.50	0.25	0.00	0.50	29.00	29.23

Session Total	4	4	234	2	49	1	0	6	300	300.90
Session Average	0.33	0.33	19.50	0.17	4.08	0.08	0.00	0.50	25.00	25.08

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.11: Right from Crookhorn Lane to Purbrook Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	20	0	4	0	0	0	24	24.00
1615 - 1630	0	0	14	0	1	0	0	1	16	17.00
1630 - 1645	0	0	14	0	5	0	0	0	19	19.00
1645 - 1700	0	1	18	0	1	0	0	1	21	21.40
Hourly Total	0	1	66	0	11	0	0	2	80	81.40
Hourly Average	0.00	0.25	16.50	0.00	2.75	0.00	0.00	0.50	20.00	20.35
1700 - 1715	1	0	12	0	2	0	0	0	15	14.20
1715 - 1730	0	0	21	0	4	0	0	1	26	27.00
1730 - 1745	0	0	14	1	1	0	0	0	16	16.00
1745 - 1800	0	0	16	0	0	0	0	1	17	18.00
Hourly Total	1	0	63	1	7	0	0	2	74	75.20
Hourly Average	0.25	0.00	15.75	0.25	1.75	0.00	0.00	0.50	18.50	18.80
1800 - 1815	0	0	14	1	2	0	0	0	17	17.00
1815 - 1830	0	0	9	0	2	0	0	0	11	11.00
1830 - 1845	0	0	11	0	1	0	0	1	13	14.00
1845 - 1900	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	45	1	6	0	0	1	53	54.00
Hourly Average	0.00	0.00	11.25	0.25	1.50	0.00	0.00	0.25	13.25	13.50

Session Total	1	1	174	2	24	0	0	5	207	210.60
Session Average	0.08	0.08	14.50	0.17	2.00	0.00	0.00	0.42	17.25	17.55

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.12: U-Turn from Crookhorn Lane to Crookhorn Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	2	0	1	0	0	0	3	3.00
Session Average	0.00	0.00	0.17	0.00	0.08	0.00	0.00	0.00	0.25	0.25

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.12: U-Turn from Crookhorn Lane to Crookhorn Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	1	0	1	0	0	0	2	2.00
Session Average	0.00	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.17	0.17

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.13: Left from Stakes Road to Stakes Hill Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	7	1	0	0	16	16.50
0715 - 0730	0	0	11	0	2	0	0	0	13	13.00
0730 - 0745	0	0	15	0	6	1	0	0	22	22.50
0745 - 0800	0	1	24	0	4	0	0	0	29	28.40
Hourly Total	0	1	58	0	19	2	0	0	80	80.40
Hourly Average	0.00	0.25	14.50	0.00	4.75	0.50	0.00	0.00	20.00	20.10
0800 - 0815	0	0	25	1	1	0	0	0	27	27.00
0815 - 0830	0	0	16	0	1	0	0	0	17	17.00
0830 - 0845	0	0	12	1	1	0	0	0	14	14.00
0845 - 0900	1	0	15	0	1	0	0	0	17	16.20
Hourly Total	1	0	68	2	4	0	0	0	75	74.20
Hourly Average	0.25	0.00	17.00	0.50	1.00	0.00	0.00	0.00	18.75	18.55
0900 - 0915	0	0	18	0	2	0	0	0	20	20.00
0915 - 0930	0	2	15	0	2	0	0	0	19	17.80
0930 - 0945	0	0	11	0	1	0	0	0	12	12.00
0945 - 1000	0	0	9	1	1	0	0	0	11	11.00
Hourly Total	0	2	53	1	6	0	0	0	62	60.80
Hourly Average	0.00	0.50	13.25	0.25	1.50	0.00	0.00	0.00	15.50	15.20

Session Total	1	3	179	3	29	2	0	0	217	215.40
Session Average	0.08	0.25	14.92	0.25	2.42	0.17	0.00	0.00	18.08	17.95

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.13: Left from Stakes Road to Stakes Hill Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	22	0	3	0	0	0	25	25.00
1615 - 1630	0	2	27	2	5	0	0	0	36	34.80
1630 - 1645	0	0	24	0	4	0	0	0	28	28.00
1645 - 1700	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	0	2	92	2	13	0	0	0	109	107.80
Hourly Average	0.00	0.50	23.00	0.50	3.25	0.00	0.00	0.00	27.25	26.95
1700 - 1715	0	0	18	0	3	0	0	0	21	21.00
1715 - 1730	0	0	20	0	2	0	0	0	22	22.00
1730 - 1745	0	0	16	0	6	0	0	0	22	22.00
1745 - 1800	0	0	24	0	1	0	0	0	25	25.00
Hourly Total	0	0	78	0	12	0	0	0	90	90.00
Hourly Average	0.00	0.00	19.50	0.00	3.00	0.00	0.00	0.00	22.50	22.50
1800 - 1815	1	0	20	0	1	0	0	0	22	21.20
1815 - 1830	0	0	20	0	2	0	0	0	22	22.00
1830 - 1845	0	1	18	0	5	0	0	0	24	23.40
1845 - 1900	0	1	10	0	0	0	0	0	11	10.40
Hourly Total	1	2	68	0	8	0	0	0	79	77.00
Hourly Average	0.25	0.50	17.00	0.00	2.00	0.00	0.00	0.00	19.75	19.25

Session Total	1	4	238	2	33	0	0	0	278	274.80
Session Average	0.08	0.33	19.83	0.17	2.75	0.00	0.00	0.00	23.17	22.90

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.14: Southbound from Stakes Road to Purbrook Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	72	0	19	1	0	0	93	92.90
0715 - 0730	0	0	57	1	20	0	0	0	78	78.00
0730 - 0745	0	0	65	1	23	0	0	0	89	89.00
0745 - 0800	0	0	95	1	19	0	0	0	115	115.00
Hourly Total	0	1	289	3	81	1	0	0	375	374.90
Hourly Average	0.00	0.25	72.25	0.75	20.25	0.25	0.00	0.00	93.75	93.73
0800 - 0815	0	0	73	1	14	2	0	0	90	91.00
0815 - 0830	0	1	73	0	10	0	0	0	84	83.40
0830 - 0845	0	0	67	1	14	0	0	0	82	82.00
0845 - 0900	0	0	85	0	16	2	0	0	103	104.00
Hourly Total	0	1	298	2	54	4	0	0	359	360.40
Hourly Average	0.00	0.25	74.50	0.50	13.50	1.00	0.00	0.00	89.75	90.10
0900 - 0915	0	1	77	0	11	0	0	0	89	88.40
0915 - 0930	1	0	63	3	9	0	0	1	77	77.20
0930 - 0945	1	0	81	4	12	1	0	0	99	98.70
0945 - 1000	0	1	49	2	5	0	0	0	57	56.40
Hourly Total	2	2	270	9	37	1	0	1	322	320.70
Hourly Average	0.50	0.50	67.50	2.25	9.25	0.25	0.00	0.25	80.50	80.18

Session Total	2	4	857	14	172	6	0	1	1056	1056.00
Session Average	0.17	0.33	71.42	1.17	14.33	0.50	0.00	0.08	88.00	88.00

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.14: Southbound from Stakes Road to Purbrook Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	68	1	14	0	0	0	83	83.00
1615 - 1630	0	0	59	0	9	0	0	0	68	68.00
1630 - 1645	1	2	60	1	9	0	0	0	73	71.00
1645 - 1700	0	0	62	0	7	0	0	0	69	69.00
Hourly Total	1	2	249	2	39	0	0	0	293	291.00
Hourly Average	0.25	0.50	62.25	0.50	9.75	0.00	0.00	0.00	73.25	72.75
1700 - 1715	1	0	55	0	7	0	0	1	64	64.20
1715 - 1730	0	0	61	0	8	1	0	0	70	70.50
1730 - 1745	0	1	66	0	3	0	0	0	70	69.40
1745 - 1800	0	0	73	1	6	0	0	0	80	80.00
Hourly Total	1	1	255	1	24	1	0	1	284	284.10
Hourly Average	0.25	0.25	63.75	0.25	6.00	0.25	0.00	0.25	71.00	71.03
1800 - 1815	1	0	54	0	4	0	0	0	59	58.20
1815 - 1830	0	0	46	0	5	0	0	0	51	51.00
1830 - 1845	0	0	54	1	5	0	0	0	60	60.00
1845 - 1900	0	0	52	0	3	0	0	0	55	55.00
Hourly Total	1	0	206	1	17	0	0	0	225	224.20
Hourly Average	0.25	0.00	51.50	0.25	4.25	0.00	0.00	0.00	56.25	56.05

Session Total	3	3	710	4	80	1	0	1	802	799.30
Session Average	0.25	0.25	59.17	0.33	6.67	0.08	0.00	0.08	66.83	66.61

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.15: Right from Stakes Road to Crookhorn Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	6	0	3	0	0	2	11	13.00
0730 - 0745	0	0	9	0	0	0	0	0	9	9.00
0745 - 0800	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	18	0	5	0	0	2	25	27.00
Hourly Average	0.00	0.00	4.50	0.00	1.25	0.00	0.00	0.50	6.25	6.75
0800 - 0815	0	1	5	0	2	0	0	1	9	9.40
0815 - 0830	0	0	7	0	0	0	0	1	8	9.00
0830 - 0845	0	0	10	0	0	0	0	1	11	12.00
0845 - 0900	0	0	13	0	3	0	0	1	17	18.00
Hourly Total	0	1	35	0	5	0	0	4	45	48.40
Hourly Average	0.00	0.25	8.75	0.00	1.25	0.00	0.00	1.00	11.25	12.10
0900 - 0915	1	0	12	0	4	0	0	1	18	18.20
0915 - 0930	0	0	10	0	2	0	0	1	13	14.00
0930 - 0945	0	0	9	0	2	0	0	2	13	15.00
0945 - 1000	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	1	0	40	0	8	0	0	4	53	56.20
Hourly Average	0.25	0.00	10.00	0.00	2.00	0.00	0.00	1.00	13.25	14.05

Session Total	1	1	93	0	18	0	0	10	123	131.60
Session Average	0.08	0.08	7.75	0.00	1.50	0.00	0.00	0.83	10.25	10.97

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.15: Right from Stakes Road to Crookhorn Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	10	0	2	0	0	1	13	14.00
1615 - 1630	1	0	6	0	2	1	0	1	11	11.70
1630 - 1645	0	0	10	0	1	0	0	1	12	13.00
1645 - 1700	0	0	11	0	2	0	0	1	14	15.00
Hourly Total	1	0	37	0	7	1	0	4	50	53.70
Hourly Average	0.25	0.00	9.25	0.00	1.75	0.25	0.00	1.00	12.50	13.43
1700 - 1715	0	0	7	0	2	0	0	2	11	13.00
1715 - 1730	0	0	13	0	2	0	0	0	15	15.00
1730 - 1745	0	0	11	0	0	0	0	1	12	13.00
1745 - 1800	0	0	9	0	1	0	0	1	11	12.00
Hourly Total	0	0	40	0	5	0	0	4	49	53.00
Hourly Average	0.00	0.00	10.00	0.00	1.25	0.00	0.00	1.00	12.25	13.25
1800 - 1815	0	0	10	0	0	0	0	1	11	12.00
1815 - 1830	0	0	9	0	0	0	0	1	10	11.00
1830 - 1845	0	0	9	0	1	0	0	1	11	12.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	30	0	1	0	0	3	34	37.00
Hourly Average	0.00	0.00	7.50	0.00	0.25	0.00	0.00	0.75	8.50	9.25

Session Total	1	0	107	0	13	1	0	11	133	143.70
Session Average	0.08	0.00	8.92	0.00	1.08	0.08	0.00	0.92	11.08	11.98

Appendix J

Full Input Data And Results

Project:	College Road, Campdown
Title:	
Location:	
Additional detail:	
File name:	College Road - Site Access HCC Comments.lsg3x
Author:	
Company:	
Address:	

College Road/Site Access

Arm 2 - College Road Southwest

Arm 4 -

Arm 1 - College Road Northeast

Arm 5 -

Arm 3 - Site Access

Arm 6 -

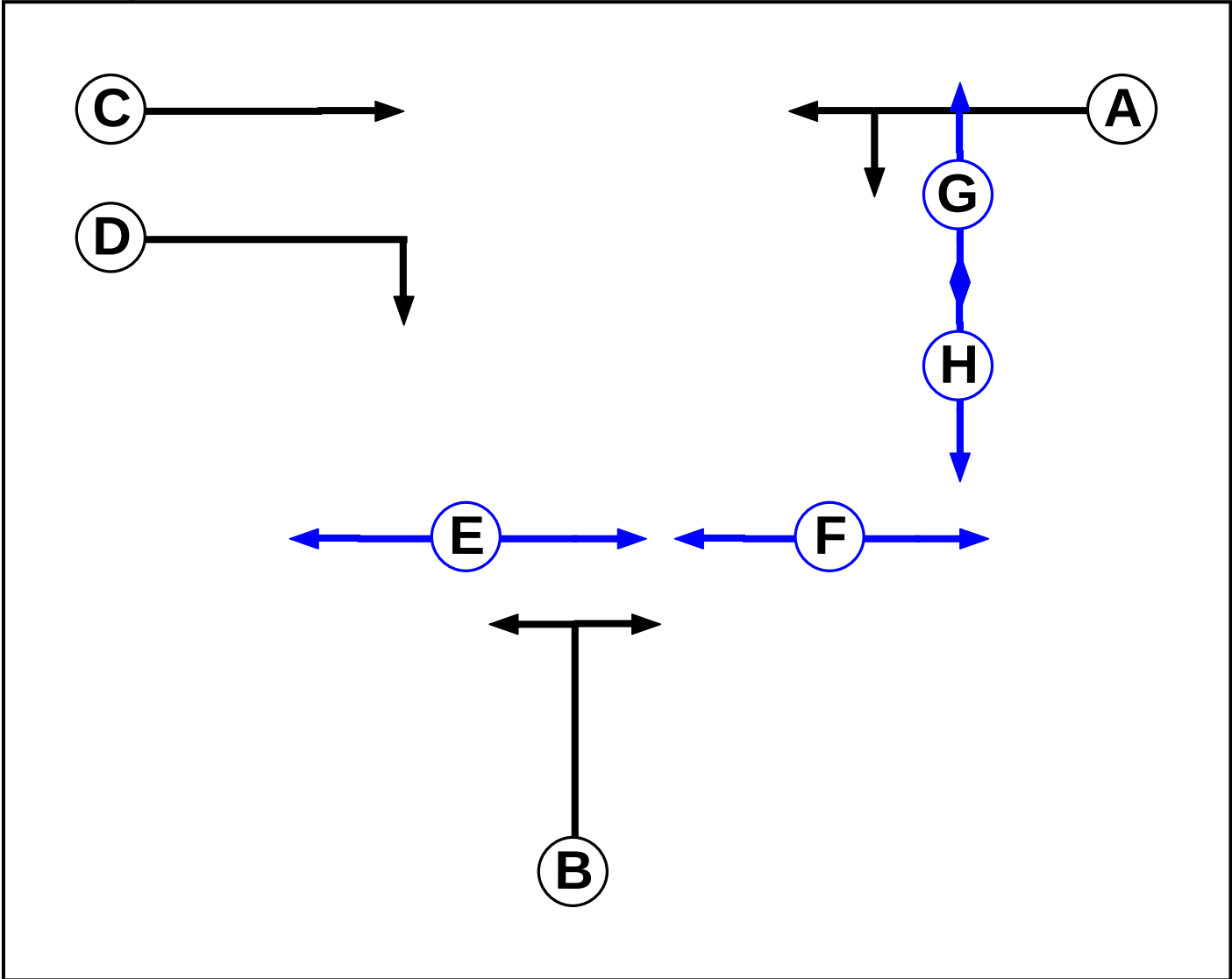
P1

P2

C

B

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7

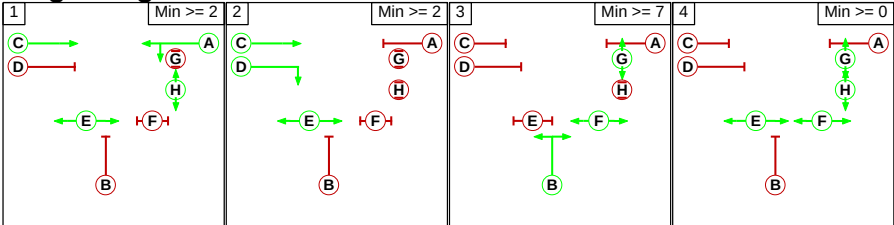
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	-	7	-	-	7	-
	B	7		7	-	7	-	-	7
	C	-	7		-	-	-	7	-
	D	-	7	-		-	7	7	7
	E	-	7	-	-		-	-	-
	F	7	-	7	-	-		-	-
	G	-	-	-	-	-	-		-
	H	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
	1	7	7	7
	2	7	7	7
	3	7	7	7
	4	7	7	7

Full Input Data And Results

Give-Way Lane Input Data

Junction: College Road/Site Access
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: College Road/Site Access												
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 (College Road Northeast)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	15.00
2/1 (College Road Southwest)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
2/2 (College Road Southwest)	U	D	2	3	4.0	Geom	-	3.00	0.00	N	Arm 6 Right	17.00
3/1 (Site Access)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	22.00
											Arm 5 Left	15.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base + Committed Development + Dev AM'	08:00	09:00	01:00	
2: '2033 Base + Committed Development + Dev PM'	17:00	18:00	01:00	

Scenario 1: '20233 Base + Committed Development + Dev AM' (FG1: '2023 Base + Committed Development + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	66	158	224
	B	177	0	47	224
	C	183	18	0	201
	Tot.	360	84	205	649

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 20233 Base + Committed Development + Dev AM
Junction: College Road/Site Access	
1/1	224
2/1 (with short)	201(In) 183(Out)
2/2 (short)	18
3/1	224
4/1	360
5/1	205
6/1	84

Lane Saturation Flows

Junction: College Road/Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (College Road Northeast)	3.50	0.00	Y	Arm 5 Ahead	Inf	70.5 %	1909	1909
				Arm 6 Left	15.00	29.5 %		
2/1 (College Road Southwest)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (College Road Southwest)	3.00	0.00	N	Arm 6 Right	17.00	100.0 %	1888	1888
3/1 (Site Access)	3.50	0.00	Y	Arm 4 Right	22.00	79.0 %	1828	1828
				Arm 5 Left	15.00	21.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2033 Base + Committed Development + Dev PM' (FG2: '2033 Base + Committed Development + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	179	126	305
	B	82	0	22	104
	C	112	48	0	160
	Tot.	194	227	148	569

Traffic Lane Flows

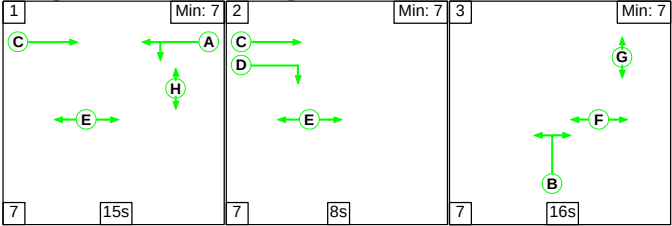
Lane	Scenario 2: 2033 Base + Committed Development + Dev PM
Junction: College Road/Site Access	
1/1	305
2/1 (with short)	160(In) 112(Out)
2/2 (short)	48
3/1	104
4/1	194
5/1	148
6/1	227

Lane Saturation Flows

Junction: College Road/Site Access									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (College Road Northeast)	3.50	0.00	Y	Arm 5 Ahead	Inf	41.3 %	1856	1856	
				Arm 6 Left	15.00	58.7 %			
2/1 (College Road Southwest)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915	
2/2 (College Road Southwest)	3.00	0.00	N	Arm 6 Right	17.00	100.0 %	1888	1888	
3/1 (Site Access)	3.50	0.00	Y	Arm 4 Right	22.00	78.8 %	1828	1828	
				Arm 5 Left	15.00	21.2 %			
4/1	Infinite Saturation Flow						Inf	Inf	
5/1	Infinite Saturation Flow						Inf	Inf	
6/1	Infinite Saturation Flow						Inf	Inf	

Scenario 1: '20233 Base + Committed Development + Dev AM' (FG1: '2023 Base + Committed Development + Dev AM', Plan 1: 'Network Control Plan 1')

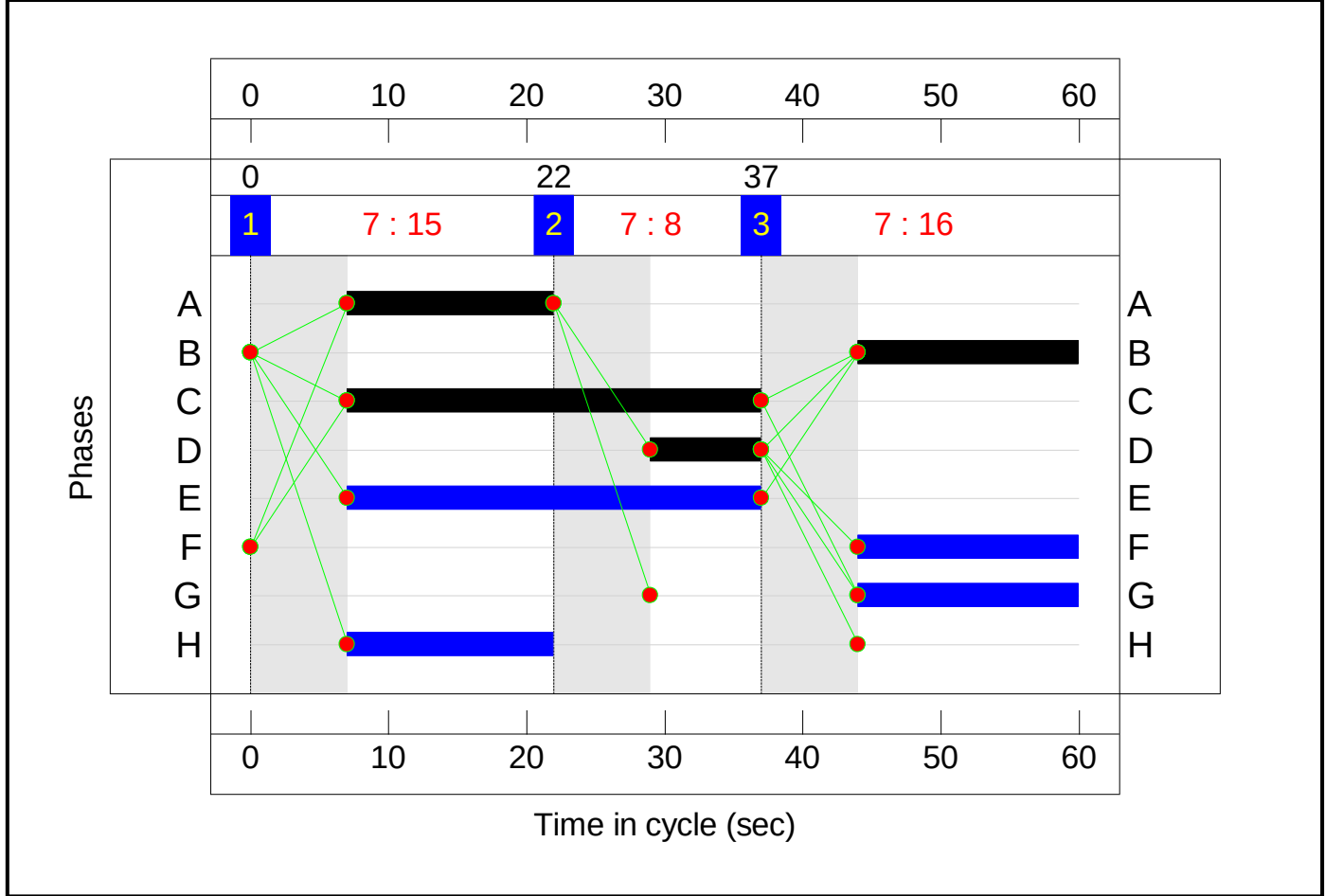
Stage Sequence Diagram



Stage Timings

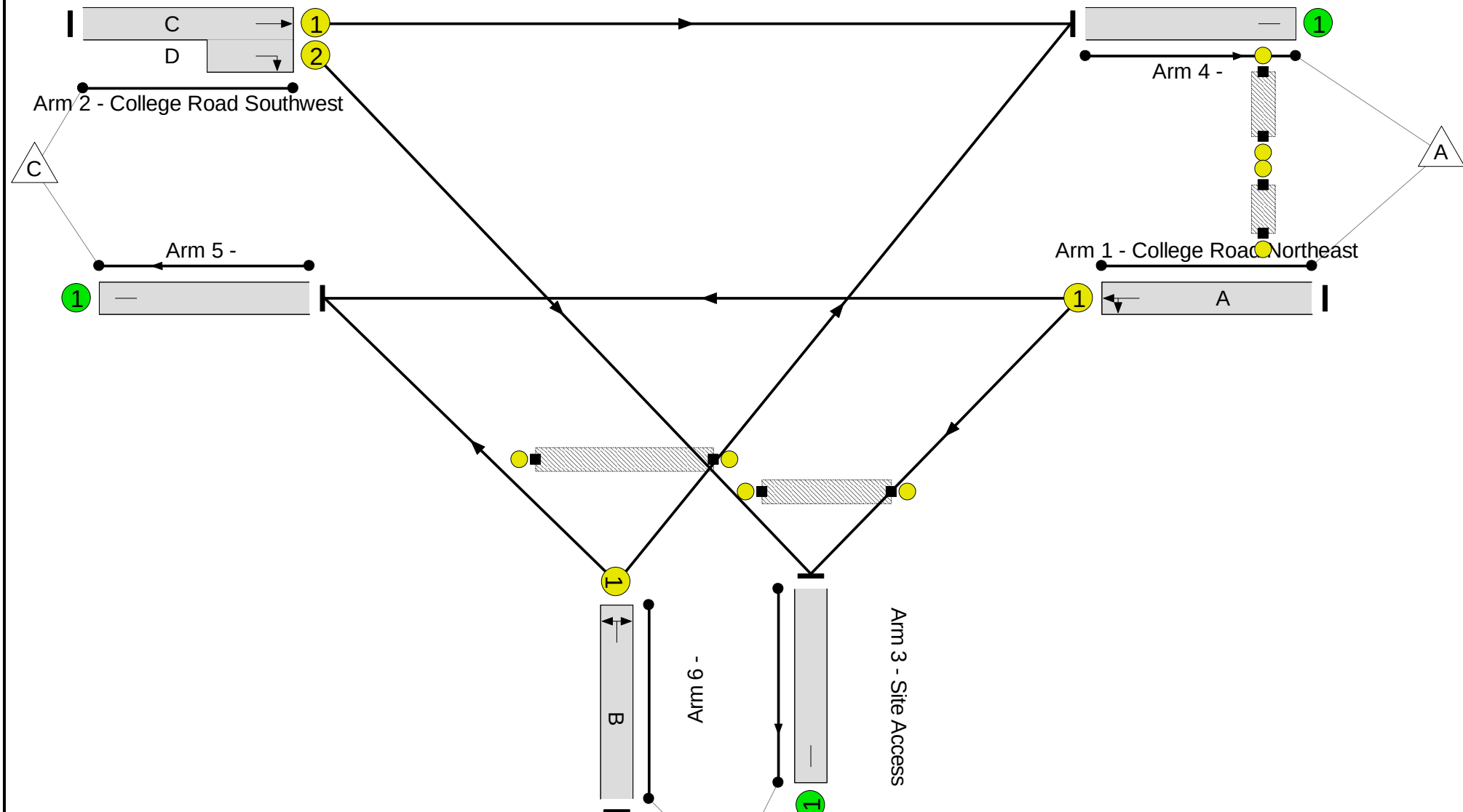
Stage	1	2	3
Duration	15	8	16
Change Point	0	22	37

Signal Timings Diagram





College Road/Site Access
PRC: 104.5 %
Total Traffic Delay: 3.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	44.0%
College Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	44.0%
1/1	College Road Northeast Ahead Left	U	N/A	N/A	A		1	15	-	224	1909	509	44.0%
2/1+2/2	College Road Southwest Ahead Right	U	N/A	N/A	C D		1	30:8	-	201	1915:1888	907+89	20.2 : 20.2%
3/1	Site Access Right Left	U	N/A	N/A	B		1	16	-	224	1828	518	43.2%
4/1		U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	30	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	16	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	16	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	15	-	0	-	0	0.0%

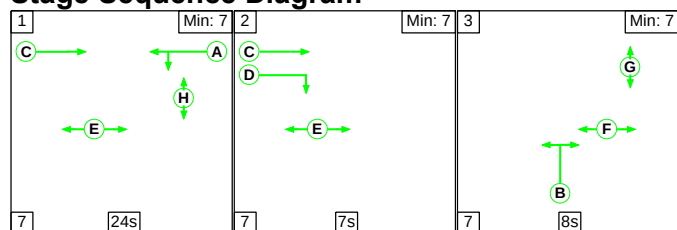
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	2.7	0.9	0.0	3.6	-	-	-	-
College Road/Site Access	-	-	0	0	0	2.7	0.9	0.0	3.6	-	-	-	-
1/1	224	224	-	-	-	1.1	0.4	-	1.5	24.6	3.0	0.4	3.4
2/1+2/2	201	201	-	-	-	0.5	0.1	-	0.6	11.3	1.6	0.1	1.8
3/1	224	224	-	-	-	1.1	0.4	-	1.5	23.7	3.0	0.4	3.4
4/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): 104.5 Total Delay for Signalised Lanes (pcuHr): 3.63 Cycle Time (s): 60 PRC Over All Lanes (%): 104.5 Total Delay Over All Lanes(pcuHr): 3.63													

C1	PRC for Signalled Lanes (%):	104.5	Total Delay for Signalled Lanes (pcuHr):	3.63	Cycle Time (s):	60
	PRC Over All Lanes (%):	104.5	Total Delay Over All Lanes(pcuHr):	3.63		

Full Input Data And Results

Scenario 2: '2033 Base + Committed Development + Dev PM' (FG2: '2033 Base + Committed Development + Dev PM', Plan 1: 'Network Control Plan 1')

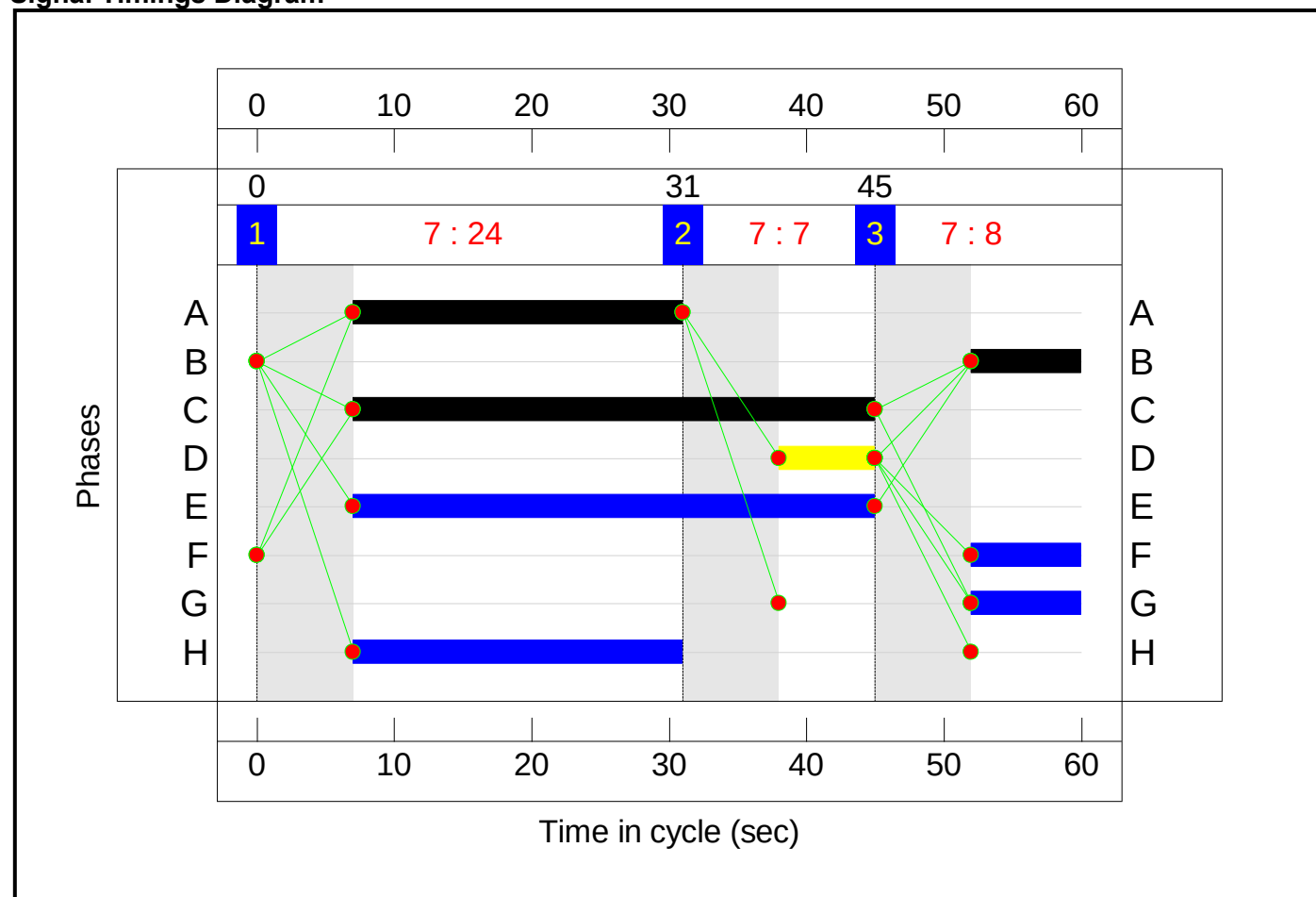
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	24	7	8
Change Point	0	31	45

Signal Timings Diagram



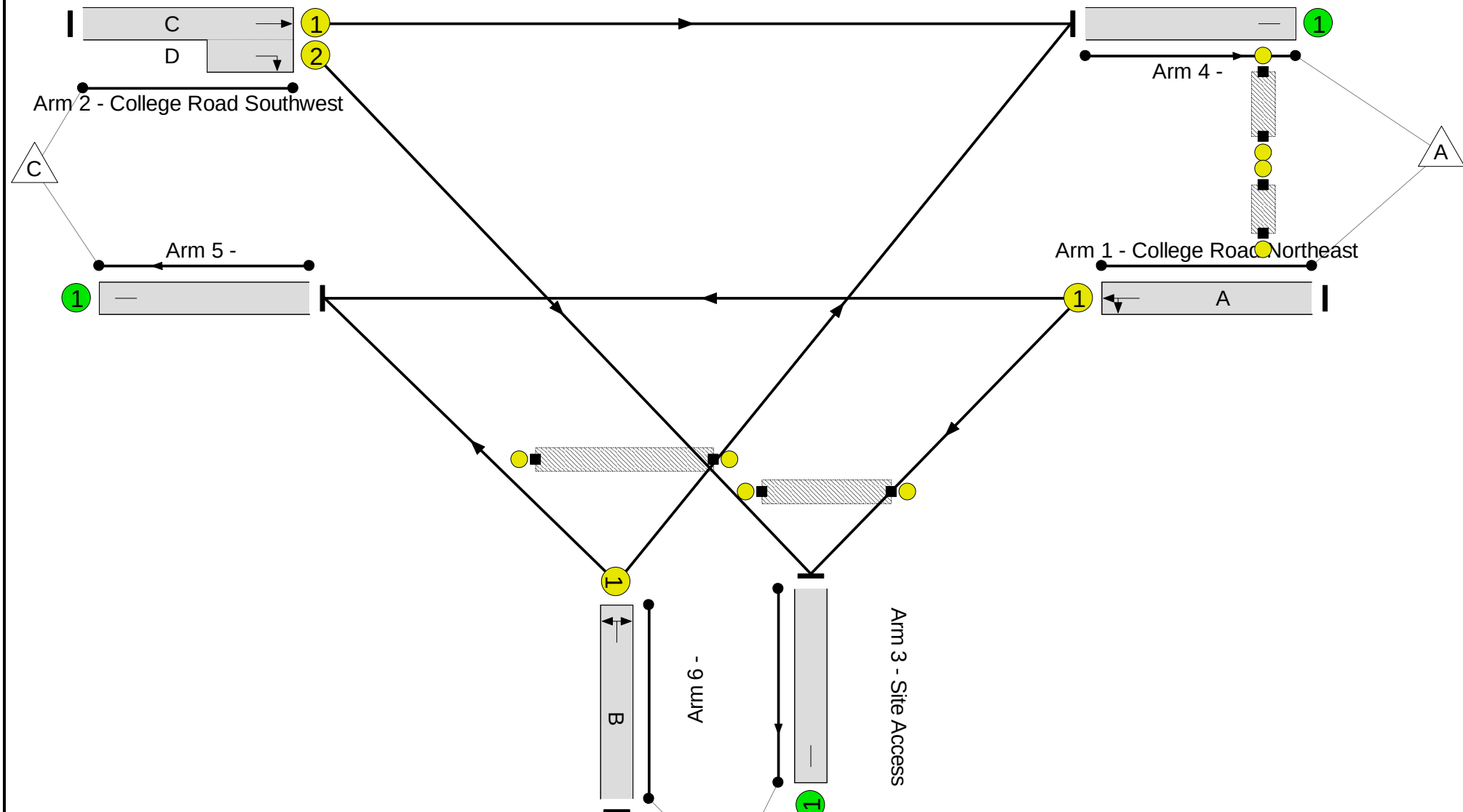


College Road/Site Access

PRC: 128.2 %

Total Traffic Delay: 2.9 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	39.4%
College Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	39.4%
1/1	College Road Northeast Ahead Left	U	N/A	N/A	A		1	24	-	305	1856	773	39.4%
2/1+2/2	College Road Southwest Ahead Right	U	N/A	N/A	C D		1	38:7	-	160	1915:1888	560+240	20.0 : 20.0%
3/1	Site Access Right Left	U	N/A	N/A	B		1	8	-	104	1828	274	37.9%
4/1		U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	38	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	24	-	0	-	0	0.0%

[illegible]

C1	PRC for Signalled Lanes (%):	128.2	Total Delay for Signalled Lanes (pcuHr):	2.89	Cycle Time (s):	60
	PRC Over All Lanes (%):	128.2	Total Delay Over All Lanes(pcuHr):	2.89		

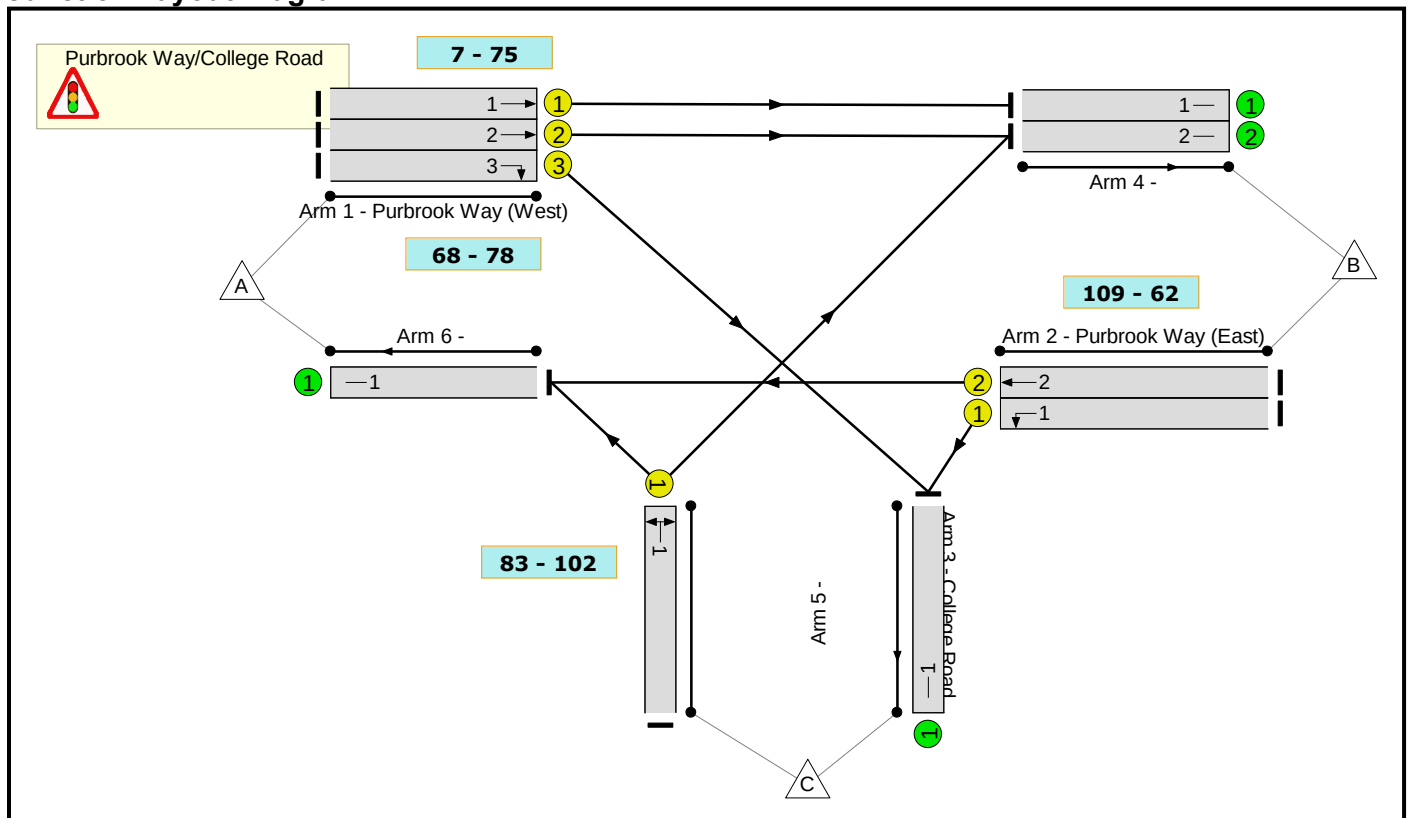
Appendix K

MBL Basic Results Summary
MBL Basic Results Summary

User and Project Details

Project:	GTWVile_PWC
Title:	Purbrook Way/College Road Signalised Junction
Location:	
Client:	Dandara
Site Ref(s):	College Road, Campdown
Additional detail:	for 628 units, 2023 baseline, 2023 future year
File name:	Dev Purbrook Way College Road (Approved Model) - Feb 23.lsg3x

Junction Layout Diagram



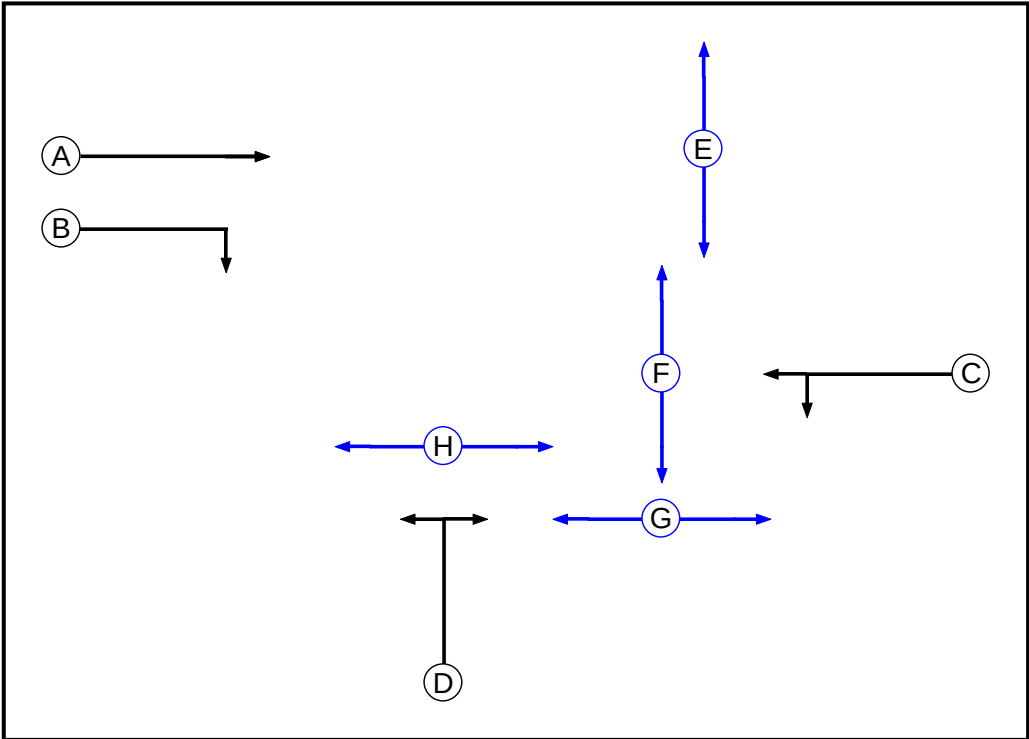
MBL Basic Results Summary

Lane Input Data

Junction: Purbrook Way/College Road												
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 (Purbrook Way (West))	U	A	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 4 Ahead	Inf
1/2 (Purbrook Way (West))	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 4 Ahead	Inf
1/3 (Purbrook Way (West))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	19.30
2/1 (Purbrook Way (East))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	18.50
2/2 (Purbrook Way (East))	U	C	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
3/1 (College Road)	U	D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 4 Right Arm 6 Left	23.73 18.43
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

MBL Basic Results Summary

Phase Diagram

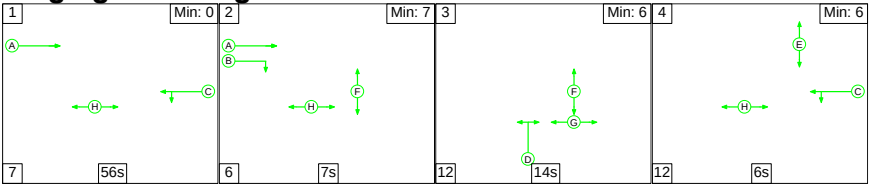


Intergreens

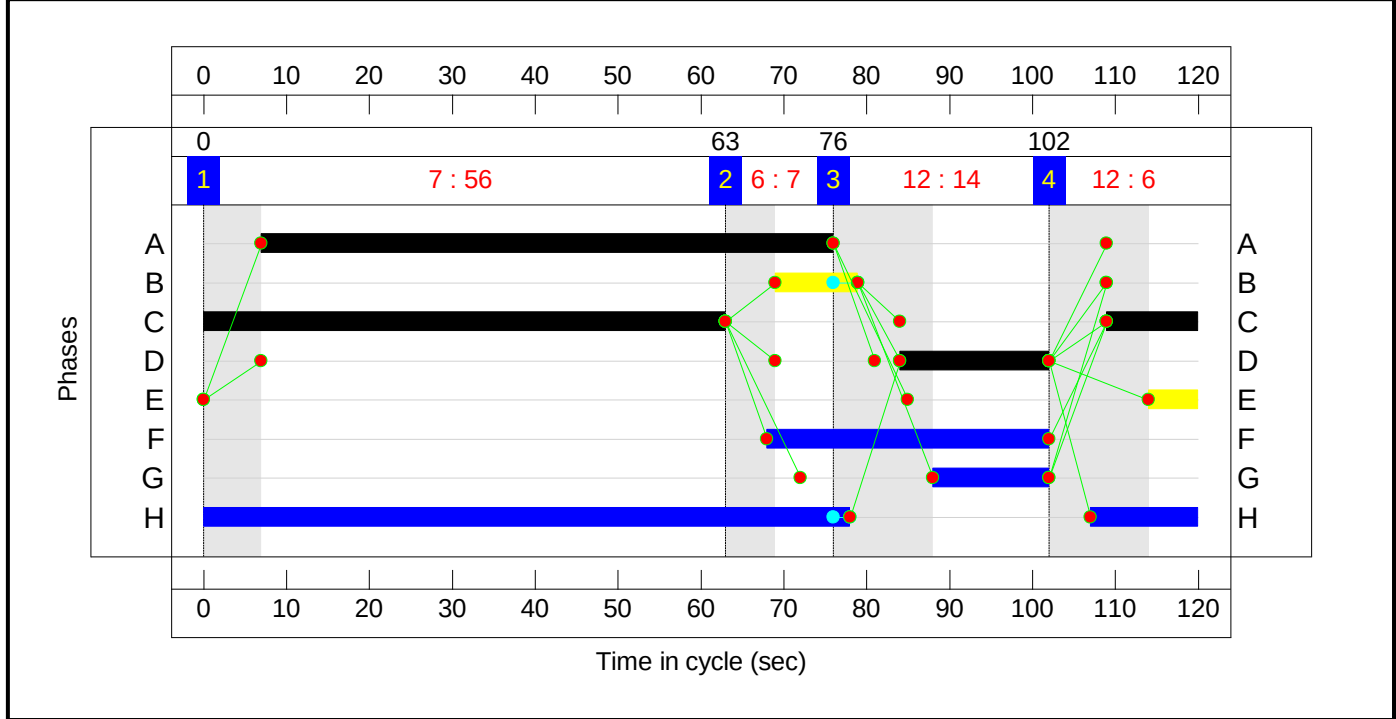
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	-	5	9	-	-	-
	B	-		5	5	-	-	9	-
	C	-	6		6	-	5	9	-
	D	7	7	7		12	-	-	5
	E	7	-	-	7		-	-	-
	F	-	-	7	-	-		-	-
	G	-	7	7	-	-	-		-
	H	-	-	-	6	-	-	-	

Scenario 1: '2023 Base - AM Peak' (FG1: '2023 Base- AM Peak', Plan 1: 'Network Control Plan 1')

Staging Plan Diagram



Signal Timings Diagram



Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base- AM Peak'	08:00	09:00	01:00	

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	935	77	1012
	B	737	0	266	1003
	C	45	162	0	207
	Tot.	782	1097	343	2222

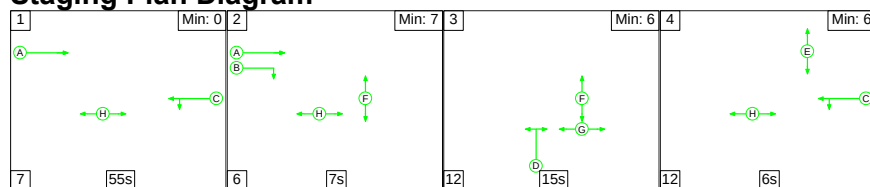
Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Purbrook Way/College Road Signalised Junction	-	-	-		-	-	-	-	-	-	69.9%	0	0	0	15.2	-	-
Purbrook Way/College Road	-	-	-		-	-	-	-	-	-	69.9%	0	0	0	15.2	-	-
1/1	Purbrook Way (West) Ahead	U	A		1	69	-	764	1875	1094	69.9%	-	-	-	4.9	23.0	19.0
1/2	Purbrook Way (West) Ahead	U	A		1	69	-	171	2055	1199	14.3%	-	-	-	0.6	13.1	2.6
1/3	Purbrook Way (West) Right	U	B		1	10	-	77	1777	163	47.3%	-	-	-	1.6	72.5	2.9
2/1	Purbrook Way (East) Left	U	C		1	74	-	266	1771	1107	24.0%	-	-	-	0.9	12.1	4.0
2/2	Purbrook Way (East) Ahead	U	C		1	74	-	737	2055	1284	57.4%	-	-	-	3.4	16.4	15.0
3/1	College Road Right Left	U	D		1	18	-	207	1888	299	69.2%	-	-	-	3.8	66.9	7.6
4/1		U	-		-	-	-	764	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
4/2		U	-		-	-	-	333	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	-	-	343	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	-	-	782	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		28.8		28.8		Total Delay for Signalled Lanes (pcuHr):		15.16		Cycle Time (s):		120		
			PRC Over All Lanes (%):						Total Delay Over All Lanes(pcuHr):		15.16						

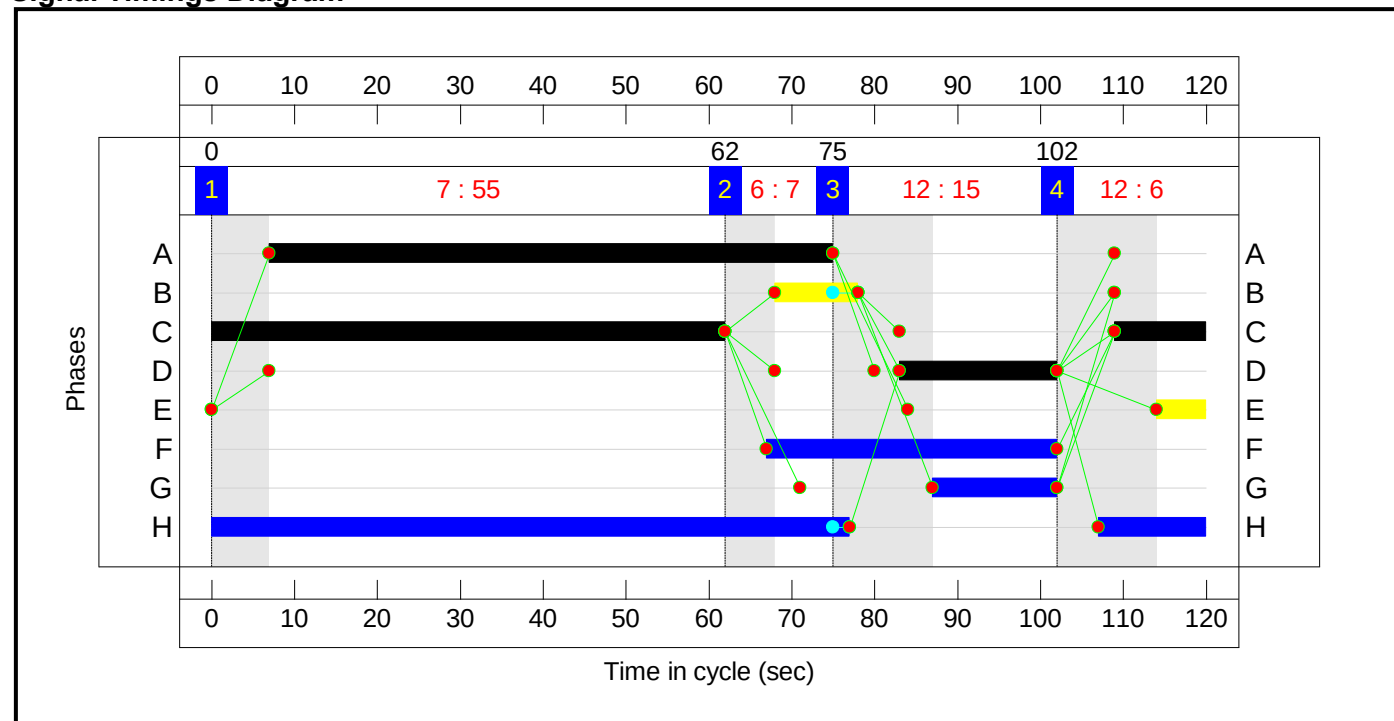
MBL Basic Results Summary

Scenario 2: '2023 Base - PM Peak' (FG2: '2023 Base - PM Peak', Plan 1: 'Network Control Plan 1')

Staging Plan Diagram



Signal Timings Diagram



Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2023 Base - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

Desired Flow :

CROSS-TABULATION					
Origin	Destination				
		A	B	C	Tot.
	A	0	639	64	703
	B	821	0	159	980
	C	52	148	0	200
	Tot.	873	787	223	1883

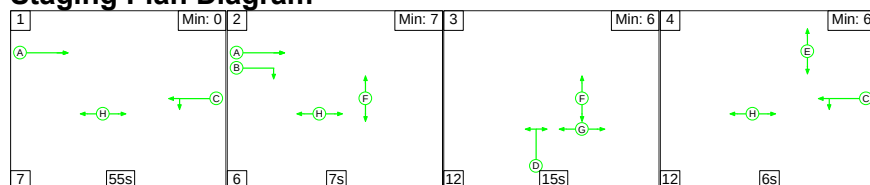
Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Purbrook Way/College Road Signalised Junction	-	-	-		-	-	-	-	-	-	64.8%	0	0	0	12.4	-	-
Purbrook Way/College Road	-	-	-		-	-	-	-	-	-	64.8%	0	0	0	12.4	-	-
1/1	Purbrook Way (West) Ahead	U	A		1	68	-	475	1875	1078	44.1%	-	-	-	2.3	17.5	9.4
1/2	Purbrook Way (West) Ahead	U	A		1	68	-	164	2055	1182	13.9%	-	-	-	0.6	13.6	2.6
1/3	Purbrook Way (West) Right	U	B		1	10	-	64	1777	163	39.3%	-	-	-	1.2	69.4	2.3
2/1	Purbrook Way (East) Left	U	C		1	73	-	159	1771	1092	14.6%	-	-	-	0.5	11.6	2.3
2/2	Purbrook Way (East) Ahead	U	C		1	73	-	821	2055	1267	64.8%	-	-	-	4.3	18.7	18.2
3/1	College Road Right Left	U	D		1	19	-	200	1887	314	63.6%	-	-	-	3.4	62.1	7.0
4/1		U	-		-	-	-	475	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
4/2		U	-		-	-	-	312	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	-	-	223	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	-	-	873	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
C1		PRC for Signalised Lanes (%):		38.9		Total Delay for Signalised Lanes (pcuHr):		12.39		Cycle Time (s):		120					
		PRC Over All Lanes (%):		38.9		Total Delay Over All Lanes(pcuHr):		12.39									

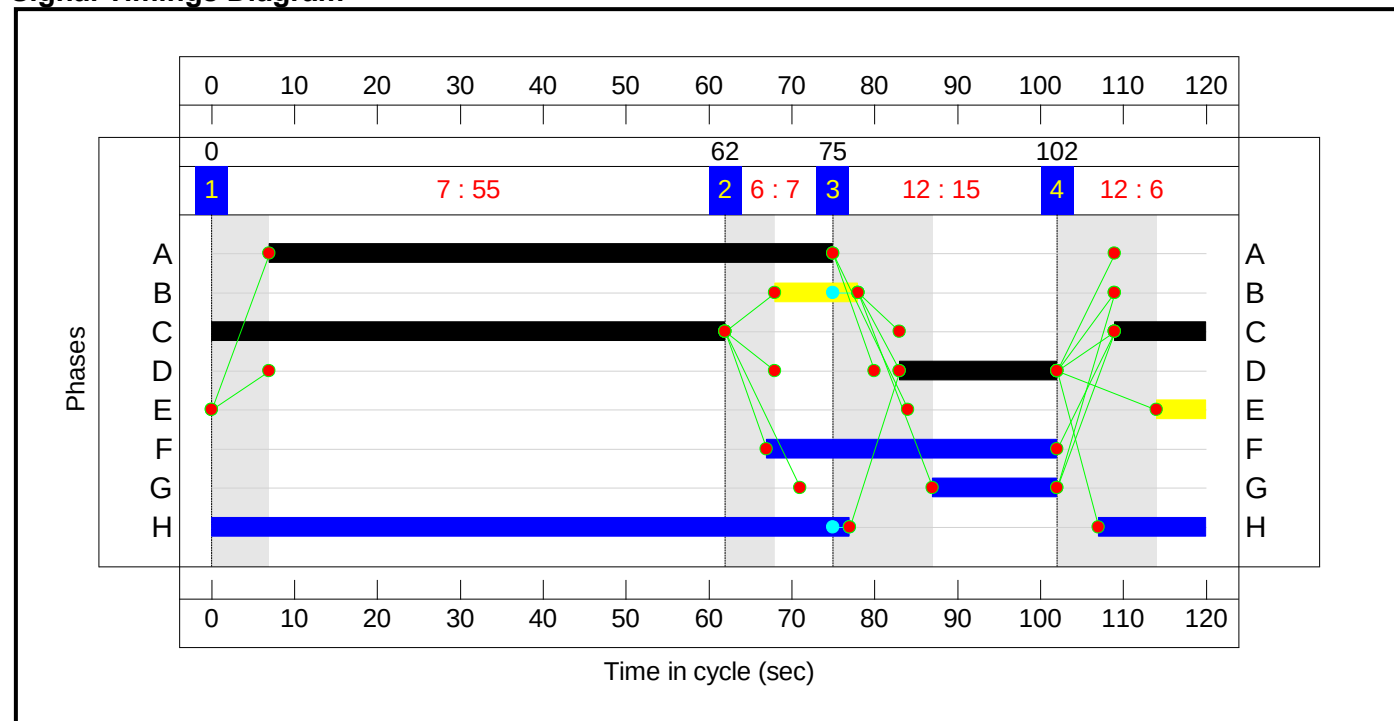
MBL Basic Results Summary

Scenario 3: '2033 Base - AM Peak' (FG3: '2033 Base - AM Peak', Plan 1: 'Network Control Plan 1')

Staging Plan Diagram



Signal Timings Diagram



Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2033 Base - AM Peak'	08:00	09:00	01:00	

Traffic Flows, Desired

Desired Flow :

CROSSFLOW					
Origin	Destination				
		A	B	C	Tot.
	A	0	1002	83	1085
	B	790	0	285	1075
	C	48	174	0	222
	Tot.	838	1176	368	2382

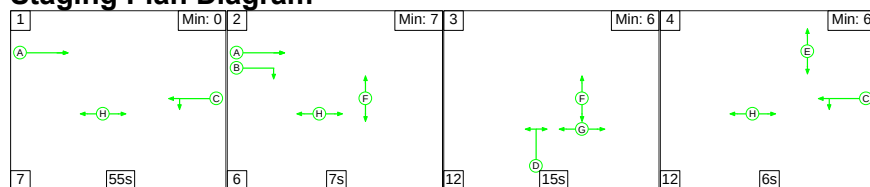
Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Purbrook Way/College Road Signalised Junction	-	-	-		-	-	-	-	-	-	70.9%	0	0	0	16.8	-	-
Purbrook Way/College Road	-	-	-		-	-	-	-	-	-	70.9%	0	0	0	16.8	-	-
1/1	Purbrook Way (West) Ahead	U	A		1	68	-	764	1875	1078	70.9%	-	-	-	5.1	24.0	19.5
1/2	Purbrook Way (West) Ahead	U	A		1	68	-	238	2055	1182	20.1%	-	-	-	0.9	14.2	3.9
1/3	Purbrook Way (West) Right	U	B		1	10	-	83	1777	163	51.0%	-	-	-	1.7	74.2	3.1
2/1	Purbrook Way (East) Left	U	C		1	73	-	285	1771	1092	26.1%	-	-	-	1.0	12.7	4.5
2/2	Purbrook Way (East) Ahead	U	C		1	73	-	790	2055	1267	62.3%	-	-	-	4.0	18.1	17.1
3/1	College Road Right Left	U	D		1	19	-	222	1888	315	70.6%	-	-	-	4.1	66.2	8.1
4/1		U	-		-	-	-	764	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
4/2		U	-		-	-	-	412	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	-	-	368	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	-	-	838	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
C1		PRC for Signalised Lanes (%):		27.0		Total Delay for Signalised Lanes (pcuHr):		16.79		Cycle Time (s):		120					
		PRC Over All Lanes (%):		27.0		Total Delay Over All Lanes(pcuHr):		16.79									

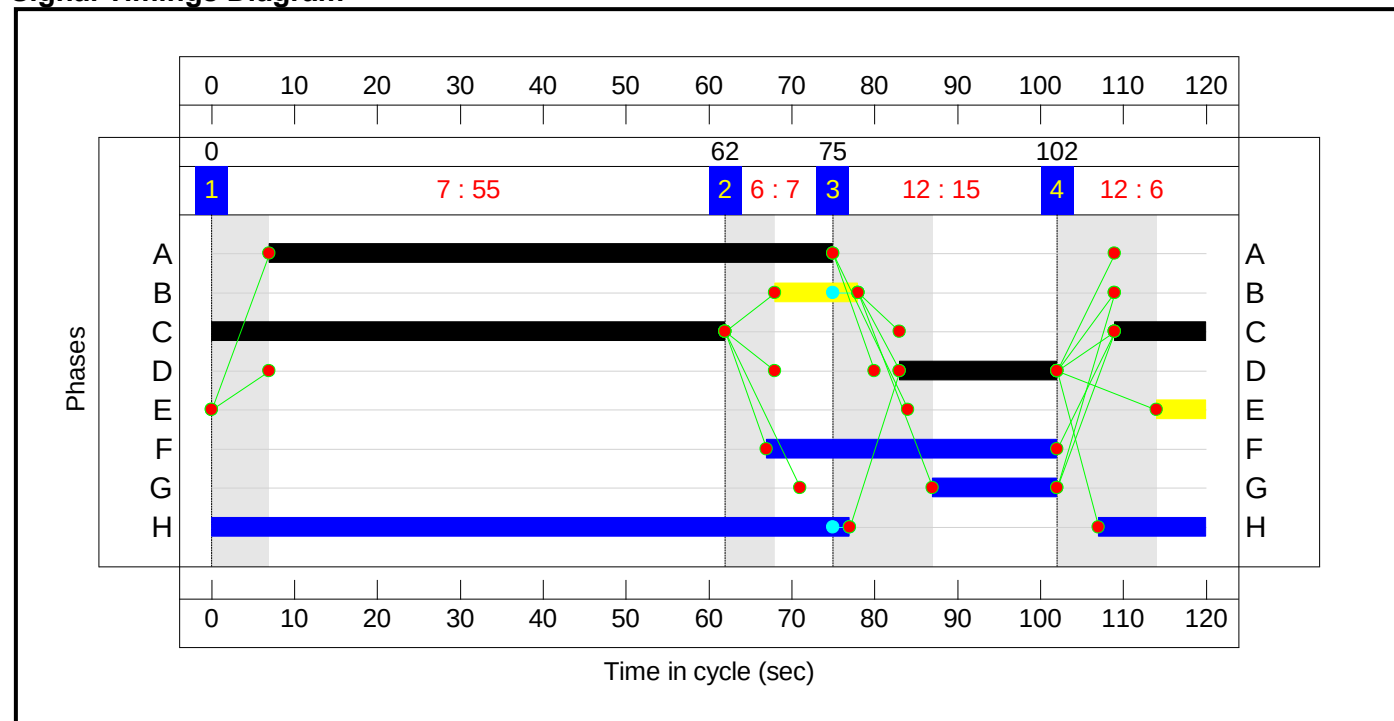
MBL Basic Results Summary

Scenario 4: '2033 Base- PM Peak' (FG4: '2033 Base - PM Peak', Plan 1: 'Network Control Plan 1')

Staging Plan Diagram



Signal Timings Diagram



Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: '2033 Base - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

Desired Flow :

CROSSFLOW					
Origin	Destination				
		A	B	C	Tot.
	A	0	683	68	751
	B	878	0	170	1048
	C	55	158	0	213
	Tot.	933	841	238	2012

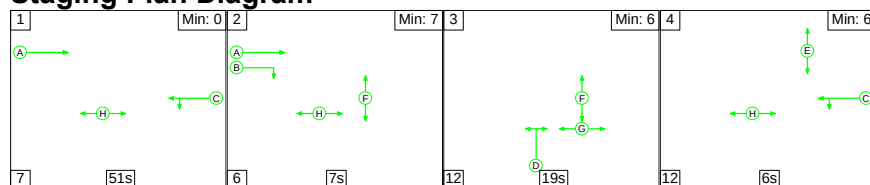
Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Purbrook Way/College Road Signalised Junction	-	-	-		-	-	-	-	-	-	69.3%	0	0	0	13.7	-	-
Purbrook Way/College Road	-	-	-		-	-	-	-	-	-	69.3%	0	0	0	13.7	-	-
1/1	Purbrook Way (West) Ahead	U	A		1	68	-	475	1875	1078	44.1%	-	-	-	2.3	17.5	9.4
1/2	Purbrook Way (West) Ahead	U	A		1	68	-	208	2055	1182	17.6%	-	-	-	0.8	13.9	3.3
1/3	Purbrook Way (West) Right	U	B		1	10	-	68	1777	163	41.7%	-	-	-	1.3	70.3	2.5
2/1	Purbrook Way (East) Left	U	C		1	73	-	170	1771	1092	15.6%	-	-	-	0.6	11.7	2.5
2/2	Purbrook Way (East) Ahead	U	C		1	73	-	878	2055	1267	69.3%	-	-	-	4.9	20.0	20.6
3/1	College Road Right Left	U	D		1	19	-	213	1887	314	67.7%	-	-	-	3.8	64.4	7.7
4/1		U	-		-	-	-	475	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
4/2		U	-		-	-	-	366	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	-	-	238	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	-	-	933	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
C1		PRC for Signalised Lanes (%):		29.9		Total Delay for Signalised Lanes (pcuHr):		13.68		Cycle Time (s):		120					
		PRC Over All Lanes (%):		29.9		Total Delay Over All Lanes(pcuHr):		13.68									

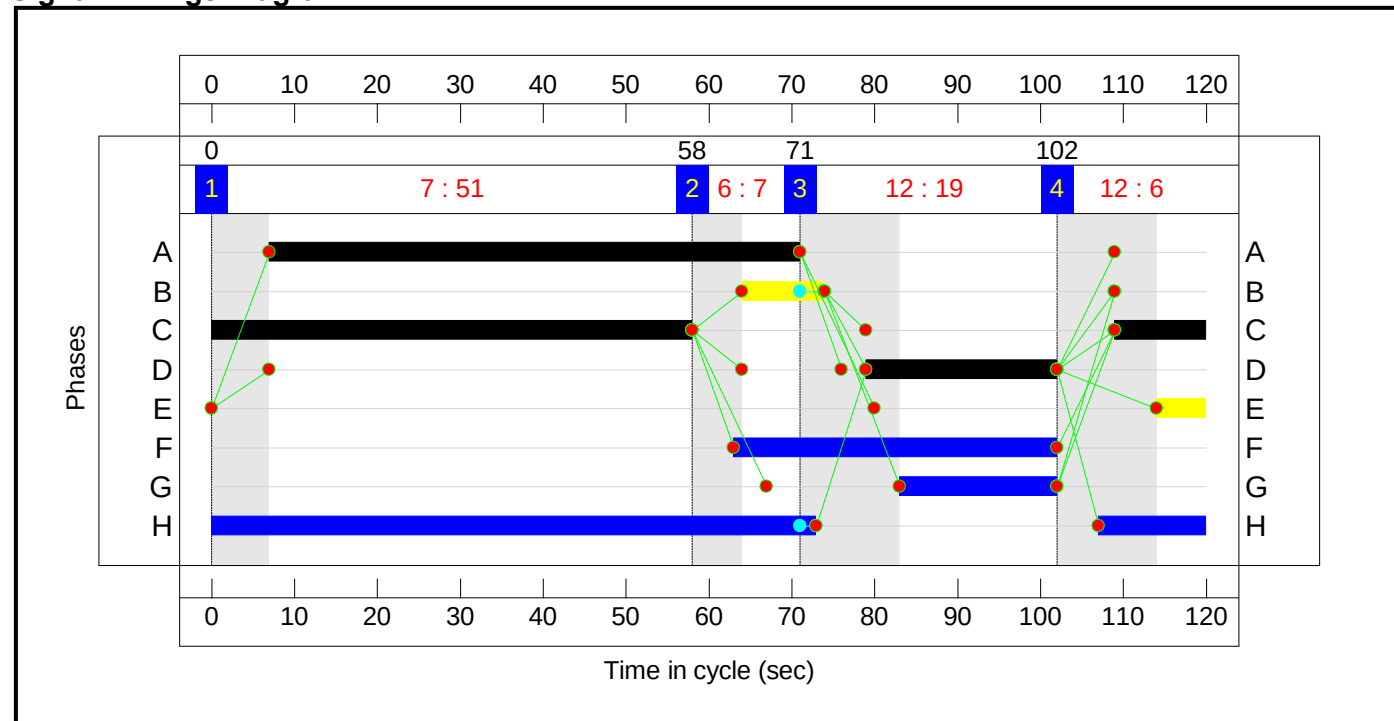
MBL Basic Results Summary

Scenario 5: '2033 Base + Comitted Dev - AM Peak' (FG5: '2033 Base + Comitted Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Staging Plan Diagram



Signal Timings Diagram



Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: '2033 Base + Comitted Dev - AM Peak'	08:00	09:00	01:00	

Traffic Flows, Desired

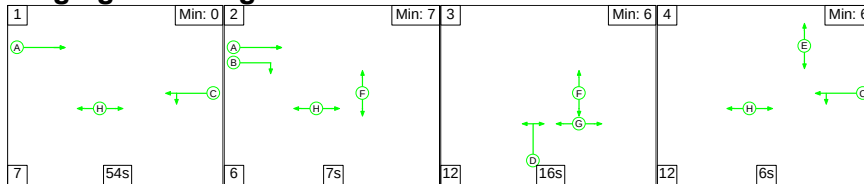
Desired Flow :

		Destination			
Origin	A	A	B	C	Tot.
	A	0	1002	85	1087
	B	790	0	293	1083
	C	52	187	0	239
	Tot.	842	1189	378	2409

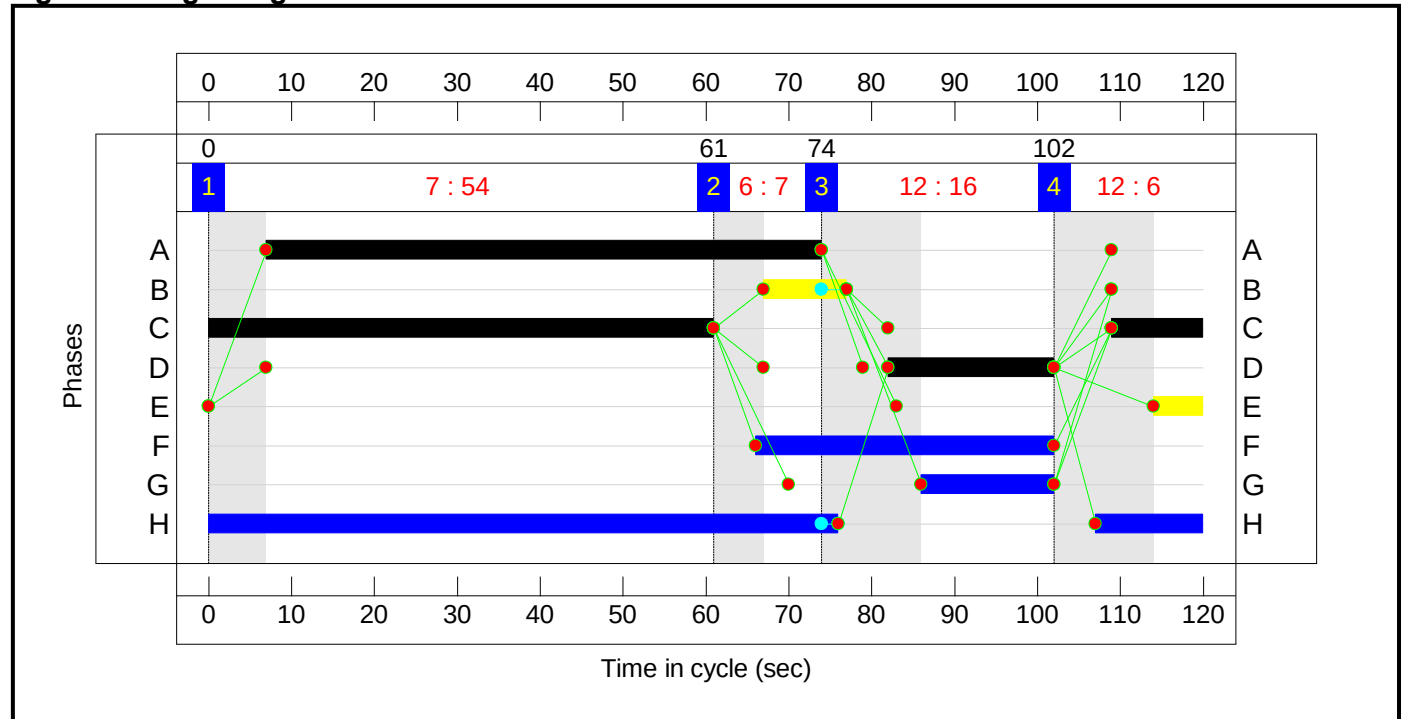
MBL Basic Results Summary

Scenario 6: '2033 Base + Comitted Dev - PM Peak' (FG6: '2033 Base + Comitted Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Staging Plan Diagram



Signal Timings Diagram



Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
6: '2033 Base + Comitted Dev - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	683	71	754
	B	878	0	179	1057
	C	58	166	0	224
	Tot.	936	849	250	2035

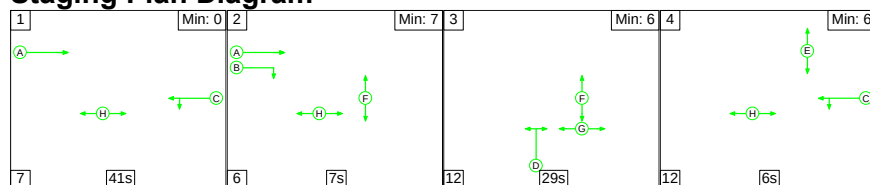
Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Purbrook Way/College Road Signalised Junction	-	-	-		-	-	-	-	-	-	70.2%	0	0	0	14.0	-	-
Purbrook Way/College Road	-	-	-		-	-	-	-	-	-	70.2%	0	0	0	14.0	-	-
1/1	Purbrook Way (West) Ahead	U	A		1	67	-	316	1875	1063	29.7%	-	-	-	1.4	16.0	5.7
1/2	Purbrook Way (West) Ahead	U	A		1	67	-	367	2055	1164	31.5%	-	-	-	1.6	16.0	6.7
1/3	Purbrook Way (West) Right	U	B		1	10	-	71	1777	163	43.6%	-	-	-	1.4	71.0	2.6
2/1	Purbrook Way (East) Left	U	C		1	72	-	179	1771	1077	16.6%	-	-	-	0.6	12.2	2.7
2/2	Purbrook Way (East) Ahead	U	C		1	72	-	878	2055	1250	70.2%	-	-	-	5.1	20.9	21.2
3/1	College Road Right Left	U	D		1	20	-	224	1887	330	67.8%	-	-	-	3.9	63.0	8.0
4/1		U	-		-	-	-	316	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
4/2		U	-		-	-	-	533	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	-	-	250	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	-	-	936	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
C1		PRC for Signalised Lanes (%):		28.1		28.1		Total Delay for Signalised Lanes (pcuHr):		14.05		Cycle Time (s):		120			
		PRC Over All Lanes (%):						Total Delay Over All Lanes(pcuHr):		14.05							

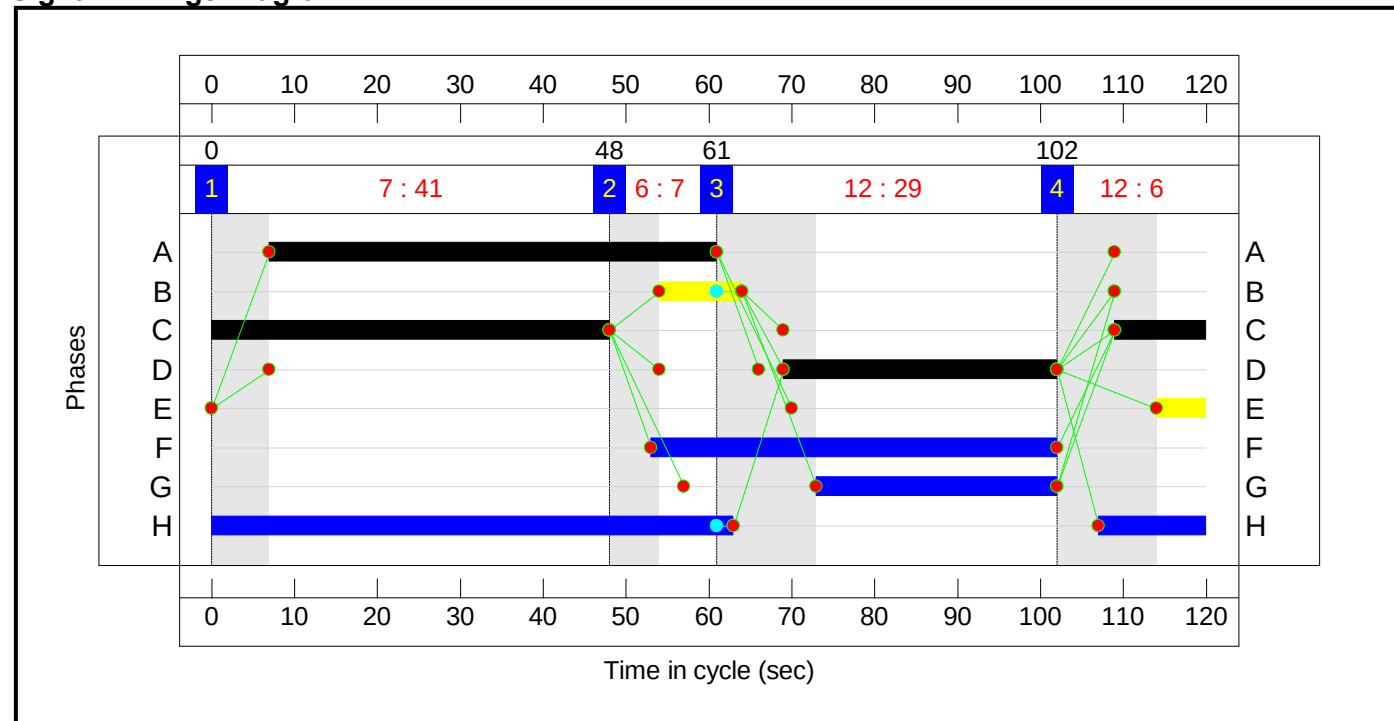
MBL Basic Results Summary

Scenario 7: '2033 Base + Comitted Dev + Dev - AM Peak' (FG7: '2033 Base + Comitted Dev + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Staging Plan Diagram



Signal Timings Diagram



Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
7: '2033 Base + Comitted Dev + Dev - AM Peak'	08:00	09:00	01:00	

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	1002	102	1104
	B	790	0	342	1132
	C	97	320	0	417
	Tot.	887	1322	444	2653

MBL Basic Results Summary

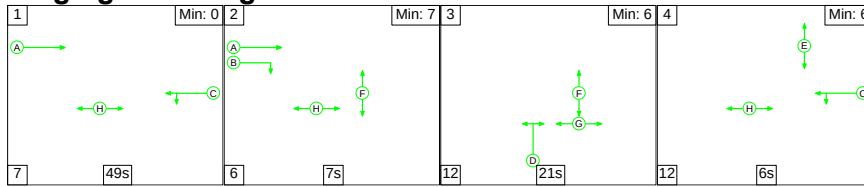
Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Purbrook Way/College Road Signalised Junction	-	-	-		-	-	-	-	-	-	78.0%	0	0	0	25.5	-	-
Purbrook Way/College Road	-	-	-		-	-	-	-	-	-	78.0%	0	0	0	25.5	-	-
1/1	Purbrook Way (West) Ahead	U	A		1	54	-	471	1875	859	54.8%	-	-	-	3.7	28.1	11.9
1/2	Purbrook Way (West) Ahead	U	A		1	54	-	531	2055	942	56.4%	-	-	-	4.1	28.1	13.5
1/3	Purbrook Way (West) Right	U	B		1	10	-	102	1777	163	62.6%	-	-	-	2.3	81.3	4.1
2/1	Purbrook Way (East) Left	U	C		1	59	-	342	1771	885	38.6%	-	-	-	2.1	21.9	7.3
2/2	Purbrook Way (East) Ahead	U	C		1	59	-	790	2055	1027	76.9%	-	-	-	7.0	31.8	22.9
3/1	College Road Right Left	U	D		1	33	-	417	1888	535	78.0%	-	-	-	6.3	54.4	14.5
4/1		U	-		-	-	-	471	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
4/2		U	-		-	-	-	851	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	-	-	444	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	-	-	887	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
C1		PRC for Signalised Lanes (%):		15.5		PRC Over All Lanes (%):		15.5		Total Delay for Signalised Lanes (pcuHr):		25.50		Cycle Time (s):		120	
										Total Delay Over All Lanes(pcuHr):		25.50					

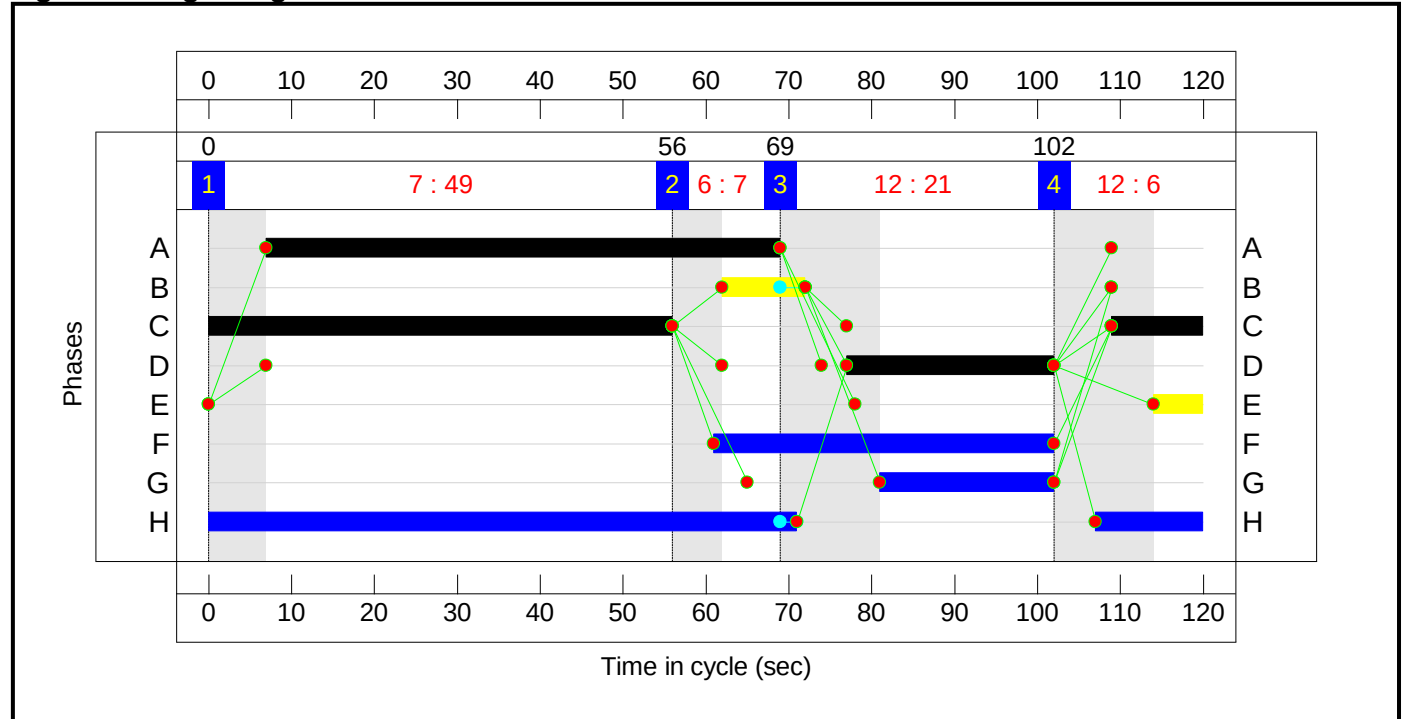
MBL Basic Results Summary

Scenario 8: '2033 Base + Comitted Dev + Dev - PM Peak' (FG8: '2033 Base + Comitted Dev + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Staging Plan Diagram



Signal Timings Diagram



Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
8: '2033 Base + Comitted Dev + Dev - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	683	117	800
	B	878	0	313	1191
	C	79	228	0	307
	Tot.	957	911	430	2298

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Purbrook Way/College Road Signalised Junction	-	-	-		-	-	-	-	-	-	75.4%	0	0	0	19.5	-	-
Purbrook Way/College Road	-	-	-		-	-	-	-	-	-	75.4%	0	0	0	19.5	-	-
1/1	Purbrook Way (West) Ahead	U	A		1	62	-	317	1875	984	32.2%	-	-	-	1.7	19.0	6.2
1/2	Purbrook Way (West) Ahead	U	A		1	62	-	366	2055	1079	33.9%	-	-	-	1.9	19.0	7.3
1/3	Purbrook Way (West) Right	U	B		1	10	-	117	1777	163	71.8%	-	-	-	2.9	90.3	5.0
2/1	Purbrook Way (East) Left	U	C		1	67	-	313	1771	1004	31.2%	-	-	-	1.4	16.3	5.7
2/2	Purbrook Way (East) Ahead	U	C		1	67	-	878	2055	1164	75.4%	-	-	-	6.3	25.9	23.5
3/1	College Road Right Left	U	D		1	25	-	307	1887	409	75.1%	-	-	-	5.2	61.2	11.0
4/1		U	-		-	-	-	317	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
4/2		U	-		-	-	-	594	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	-	-	430	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	-	-	957	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
		C1	PRC for Signalised Lanes (%):		19.4		PRC Over All Lanes (%):		19.4		Total Delay for Signalised Lanes (pcuHr):		19.48		Cycle Time (s): 120		
											Total Delay Over All Lanes(pcuHr):		19.48				

Appendix L

Junctions 9			
ARCADY 9 - Roundabout Module			
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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: Stakes Hill Roundabout - current.j9

Path: P:\Southern\140-149\147 Dandara\147.0008 College Road, Campdown\Modelling\Modelling - 633 Units - April 2023
\Stakes Hill Rdbt

Report generation date: 25/05/2023 12:01:22

- »Existing Configuration - 2023 Baseline, AM
- »Existing Configuration - 2023 Baseline , PM
- »Existing Configuration - 2023 Baseline, AM
- »Existing Configuration - 2023 Baseline, PM
- »Existing Configuration - 2023 Baseline + Dev, AM
- »Existing Configuration - 2023 Baseline + Dev, PM
- »Existing Configuration - 2023 Baseline + Dev + Com Dev, AM
- »Existing Configuration - 2023 Baseline + Dev + Com Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Existing Configuration - 2023 Baseline								
1 - Stakes Hill Road	4.7	19.54	0.83	C	1.3	7.03	0.56	A
2 - Purbrook Way	1.6	6.55	0.61	A	1.9	7.10	0.66	A
3 - Crookhorn Lane	2.5	29.68	0.73	D	1.9	22.67	0.66	C
4 - Stakes Road	9.4	66.98	0.94	F	2.1	16.19	0.68	C
Existing Configuration - 2023 Baseline								
1 - Stakes Hill Road	7.6	30.23	0.90	D	1.5	8.03	0.61	A
2 - Purbrook Way	2.0	7.60	0.66	A	2.4	8.40	0.71	A
3 - Crookhorn Lane	4.9	56.04	0.86	F	3.0	35.02	0.76	E
4 - Stakes Road	27.9	164.17	1.07	F	3.0	21.83	0.76	C
Existing Configuration - 2023 Baseline + Dev								
1 - Stakes Hill Road	8.3	32.63	0.91	D	1.7	8.63	0.63	A
2 - Purbrook Way	2.1	7.96	0.68	A	2.7	9.35	0.74	A
3 - Crookhorn Lane	5.5	63.34	0.88	F	3.5	40.73	0.79	E
4 - Stakes Road	35.2	200.04	1.11	F	3.8	27.39	0.81	D
Existing Configuration - 2023 Baseline + Dev + Com Dev								
1 - Stakes Hill Road	8.6	33.44	0.91	D	1.9	9.53	0.66	A
2 - Purbrook Way	2.5	8.90	0.71	A	3.0	9.94	0.75	A
3 - Crookhorn Lane	8.8	97.86	0.95	F	3.9	45.59	0.82	E
4 - Stakes Road	45.4	254.40	1.16	F	4.8	33.26	0.84	D

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

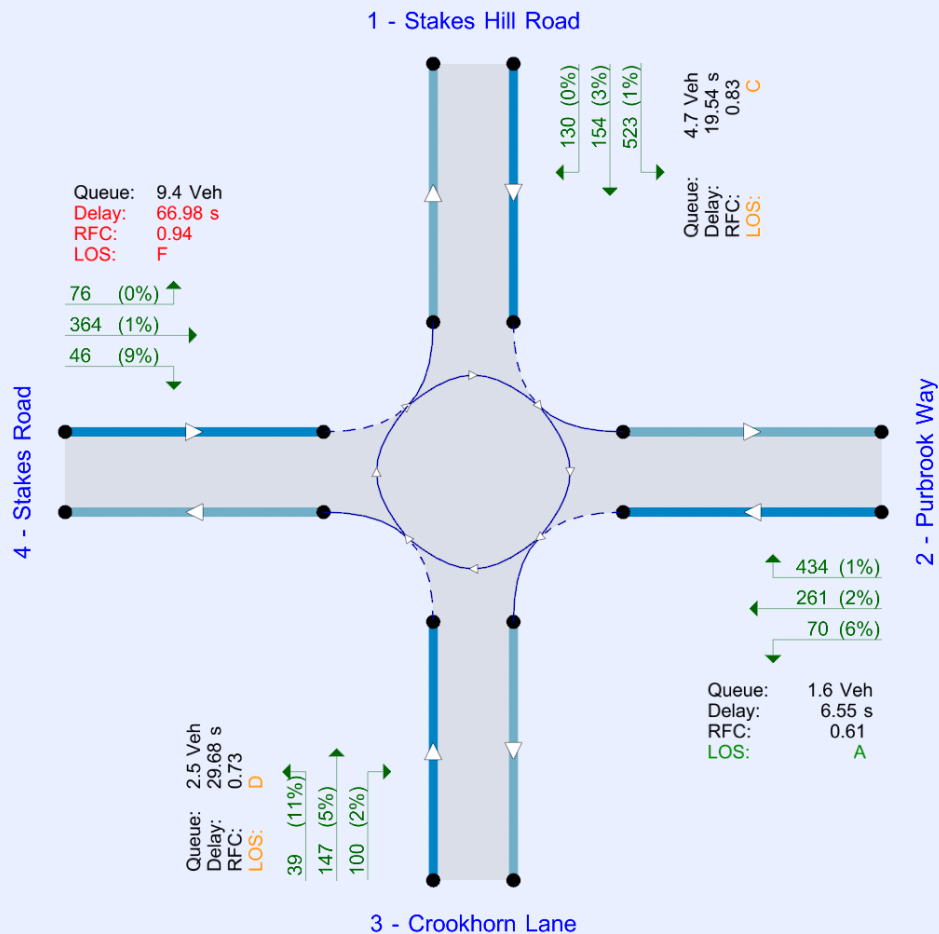
File summary

File Description

Title	Stakes Hill Roundabout
Location	Purbrook
Site number	
Date	15/07/2022
Version	
Status	(new file)
Identifier	
Client	Dandara
Jobnumber	147.0008
Enumerator	TW
Description	650 Units

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	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2023 Baseline	PM	ONE HOUR	16:45	18:15	15
D9	2033 Baseline	AM	ONE HOUR	07:45	09:15	15
D10	2033 Baseline	PM	ONE HOUR	16:45	18:15	15
D11	2033 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15
D12	2033 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15
D13	2033 Baseline + Dev + Com Dev	AM	ONE HOUR	07:45	09:15	15
D14	2033 Baseline + Dev + Com Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2023 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Purbrook Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stakes Hill Roundabout	Standard Roundabout	1, 2, 3, 4	26.18	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Stakes Hill Road	
2	Purbrook Way	
3	Crookhorn Lane	
4	Stakes Road	

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)	Exit only
1 - Stakes Hill Road	2.85	7.65	16.2	23.0	26.2	62.0	
2 - Purbrook Way	3.65	7.20	32.0	11.1	26.2	50.0	
3 - Crookhorn Lane	4.63	7.50	7.5	18.5	26.2	57.0	
4 - Stakes Road	4.32	6.90	25.2	17.4	26.2	55.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
1 - Stakes Hill Road				0.575	1442
2 - Purbrook Way				0.626	1693
3 - Crookhorn Lane	✓	0.614	1050	0.614	1050
4 - Stakes Road	✓	0.636	1100	0.636	1100

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 segment length (min)
D1	2023 Baseline	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stakes Hill Road		✓	820	100.000
2 - Purbrook Way		✓	794	100.000
3 - Crookhorn Lane		✓	286	100.000
4 - Stakes Road		✓	490	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	13	523	154	130
	2 - Purbrook Way	434	29	70	261
	3 - Crookhorn Lane	147	100	0	39
	4 - Stakes Road	76	364	46	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	0	1	3	0
	2 - Purbrook Way	1	0	6	2
	3 - Crookhorn Lane	5	2	0	11
	4 - Stakes Road	0	1	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stakes Hill Road	0.83	19.54	4.7	C
2 - Purbrook Way	0.61	6.55	1.6	A
3 - Crookhorn Lane	0.73	29.68	2.5	D
4 - Stakes Road	0.94	66.98	9.4	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	617	405	1191	0.519	613	1.1	6.191	A
2 - Purbrook Way	598	259	1500	0.398	595	0.7	3.966	A
3 - Crookhorn Lane	215	653	616	0.350	213	0.5	8.902	A
4 - Stakes Road	369	541	738	0.500	365	1.0	9.560	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	737	485	1144	0.644	734	1.8	8.722	A
2 - Purbrook Way	714	311	1468	0.486	713	0.9	4.759	A
3 - Crookhorn Lane	257	781	539	0.477	256	0.9	12.628	B
4 - Stakes Road	440	648	669	0.658	437	1.8	15.267	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	903	577	1091	0.828	893	4.3	17.308	C
2 - Purbrook Way	874	376	1427	0.613	872	1.6	6.457	A
3 - Crookhorn Lane	315	955	437	0.721	309	2.3	27.108	D
4 - Stakes Road	539	789	579	0.931	517	7.5	46.663	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	903	591	1083	0.834	901	4.7	19.542	C
2 - Purbrook Way	874	381	1424	0.614	874	1.6	6.546	A
3 - Crookhorn Lane	315	959	434	0.725	314	2.5	29.684	D
4 - Stakes Road	539	795	575	0.938	532	9.4	66.982	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	737	515	1127	0.654	748	1.9	9.769	A
2 - Purbrook Way	714	319	1463	0.488	716	1.0	4.837	A
3 - Crookhorn Lane	257	787	536	0.480	263	0.9	13.493	B
4 - Stakes Road	440	657	664	0.664	470	2.1	21.043	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	617	413	1186	0.521	621	1.1	6.407	A
2 - Purbrook Way	598	263	1498	0.399	599	0.7	4.010	A
3 - Crookhorn Lane	215	657	613	0.351	217	0.6	9.133	A
4 - Stakes Road	369	546	734	0.502	373	1.0	10.082	B

Existing Configuration - 2023 Baseline , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Purbrook Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stakes Hill Roundabout	Standard Roundabout	1, 2, 3, 4	10.91	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stakes Hill Road		✓	590	100.000
2 - Purbrook Way		✓	876	100.000
3 - Crookhorn Lane		✓	276	100.000
4 - Stakes Road		✓	430	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
From	1 - Stakes Hill Road	1	336	155	98
	2 - Purbrook Way	356	2	131	387
	3 - Crookhorn Lane	123	75	0	78
	4 - Stakes Road	91	288	50	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
From	1 - Stakes Hill Road	0	0	3	1
	2 - Purbrook Way	0	0	2	0
	3 - Crookhorn Lane	3	3	0	5
	4 - Stakes Road	0	1	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stakes Hill Road	0.56	7.03	1.3	A
2 - Purbrook Way	0.66	7.10	1.9	A
3 - Crookhorn Lane	0.66	22.67	1.9	C
4 - Stakes Road	0.68	16.19	2.1	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	444	311	1247	0.356	442	0.5	4.459	A
2 - Purbrook Way	659	228	1541	0.428	657	0.7	4.057	A
3 - Crookhorn Lane	208	633	638	0.326	206	0.5	8.296	A
4 - Stakes Road	324	417	819	0.395	321	0.6	7.193	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	530	373	1211	0.438	530	0.8	5.274	A
2 - Purbrook Way	788	274	1512	0.521	786	1.1	4.954	A
3 - Crookhorn Lane	248	758	564	0.440	247	0.8	11.321	B
4 - Stakes Road	387	499	767	0.504	385	1.0	9.397	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	650	454	1164	0.558	648	1.2	6.948	A
2 - Purbrook Way	964	335	1472	0.655	961	1.9	7.001	A
3 - Crookhorn Lane	304	927	463	0.656	300	1.8	21.492	C
4 - Stakes Road	473	609	697	0.679	469	2.0	15.517	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	650	458	1162	0.559	650	1.3	7.026	A
2 - Purbrook Way	964	336	1472	0.655	964	1.9	7.095	A
3 - Crookhorn Lane	304	930	462	0.658	304	1.9	22.671	C
4 - Stakes Road	473	613	695	0.681	473	2.1	16.193	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	530	378	1208	0.439	532	0.8	5.344	A
2 - Purbrook Way	788	275	1510	0.521	791	1.1	5.022	A
3 - Crookhorn Lane	248	763	561	0.442	252	0.8	11.803	B
4 - Stakes Road	387	505	763	0.507	391	1.0	9.767	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	444	315	1245	0.357	445	0.6	4.505	A
2 - Purbrook Way	659	230	1540	0.428	661	0.8	4.103	A
3 - Crookhorn Lane	208	637	635	0.327	209	0.5	8.467	A
4 - Stakes Road	324	421	816	0.397	325	0.7	7.353	A

Existing Configuration - 2033 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Purbrook Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stakes Hill Roundabout	Standard Roundabout	1, 2, 3, 4	53.23	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2033 Baseline	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stakes Hill Road		✓	879	100.000
2 - Purbrook Way		✓	851	100.000
3 - Crookhorn Lane		✓	307	100.000
4 - Stakes Road		✓	524	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	14	561	165	139
	2 - Purbrook Way	465	32	75	279
	3 - Crookhorn Lane	158	108	0	41
	4 - Stakes Road	81	390	49	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	0	1	3	0
	2 - Purbrook Way	1	0	6	2
	3 - Crookhorn Lane	5	2	0	10
	4 - Stakes Road	0	1	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stakes Hill Road	0.90	30.23	7.6	D
2 - Purbrook Way	0.66	7.60	2.0	A
3 - Crookhorn Lane	0.86	56.04	4.9	F
4 - Stakes Road	1.07	164.17	27.9	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	662	434	1174	0.564	657	1.3	6.899	A
2 - Purbrook Way	641	277	1489	0.430	638	0.7	4.213	A
3 - Crookhorn Lane	231	699	589	0.392	229	0.6	9.919	A
4 - Stakes Road	394	581	712	0.554	390	1.2	11.003	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	790	519	1125	0.703	786	2.3	10.510	B
2 - Purbrook Way	765	332	1455	0.526	764	1.1	5.197	A
3 - Crookhorn Lane	276	837	507	0.544	274	1.2	15.293	C
4 - Stakes Road	471	696	639	0.737	466	2.6	20.133	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	968	590	1083	0.893	950	6.7	24.358	C
2 - Purbrook Way	937	396	1414	0.663	934	1.9	7.441	A
3 - Crookhorn Lane	338	1021	398	0.849	326	4.2	44.047	E
4 - Stakes Road	577	843	545	1.058	521	16.5	84.874	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	968	603	1076	0.899	964	7.6	30.235	D
2 - Purbrook Way	937	403	1410	0.664	937	2.0	7.599	A
3 - Crookhorn Lane	338	1026	395	0.856	335	4.9	56.040	F
4 - Stakes Road	577	853	539	1.071	532	27.9	164.173	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	790	611	1071	0.738	809	3.0	14.609	B
2 - Purbrook Way	765	350	1443	0.530	768	1.1	5.361	A
3 - Crookhorn Lane	276	846	502	0.550	290	1.3	18.086	C
4 - Stakes Road	471	713	628	0.750	568	3.6	84.046	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	662	448	1166	0.568	668	1.3	7.330	A
2 - Purbrook Way	641	283	1486	0.431	642	0.8	4.276	A
3 - Crookhorn Lane	231	705	585	0.395	234	0.7	10.301	B
4 - Stakes Road	394	588	708	0.557	404	1.3	12.184	B

Existing Configuration - 2033 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Purbrook Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stakes Hill Roundabout	Standard Roundabout	1, 2, 3, 4	14.42	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2033 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stakes Hill Road		✓	632	100.000
2 - Purbrook Way		✓	936	100.000
3 - Crookhorn Lane		✓	294	100.000
4 - Stakes Road		✓	460	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	1	360	166	105
	2 - Purbrook Way	380	2	140	414
	3 - Crookhorn Lane	131	80	0	83
	4 - Stakes Road	98	308	53	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	0	0	3	1
	2 - Purbrook Way	0	10	1	0
	3 - Crookhorn Lane	3	3	0	5
	4 - Stakes Road	0	1	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stakes Hill Road	0.61	8.03	1.5	A
2 - Purbrook Way	0.71	8.40	2.4	A
3 - Crookhorn Lane	0.76	35.02	3.0	E
4 - Stakes Road	0.76	21.83	3.0	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	476	331	1235	0.385	473	0.6	4.710	A
2 - Purbrook Way	705	244	1533	0.460	701	0.8	4.313	A
3 - Crookhorn Lane	221	677	612	0.362	219	0.6	9.109	A
4 - Stakes Road	346	444	802	0.432	343	0.7	7.805	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	568	397	1197	0.475	567	0.9	5.708	A
2 - Purbrook Way	841	292	1501	0.560	840	1.3	5.428	A
3 - Crookhorn Lane	264	810	533	0.496	263	1.0	13.246	B
4 - Stakes Road	414	532	746	0.554	412	1.2	10.708	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	696	482	1147	0.606	693	1.5	7.885	A
2 - Purbrook Way	1031	357	1460	0.706	1026	2.3	8.224	A
3 - Crookhorn Lane	324	990	426	0.760	316	2.8	31.025	D
4 - Stakes Road	506	647	673	0.752	500	2.8	20.091	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	696	488	1144	0.608	696	1.5	8.030	A
2 - Purbrook Way	1031	359	1459	0.707	1030	2.4	8.399	A
3 - Crookhorn Lane	324	994	424	0.764	323	3.0	35.016	E
4 - Stakes Road	506	653	669	0.757	506	3.0	21.826	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	568	406	1191	0.477	571	0.9	5.820	A
2 - Purbrook Way	841	295	1500	0.561	846	1.3	5.539	A
3 - Crookhorn Lane	264	816	529	0.499	272	1.0	14.385	B
4 - Stakes Road	414	541	740	0.559	420	1.3	11.472	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	476	336	1232	0.386	477	0.6	4.773	A
2 - Purbrook Way	705	246	1531	0.460	706	0.9	4.375	A
3 - Crookhorn Lane	221	682	609	0.363	223	0.6	9.365	A
4 - Stakes Road	346	449	798	0.434	348	0.8	8.036	A

Existing Configuration - 2033 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Purbrook Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stakes Hill Roundabout	Standard Roundabout	1, 2, 3, 4	62.43	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2033 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stakes Hill Road		✓	888	100.000
2 - Purbrook Way		✓	871	100.000
3 - Crookhorn Lane		✓	309	100.000
4 - Stakes Road		✓	535	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	14	570	165	139
	2 - Purbrook Way	473	32	84	282
	3 - Crookhorn Lane	158	110	0	41
	4 - Stakes Road	81	401	49	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	0	1	3	0
	2 - Purbrook Way	1	0	6	2
	3 - Crookhorn Lane	5	2	0	10
	4 - Stakes Road	0	1	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stakes Hill Road	0.91	32.63	8.3	D
2 - Purbrook Way	0.68	7.96	2.1	A
3 - Crookhorn Lane	0.88	63.34	5.5	F
4 - Stakes Road	1.11	200.04	35.2	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	669	443	1168	0.572	663	1.3	7.059	A
2 - Purbrook Way	656	277	1489	0.440	653	0.8	4.290	A
3 - Crookhorn Lane	233	707	584	0.398	230	0.6	10.089	B
4 - Stakes Road	403	588	708	0.569	398	1.3	11.434	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	798	530	1118	0.714	794	2.4	10.950	B
2 - Purbrook Way	783	331	1454	0.538	782	1.2	5.338	A
3 - Crookhorn Lane	278	847	501	0.554	276	1.2	15.782	C
4 - Stakes Road	481	705	633	0.759	475	2.9	21.827	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	978	593	1082	0.904	958	7.2	25.903	D
2 - Purbrook Way	959	395	1415	0.678	955	2.1	7.765	A
3 - Crookhorn Lane	340	1032	391	0.870	326	4.7	47.933	E
4 - Stakes Road	589	852	540	1.092	521	20.0	97.994	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	978	603	1076	0.909	973	8.3	32.629	D
2 - Purbrook Way	959	401	1411	0.680	959	2.1	7.958	A
3 - Crookhorn Lane	340	1038	388	0.877	337	5.5	63.339	F
4 - Stakes Road	589	863	532	1.107	528	35.2	200.042	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	798	644	1052	0.759	818	3.3	16.508	C
2 - Purbrook Way	783	353	1441	0.544	787	1.2	5.532	A
3 - Crookhorn Lane	278	856	496	0.560	295	1.3	19.261	C
4 - Stakes Road	481	724	621	0.775	601	5.2	128.979	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	669	463	1157	0.578	676	1.4	7.603	A
2 - Purbrook Way	656	284	1484	0.442	657	0.8	4.362	A
3 - Crookhorn Lane	233	714	580	0.401	235	0.7	10.505	B
4 - Stakes Road	403	596	703	0.573	418	1.4	13.273	B

Existing Configuration - 2033 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Purbrook Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stakes Hill Roundabout	Standard Roundabout	1, 2, 3, 4	16.76	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2033 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stakes Hill Road		✓	647	100.000
2 - Purbrook Way		✓	976	100.000
3 - Crookhorn Lane		✓	297	100.000
4 - Stakes Road		✓	481	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
From	1 - Stakes Hill Road	1	375	166	105
	2 - Purbrook Way	395	2	161	418
	3 - Crookhorn Lane	131	83	0	83
	4 - Stakes Road	98	329	53	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	0	0	3	1
	2 - Purbrook Way	0	0	1	0
	3 - Crookhorn Lane	3	3	0	5
	4 - Stakes Road	0	1	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stakes Hill Road	0.63	8.63	1.7	A
2 - Purbrook Way	0.74	9.35	2.7	A
3 - Crookhorn Lane	0.79	40.73	3.5	E
4 - Stakes Road	0.81	27.39	3.8	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	487	349	1225	0.398	484	0.7	4.843	A
2 - Purbrook Way	735	244	1533	0.479	731	0.9	4.472	A
3 - Crookhorn Lane	224	691	604	0.370	221	0.6	9.353	A
4 - Stakes Road	362	458	794	0.456	359	0.8	8.225	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	582	418	1185	0.491	580	1.0	5.943	A
2 - Purbrook Way	877	292	1502	0.584	876	1.4	5.733	A
3 - Crookhorn Lane	267	827	523	0.511	265	1.0	13.872	B
4 - Stakes Road	432	548	736	0.587	430	1.4	11.678	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	712	506	1134	0.628	710	1.6	8.427	A
2 - Purbrook Way	1075	357	1460	0.736	1069	2.7	9.094	A
3 - Crookhorn Lane	327	1010	414	0.789	318	3.2	34.877	D
4 - Stakes Road	530	665	662	0.800	521	3.5	24.173	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	712	514	1129	0.631	712	1.7	8.625	A
2 - Purbrook Way	1075	359	1459	0.737	1074	2.7	9.352	A
3 - Crookhorn Lane	327	1015	411	0.795	326	3.5	40.726	E
4 - Stakes Road	530	673	657	0.806	528	3.8	27.387	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	582	431	1178	0.494	584	1.0	6.094	A
2 - Purbrook Way	877	295	1500	0.585	883	1.4	5.882	A
3 - Crookhorn Lane	267	834	519	0.514	277	1.1	15.388	C
4 - Stakes Road	432	559	729	0.593	442	1.5	12.904	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	487	355	1222	0.399	488	0.7	4.917	A
2 - Purbrook Way	735	246	1531	0.480	737	0.9	4.544	A
3 - Crookhorn Lane	224	696	601	0.372	226	0.6	9.643	A
4 - Stakes Road	362	463	790	0.458	365	0.9	8.514	A

Existing Configuration - 2033 Baseline + Dev + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Purbrook Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stakes Hill Roundabout	Standard Roundabout	1, 2, 3, 4	77.43	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2033 Baseline + Dev + Com Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stakes Hill Road		✓	898	100.000
2 - Purbrook Way		✓	916	100.000
3 - Crookhorn Lane		✓	309	100.000
4 - Stakes Road		✓	541	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
From	1 - Stakes Hill Road	14	580	165	139
	2 - Purbrook Way	502	32	84	298
	3 - Crookhorn Lane	158	110	0	41
	4 - Stakes Road	81	407	49	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	0	1	3	0
	2 - Purbrook Way	1	0	6	2
	3 - Crookhorn Lane	5	2	0	10
	4 - Stakes Road	0	1	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stakes Hill Road	0.91	33.44	8.6	D
2 - Purbrook Way	0.71	8.90	2.5	A
3 - Crookhorn Lane	0.95	97.86	8.8	F
4 - Stakes Road	1.16	254.40	45.4	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	676	447	1166	0.580	671	1.4	7.193	A
2 - Purbrook Way	690	277	1489	0.463	686	0.9	4.465	A
3 - Crookhorn Lane	233	741	564	0.412	230	0.7	10.680	B
4 - Stakes Road	407	610	694	0.587	402	1.4	12.103	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	807	534	1116	0.723	803	2.5	11.322	B
2 - Purbrook Way	823	331	1455	0.566	822	1.3	5.669	A
3 - Crookhorn Lane	278	887	478	0.582	275	1.3	17.565	C
4 - Stakes Road	486	730	617	0.788	479	3.3	24.688	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	989	583	1088	0.909	969	7.5	26.601	D
2 - Purbrook Way	1009	393	1416	0.712	1004	2.4	8.644	A
3 - Crookhorn Lane	340	1081	362	0.939	319	6.6	64.744	F
4 - Stakes Road	596	877	524	1.137	510	24.6	117.879	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	989	589	1084	0.912	984	8.6	33.444	D
2 - Purbrook Way	1009	399	1412	0.714	1008	2.5	8.896	A
3 - Crookhorn Lane	340	1087	358	0.949	331	8.8	97.856	F
4 - Stakes Road	596	891	515	1.156	513	45.4	254.405	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	807	635	1057	0.763	828	3.4	16.892	C
2 - Purbrook Way	823	350	1442	0.571	828	1.4	5.898	A
3 - Crookhorn Lane	278	897	471	0.589	307	1.5	25.399	D
4 - Stakes Road	486	762	597	0.815	584	21.0	207.712	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	676	521	1124	0.602	684	1.5	8.316	A
2 - Purbrook Way	690	290	1481	0.466	691	0.9	4.571	A
3 - Crookhorn Lane	233	748	560	0.416	236	0.7	11.213	B
4 - Stakes Road	407	618	689	0.591	485	1.5	24.999	C

Existing Configuration - 2033 Baseline + Dev + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Purbrook Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stakes Hill Roundabout	Standard Roundabout	1, 2, 3, 4	18.92	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2033 Baseline + Dev + Com Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stakes Hill Road		✓	676	100.000
2 - Purbrook Way		✓	997	100.000
3 - Crookhorn Lane		✓	297	100.000
4 - Stakes Road		✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
From	1 - Stakes Hill Road	1	404	166	105
	2 - Purbrook Way	409	2	161	425
	3 - Crookhorn Lane	131	83	0	83
	4 - Stakes Road	98	345	53	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Stakes Hill Road	2 - Purbrook Way	3 - Crookhorn Lane	4 - Stakes Road
	1 - Stakes Hill Road	0	0	3	1
	2 - Purbrook Way	0	0	1	0
	3 - Crookhorn Lane	3	0	0	5
	4 - Stakes Road	0	1	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stakes Hill Road	0.66	9.53	1.9	A
2 - Purbrook Way	0.75	9.94	3.0	A
3 - Crookhorn Lane	0.82	45.59	3.9	E
4 - Stakes Road	0.84	33.26	4.8	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	509	361	1220	0.417	506	0.7	5.022	A
2 - Purbrook Way	751	244	1533	0.490	747	1.0	4.558	A
3 - Crookhorn Lane	224	706	600	0.373	221	0.6	9.462	A
4 - Stakes Road	374	468	788	0.475	371	0.9	8.550	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	608	433	1179	0.516	606	1.0	6.276	A
2 - Purbrook Way	896	292	1502	0.597	894	1.5	5.906	A
3 - Crookhorn Lane	267	846	516	0.517	265	1.0	14.244	B
4 - Stakes Road	447	561	730	0.612	444	1.5	12.488	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	744	521	1127	0.660	741	1.9	9.242	A
2 - Purbrook Way	1098	356	1460	0.752	1092	2.9	9.620	A
3 - Crookhorn Lane	327	1033	404	0.809	317	3.5	37.942	E
4 - Stakes Road	547	680	655	0.836	536	4.3	28.071	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	744	531	1122	0.664	744	1.9	9.526	A
2 - Purbrook Way	1098	359	1459	0.752	1097	3.0	9.941	A
3 - Crookhorn Lane	327	1038	401	0.815	325	3.9	45.593	E
4 - Stakes Road	547	688	650	0.842	545	4.8	33.256	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	608	448	1170	0.520	611	1.1	6.483	A
2 - Purbrook Way	896	296	1499	0.598	902	1.5	6.086	A
3 - Crookhorn Lane	267	853	512	0.522	278	1.1	16.077	C
4 - Stakes Road	447	573	722	0.619	459	1.7	14.283	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stakes Hill Road	509	367	1216	0.418	510	0.7	5.110	A
2 - Purbrook Way	751	246	1531	0.490	753	1.0	4.636	A
3 - Crookhorn Lane	224	712	596	0.375	226	0.6	9.772	A
4 - Stakes Road	374	474	785	0.477	377	0.9	8.897	A