Edgehill Park Phase 4

Transport Assessment

Client: Story Homes Limited

i-Transport Ref: JW/MS/ITM17460-001C

Date: 28 February 2023

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SECTION 1 Introduction

1.1 Background

1.1.1 i-Transport LLP has been commissioned by Story Homes Ltd. to provide transport and highways advice in respect of a proposed residential development to the south of Whitehaven, as part of their Edgehill Park site. The site will form Phase 4 of the full Edgehill Park site and will be accessed from Wilson Pit Road. The site location is shown in **Figure 1** below.

Figure 1: Site Location Plan



1.1.2 This application is identified in Copeland Borough Council's (CBC) draft Local Plan publication for the plan period of 2021-2038, as site HWH3 'Land at Edgehill Park Phase 4', which is indicated to have a development yield of 120 dwellings. The proposed development will comprise 107 residential dwellings.

1.1.3 This Transport Assessment (TA) considers the transport implications of the development proposals. The National Planning Policy Framework (NPPF) sets out the key 'tests' to be considered related to transport and highways, at paragraphs 110 and 111:

> ***"Considering development proposals***
>
> ***110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***
>
> ***a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
>
> ***b) safe and suitable access to the site can be achieved for all users;***
>
> ***c) the design of streets, parking areas, other transport elements and the content of associated standards reflects the current national guidance, including the National Design Guide and the National Model Design Code; and***
>
> ***d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.***
>
> ***111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."***

1.1.4 The submission is for a full planning application and this TA has been produced to provide appropriate levels of details.

1.2 Scoping

1.2.1 i-Transport has held pre-application discussions with officers at Cumbria County Council (CCC), which is the Local Highway Authority (LHA). An initial scoping email was submitted to CCC, setting out details for a c.120 dwellings development in January 2022. This scoping email set out:

- Suggested date for traffic surveys to be conducted;
- Committed development in the vicinity of the site to be considered;
- Future assessment years and background traffic growth;
- Edgehill Park scheme assessment scenarios and access arrangements;
- Expected development trips and distribution; and
- Suggested study area of the assessment.

1.2.2 In its response to the scoping correspondence, CCC requested that the study area be extended to cover the Ginns to Kells Road and Coach Road junctions to the north of the site. The inclusion of traffic growth was also requested and a comparison of distributions to other nearby applications presented. Following these comments from CCC a response was submitted in February 2022 setting out the growth factors, distribution comparison and the routing of vehicle trips across the network.

1.2.3 The initial scoping email, the response from CCC and the subsequent follow up correspondence to CCC are included at **Appendix 1.A**.

1.3 Structure of Report

1.3.1 This TA addresses the key transport-related tests set out in the NPPF and given at 1.1.3 above. Following this introductory section, the remainder of this TA is set out as follows:

- Section 2 summarises the transport policy context;
- Section 3 outlines the development proposals;
- Section 4 considers the accessibility of the site by a range of sustainable travel modes and access to local key facilities;
- Section 5 sets out the existing highway network conditions;
- Section 6 sets out the traffic assessment methodology used to derive the expected traffic flows generated by the proposed development;
- Sections 7 assesses the impacts of the development proposals;
- Section 8 presents a summary of this TA and its conclusions.

1.4 Conclusions

1.4.1 This TA has considered in detail the transport implications of the development proposals and concludes that:

- The proposals represent sustainable development in the context of the NPPF;
- The proposed site access arrangements will provide safe and suitable access to the site for all users; and
- Detailed traffic assessment has demonstrated that the impacts of the proposed development traffic are not severe.

1.4.2 The development proposals are therefore consistent with local and national policy, including the NPPF. It is therefore concluded that there should be no highways or transport reasons that will preclude the granting of planning consent for the development proposals.

SECTION 2 Policy Context

2.1 Introduction

2.1.1 This section considers the transport policy context within which the development proposals should be considered.

2.2 National Planning Policy Framework

2.2.1 The National Planning Policy Framework (revised in July 2021) sets out the Government's planning policies for England and how these should be applied. At the core of the Framework is a presumption in favour of sustainable development.

2.2.2 The specific transport policies of the NPPF are contained in Section 9 of the NPPF document.

2.2.3 Paragraph 104 of the NPPF notes that transport issues should be considered from the earliest stages of development proposals, so that:

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

2.2.4 Paragraph 110 sets out the key 'tests' for the consideration of transport aspects of development, noting that it should be ensured that:

> ***"a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
>
> ***b) safe and suitable access to the site can be achieved for all users;***
>
> ***c) the design of streets, parking areas, other transport elements and the content of associated standards reflects the current national guidance, including the National Design Guide and the National Model Design Code; and***

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.2.5 Paragraph 111 confirms that:

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

2.2.6 Paragraph 113 also outlines when a Transport Assessment, Transport Statement or Travel Plan is required:

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

2.2.7 This TA demonstrates that the site benefits from its sustainable location, with good access to a wide range of key facilities by a variety of transport modes. This TA also demonstrates that the proposed dwellings can be safely and satisfactorily accessed and that the traffic generated by the proposals can be accommodated within the surrounding highway network. The application proposals are supported by a TA and accord with the requirements set out in the NPPF.

2.3 Circular 02/2013

2.3.1 Circular 02/2013 'The Strategic Road Network and Delivery of Sustainable Development' was issued by the DfT in September 2013.

2.3.2 The Circular sets out policies related to the control of development that affects the Strategic Road Network (SRN). The SRN in the vicinity of the site constitutes the A595 Egremont Road.

2.3.3 The government has made it clear that the overall aims of the policy are to facilitate development and growth. Paragraph 9 states that:

"Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed. However, development should only be prevented where the residual impacts of development are severe."

2.3.4 Paragraphs 25-27 deal with the assessment of development impacts:

"The overall forecast demand should be compared to the ability of the existing network to accommodate traffic over a period of up to ten years after the date of registration of a planning application or the end of the relevant Local Plan whichever is the greater. This is known as the review period.

'The Highways Agency expects the promoters of development to put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites. This is particularly necessary where the potential impact is on sections of the strategic road network that could experience capacity problems in the short or medium term.

Where the overall forecast demand at the time of opening of the development can be accommodated by the existing infrastructure, further capacity mitigation will not be sought."

2.3.5 Paragraphs 33 and 34 set out the approach to capacity assessments:

"Only after travel plan and demand management measures have been fully explored and applied will capacity enhancement measures be considered. While capacity enhancements should normally be addressed at the planmaking stage, such measures may be considered at the time when individual planning applications are submitted, subject to the over-riding principle that delivery of the Local Plan proposals should not be compromised.

Where insufficient capacity exists to provide for overall forecast demand at the time of opening, the impact of development will be mitigated to ensure that at that time, the strategic road network is able to accommodate existing and development generated traffic. Any associated mitigation works should be appropriate to the overall connectivity and capacity of any affected part of the strategic road network."

2.4 The Strategic Road Network: Planning for the Future

2.4.1 National Highways in September 2015 (then Highways England) identifies its role in the planning process in the guidance document 'The Strategic Road Network: Planning for the Future'.

2.4.2 Paragraph 101 of the guidance notes that assessments should be carried out at the opening year of the development, assuming full build out and occupation, and either a date ten years after the date of registration of the associated planning application or the end of the Local Plan period (whichever is the greater).

2.4.3 The guidance goes on to note that the assessment at opening will be used to determine the need for mitigation, whilst the assessment at 10 years or end of the Local Plan period is used to determine the risk that will transfer to National Highways.

2.4.4 For the purposes of the assessment presented in this TA, and year of opening is expected to be 2023 and an end of Local Plan test (i.e. Assessment Year) has been considered for the emerging Local Plan which runs to 2038 to determine the risk that could transfer to National Highways.

2.5 Local Policy

Adopted Local Plan/Core Strategy

2.5.1 Copeland Local Plan 2013-2028 Core Strategy and Development Management Policies DPD (adopted December 2013).

2.5.2 The current Local Plan includes a list of strategic development priorities, in Policy ST3, which includes the South Whitehaven Housing Market Renewal Area. The Local Plan states:

> ***"The South Whitehaven area will also be taken forward via a SPD, which will include a development brief for major new housing development between Wilson Pit and St Bees Roads."***

Copeland Draft Local Plan 2021-2038

2.5.3 The CBC draft Local Plan, published in January 2022, for the plan period of 2021-2038, identifies the proposed development site within the Strategic Policy H5PU: Housing Allocations, identified as HWH3 'Land at Edgehill Park Phase 4'. The policy indicates that the site could have a development yield of 120 dwellings, which is an estimate based upon an assumed density of 25dph of the gross site area.

2.5.4 The site is identified as a deliverable site, which is available now, offers a suitable location for development, and is achievable with a realistic prospect that housing will be delivered on the site within five years.

2.5.5 Policy H6PU sets out the requirements for new housing developments with the relevant transport sections reproduced below:

> ***"Planning permission will be granted for housing development on allocated and windfall sites in principle providing that the following criteria are met:***
>
> ***a) The design, layout, scale and appearance of the development is appropriate to the locality.***
>
> ***c) An acceptable level of amenity is provided for future residents….;***
>
> ***f) The layout promotes active travel, linking new development with existing footpaths and cycleways, where possible;***
>
> ***h) Adequate space for parking is provided, with preference given to parking spaces behind the building line to reduce street clutter, where possible;"***

2.5.6 Section 17.11 of the draft Local Plan sets out the requirements for parking within new developments, which are taken from Appendix 1 of the 2017 Cumbria Design Guide. This is detailed in Section 3 of this TA.

Transport Improvement Study

2.5.7 A Copeland Transport Improvement Study (TIS) was produced by WSP in August 2021 on behalf of Cumbria County Council and Copeland Borough Council, to support the draft Local Plan proposals. The aim of the report is to identify and develop transport interventions that will mitigate the impact of the Local Plan and support delivery of the sites in the Copeland Local Plan.

2.5.8 The TIS includes a table of suggested contributions to active travel infrastructure, which includes the HWH3 site in the draft Local Plan, with a contribution for traffic calming measures along High Road and Woodville Way.

2.5.9 In addition, a cost estimate is included for a safety improvement scheme at St. Bees Road / Mirehouse Road junction and suggests that the HWH3 site would contribute to the scheme. The original application at Edgehill Park previously contributed to an improvement scheme at this junction, which has been delivered.

2.5.10 A further contribution is suggested at the Cleator Moor Road / Overend Road junction for a capacity improvement scheme, for the proposed draft allocation site. The TIS suggests that this contribution is based on the site generating 25 trips or more through the junction. Assessment work in TA will demonstrate that the site would not generate this level of trips through this junction.

2.6 Summary

2.6.1 The policy requirements outlined above are addressed throughout this TA, which demonstrates that the proposed residential development accords with national and local policy and guidance as indicated in this report.

SECTION 3 Development Proposals

3.1 Site Location

3.1.1 The proposed development is located c.2.5km to the south of Whitehaven, directly to the north-east of the permitted Edgehill Park site, currently under construction. The site is bounded by the permitted Edgehill Park scheme to the west, residential dwellings on Wastwater Road and woodland area to the north, residential dwellings on Valley View Road to the east and agricultural land to the south. The site location is illustrated in **Appendix 3.A**.

3.1.2 The site is currently in agricultural use and extends to an area of 6.2ha (15.4 acres) and lies within Copeland Borough Council's administrative boundary.

3.2 Edgehill Park Scheme

3.2.1 Planning permission was granted for 540 dwellings to be constructed as part of the Edgehill Park site. This scheme was split into a number of phases, with a number of dwellings already constructed. A breakdown of the phases and level of current construction is presented below:

- Phases 1 and 2 part constructed (205 total dwellings of which 33 to be constructed);
- Phase 3 permitted (109 total dwellings), with construction started in 2022;
- Phase 5 permitted (226 total dwellings).

3.2.2 Access to the permitted scheme will be provided from a number of points along Wilson Pit Road and Woodville Way. Currently three access points have been constructed called Wilson Howe, Dallam Way and Claredon Drive. A further access will be constructed onto Woodville Way as part of the Phase 5 development area and will provide an internal link to Clarendon Drive. Each access point provides pedestrian, cycle and vehicle access to the site.

3.3 Development Proposals

3.3.1 The proposed development scheme will form Phase 4 of the Edgehill Park development and will provide 107 dwellings. The development proposals will comprise:

- 5 x 2-bedroom dwellings;
- 39 x 3-bedroom dwellings;
- 56 x 4-bedroom dwellings; and
- 7 x 5-bedroom dwellings.

3.3.2 The proposed development masterplan is included in **Appendix 3.B**.

3.4 Pedestrian/Cycle Access

3.4.1 The Phase 4 site area will be accessible to pedestrians and cyclists from a number of access points across the site and through the current permitted Edgehill Park scheme. Pedestrian and cycle links will be provided into the Phase 3 area via the main vehicle access, detailed below, and from a connection to the existing PRoW which runs through the site between Wilson Pit Road and Valley View Road. A further connection through the Edgehill Park site will be provide to the north-west of the site which will connect through Phase 3 and Phase 5 to Woodville Way.

3.4.2 In addition, pedestrian and cycle links will be available to Valley View Road via the PRoW and provision for a further access to the north of the site will be provided to accommodate a future connection to Wastwater Road.

3.5 Vehicular Access

3.5.1 Vehicular access to the proposed Phase 4 area will be from two points from Phase 3, on the western site boundary of the site. The access and main road through the proposed development site will be from the northern access and provides with the following parameters:

- 5.5m carriageway width
- 2.0m footway width
- 6.0m kerb radius
- Target vehicle speeds of 20mph
- Junction visibility: 43m from a minor road setback of 2.4m

3.5.2 The secondary access, located to the south-west of the site provides the following parameters:

- 4.8m carriageway width
- 2.0m footway width
- 6.0m kerb radius
- Junction visibility: 43m from a minor road setback of 2.4m

3.5.3 The proposed main access design and associated visibility splays are shown in i-Transport drawing ITM17460-GA-002C and the secondary access shown in i-Transport drawing ITM17460-GA-003A, included in **Appendix 3.C**.

3.5.4 Vehicular access onto the local highway will then depend on the stage of construction as set out below.

Full Edgehill Park Development

3.5.5 Following full construction of the Edgehill Park scheme, including the permitted Phase 5 area, there will be two points of access onto the local highway network, with the existing constructed access onto Wilson Pit Road from Clarendon Drive and from a second access through the Phase 5 area to Woodville Way. The internal road layout within Edgehill Park will provide a connection between Clarendon Drive and the access through Phase 5 onto Woodville Way. This second access is permitted and will be constructed as part of Phase 5.

Pre-Phase 5 Scheme

3.5.6 The proposed Phase 4 development will be constructed prior to Phase 5 and the second access onto Woodville Way. During the time between the proposed Phase 4 area being constructed and the Phase 5 area, with second access, all vehicles will access Phase 4 via Clarendon Drive.

3.5.7 Based on the planned construction program of the full Edgehill Park scheme, the period of time where all vehicle trips from Phase 4 will use the Clarendon Drive access would likely be up to 5 years.

3.5.8 Both access scenarios have been considered in the assessment section of this report.

3.6 Internal Road Layout

3.6.1 Swept path analysis of a large refuse vehicle along the internal roads and at each turning head across the proposed development site are included in **Appendix 3.D**. These swept path drawings show that adequate provision has been made to allow appropriate manoeuvring within the site.

3.7 Parking Provision

3.7.1 Appendix 1 of the CCC's 'Development Design Guide' sets out the parking standards within the borough. This guide states that standards are set out to support Local Planning Authorities in assessing the potential impacts of development on a site-by-site basis and developments may prove acceptable without offering parking levels as indicated below, depending on the circumstances.

3.7.2 Table 3.1 below, presents the parking standards for each housing type and the required parking provision for the site.

Table 3.1: CCC Parking Standards and site Requirements

Dwelling Size/Type	CCC Parking Standard (spaces per unit)	Number of Dwellings	Recommended No. Parking Spaces
1 bedroom	1.5	-	-
2 bedrooms	2	5	10
3 & 4 bedrooms	2.5	39+56	238
5 + bedrooms	3	7	21
Total	**-**	**107**	**269**

3.7.3 A detailed review of the parking provision for each plot across the site in the masterplan shows that the development proposals will provide the appropriate level of parking to meet the parking standards, including integrated garages at some of the 4-bedroom and all of the 5-bedroom dwellings, and visitor parking spaces.

3.7.4 Each property will provide electric vehicle charging points, whether that be within the integrated garages or on driveways.

3.7.5 Cycle parking is not specified with the parking standards for residential dwellings, however cycle parking will be provided at each plot either within the garages or via direct access to gardens, where cycle storage could be accommodated.

SECTION 4 Accessibility of the Site

4.1 Introduction

4.1.1 This section provides a description of the existing transport conditions within the vicinity of the proposed development site, including existing public transport provision, walking and cycling networks. The key facilities near the site will also be outlined to show the site is situated in a good location for residents

4.2 Existing Public Transport Provision

Bus Provision

4.2.1 The nearest bus stops to the site are located on Woodhouse Road to the north of the site and St Bees Road to the east of the site.

4.2.2 The Woodhouse Road bus stop is located between Valley View Road and Bowness Road, c.600m walking distance from the proposed pedestrian connection from the site to Wastwater Road. These bus stops are served by the number 2/2A bus service. These bus stops are on carriageway stops and are marked by a flagpole.

4.2.3 The bus stops on St Bees Road are located to the north of Mirehouse Road junction and are c.700m walking distance from the Claredon Drive access. This bus stop is served by the number HB01 bus service. The bus stops comprise a bus lay-by and flagpole.

4.2.4 **Appendix 4.A** includes and extract of the local bus network, showing bus services in the vicinity of the site and connections to Whitehaven. The existing bus timetables of 2/2A and the future HB01 services are included in **Appendix 4.B,** with a summary of the St Bees Road and Woodhouse Road bus stops included in **Table 4.1 and Table 4.2**, respectively below**.**

Table 4.1: Woodhouse Road – Number 2/2A Bus service

Service No.	Route/ Destinations Served	Frequency					
		Mon - Fri		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
2	Whitehaven – Kells – Woodhouse – Greenbank - Whitehaven	Every 30 mins	2 services	Every 30 mins	2 services	-	-
2A	Whitehaven – Kells – Woodhouse – Greenbank - Whitehaven	1 service	-	-	-	-	-

Table 4.2: St Bees Road – HB01 Bus service

Service No.	Route/ Destinations Served	Frequency					
		Mon - Fri		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
HB01[1]	Seascale- Egremont-St Bees-Whitehaven	1 service	-	-	-	-	-

[1]Current information, may still be updated before implementation

4.2.5 Bus service 2 is a frequent service with one bus every half an hour, with a journey time of 15 or 20 minutes to the centre of Whitehaven, depending on direction of travel. Whitehaven provides additional bus services to Workington, Maryport, Frizington and Thornhill.

4.2.6 With the location of the existing bus stops, frequency and journey time of the bus service to Whitehaven, it is considered that the existing provision will allow residents of the site to have access to sustainable transport connections to Whitehaven, which will help encourage and foster non-car travel.

Rail Provision

4.2.7 The nearest railway station to the site is Corkicle (c. 3km away), with Whitehaven railway station c. 4km from the site. Both stations are located on the same railway line with services to Carlisle and Barrow-in-Furness. This railway line typical operates every 60 mins to each destination. Both stations can be access from the existing bus services, with only short walks at either end. Access to these stations will allow residents of the site to have access to sustainable transport connections, which will help encourage and foster non-car travel.

4.3 Active Travel Provision

Walking

4.3.1 The Institution of Highways and Transport guidance on walking 'Providing for Journeys on Foot (2000)' outlines a preferred maximum walking distance for commuting and school trips as 2km. The plan contained within **Appendix 4.C** presents a 2km walking catchment measured from the centre of the development site and shows that the areas of Woodhouse, Kells, Greenbank, Mirehouse West and Sandwith, as well as the south extent of Whitehaven are within a 2km walking distance of the proposed site. This plan takes account of the various pedestrian access points to the network from the site as set out in Section 3.4.

4.3.2 Across Whitehaven, there are a number of Public Rights of Ways (PRoW), many of which are near to the proposed site including PRoW 431031 which runs through the southern section of the site providing a link between Wilson Pit Road and Valley View Road. A map of the public rights of ways, extract from CCC's definitive map, is shown in **Appendix 4.D.**

Cycling

4.3.3 The Department for Transport's guidance on cycling 'LTN1/20 Cycle Infrastructure Design' states that:

> ***"two out of three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people. For school children the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school."***

4.3.4 The plan contained within **Appendix 4.E** presents an 8km cycle catchment measured from the centre of the development site and shows that all of Whitehaven is within the 8km, as well as the nearby settlements of Brigg and Egremont.

4.3.5 There are no specific cycle facilities provided on the local highway in the immediate vicinity of the site, however, national cycle route 72 runs through the centre of Whitehaven and can be accessed from Mirehouse Road to the east of the site. An extract of the definitive Sustrans map, showing the route in the vicinity of the site can be found in **Appendix 4.F.** Sections of this route are provided off-carriageway and away for existing road, providing a safe route for all and could encourage cycling for future residents.

4.4 Key Facilities

4.4.1 A key aspect of new developments is encouraging a culture of sustainable travel and to reduce the need to travel by car especially on shorter journeys, therefore, it is important that the development site is well positioned for access of local facilities. This section reviews local facilities within Woking and demonstrates how they will be able to access them.

4.4.2 The plans contained within **Appendix 4.G** illustrates the local key facilities within the vicinity of the site. **Table 4.3** outlines the key facilities in proximity of the site and the potential sustainable modes of transportation available to each.

Table 4.3: Key Facilities in the Vicinity of the Site

Land Use	Facility	Distance	Accessibility
Education – Primary School	Kells Infant School	1.6km	Walk
	St Marys Catholic Primary School	1.5km	Walk
	St Begh's Catholic Junior School	2.1km	Walk/Cycle
	Valley Primary and Nursery	1.7km	Walk
	Jericho Primary School	3.5km	Bus
	Hensingham Primary School	3.2km	Cycle
Education – Secondary School	Whitehaven Academy	3.7km	Bus/Cycle
	St Benedicts Catholic High School	4.4km	Bus/Cycle
Health	West Cumberland Hospital	2.8km	Walk/Cycle
	Lowther Medical Centre	2.9km	Bus/Cycle
	Fellview Healthcare	2.9km	Bus/Cycle
	Queen Street Medical Practice	2.7km	Bus/Cycle
	Seacliffe Pharmacy	1.3km	Walk
Retail	McColls	1.0km	Walk
	Nisa Local	1.1km	Walk
	Asda	2.1km	Bus/Cycle
	Aldi	2.4km	Bus/Cycle
	Morrisons	2.7km	Bus/Cycle
	Whitehaven Town Centre	3.0km	Bus/Cycle
Leisure	Greenbank Community Centre	0.5km	Walk
	Mirehouse Library	1.1km	Walk
	St Benedicts RUFC	1.0km	Walk
	Cumbria Sports Academy	3.4km	Cycle
	Copeland Pool and Fitness	3.8km	Cycle
	Kie Park	3.1km	Cycle
	The Beacon Museum	2.9km	Bus/Cycle
Employment	Hensingham Business Park	4.2km	Bus/Cycle
	Whitehaven Town Centre	3.0km	Bus/Cycle

4.4.3 The table above illustrates that there are a range of facilities within walking and cycling distance from the site, the following section provides further details of the location and accessibility of the facilities which are likely to be used by residents for daily needs.

Education

4.4.4 There are three Primary Schools located within 2.0km from the site, with Kells Infant School, St Marys Catholic Primary School and Valley Primary and Nursery school all located within a c.20-minute walk from the site.

4.4.5 Both of the secondary schools identified are within 5.0km of the site, meaning they are an acceptable cycling distance from the site. Furthermore, there are school buses operating in Whitehaven which would enable students to reach these schools by alternative sustainable modes of travel.

Health

4.4.6 Seacliffe Pharmacy is the nearest health facility to the site, located 1.3km away (15-minute walk) from the site and therefore accessible by foot. West Cumberland hospital is located 2.8km to the east of the site and can be accessed by cycling. There are three medical practices located within 3.0km from the site, which can be accessed by cycling or by bus.

Retail

4.4.7 The site is located close to a couple of local stores, Nisa Local and McColls, which are 1.1km and 1.3km, respectively. There is an Asda store located just over 2.0km from the site and therefore can be accessed on foot. Towards the town centre, there are also further foodstores including Aldi and Morrisons which are accessible from the site by bus or by cycling.

Leisure

4.4.8 Greenbank Community Centre is located immediately to the south-east of the site and can easily be accessed by walking. Kells Library is located 1.1km away (13-minute walk) and St Benedicts RUFC is located 1.0km (12-minute walk) away, giving people a range of activities to do.

4.4.9 Many more activities such as The Beacon Museum and Kie Park are located throughout Whitehaven and accessible by walking, cycling or by bus.

Employment

4.4.10 Whitehaven town centre can easily be accesses by cycling and the number 2 bus, with Hensingham business park also accessible by cycling or by bus.

4.4.11 For those employed outside of the Whitehaven, Corkickle railway station is c.2.4km from the site meaning it can be easily by cycling or by bus and is less than a 30-minute walk.

SECTION 5 Existing Highway Network

5.1 Introduction

5.1.1 This section describes the highway network in the vicinity of the site, before identifying existing traffic volumes on the network, assessing existing junction capacity, and considering collision data records.

5.2 Existing Highway Network

Local Road Network

5.2.1 Wilson Pit Road is located to the west of the Edgehill Park site and will provide the vehicular access point to the proposed site to the highway network. The existing road is 7.0m in width footways currently provided on the northern side of the carriageway in vicinity of the developed areas of Edgehill Park and on the approach to St Bees Road. On the approach to St Bees Road the road is subject to a 30mph speed limit.

5.2.2 Wilson Pit Road turns into Woodville Way along the Edgehill Park site frontage and turns into High Road to the north of the site, providing a connection to Whitehaven town centre. These sections of road currently have a 40mph speed limit.

5.2.3 Wilson Pit Road is the minor arm to a priority T-junction with the B5345 St Bees Road. The junction provides a right turn lane from B5345 St Bees Road to Wilson Pit Road. B5345 St Bees Road runs north to south direction, also providing a connection to Whitehaven town centre. The road currently has a 30mph speed limit. The B5345 St Bees Road is approximately 7.5m wide, street lit, with a footway running along the eastern side of the carriage.

5.2.4 St Bees Road subsequently turns into Lowe Road to the north and then becomes Meadow View. Both of these share similar characteristics to B5345 St Bees Road, but with the addition of a footway running along the western boundary.

5.2.5 Approximately 80m north of the of the St Bees Road / Wilson Pit Road priority T-junction is another priority T-junction with a right turn lane to Mirehouse Road. Mirehouse Road is c.7m wide, street lit and has a footway running along the north side of the carriageway.

5.2.6 Mirehouse Road continues to the east and connects with the A595 Egremont Road at a three-armed signalised junction, with pedestrian crossing facilities on Mirehouse Road.

Strategic Road Network

5.2.7 The A595 Egremont Road, to the east of the site, is part of the strategic road network and provides a connection between Whitehaven and Egremont. It is the main along this western area of Cumbria with further connection to Workington and the A66 to the north and Sellafield, Barrow-in-Furness and A590 to the south.

5.3 Existing Traffic Flows

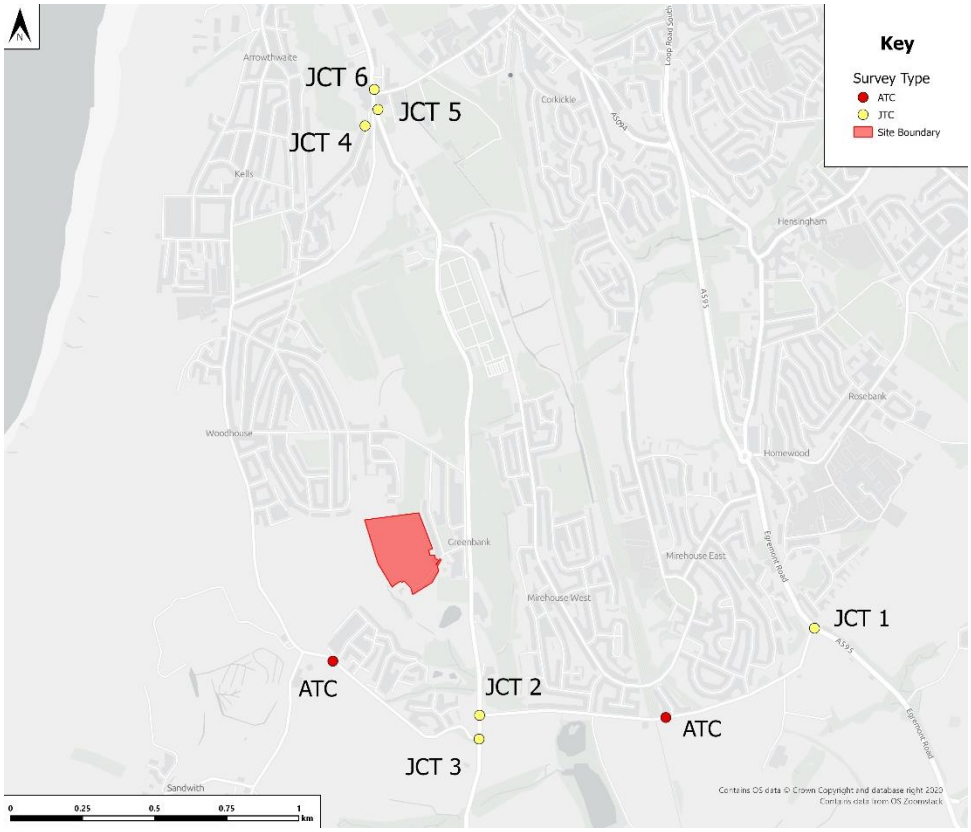
Traffic Surveys

5.3.1 Manual Classified Count (MCC) and queue surveys were conducted by MHC on Thursday 10th March 2022 to establish an updated baseline traffic flows in the vicinity of the site. March is a 'neutral' traffic month, and no roadworks affected the surveys. The junctions surveyed are listed below, with the location of these junctions show in **Figure 5.1**:

- Egremont Road / Mirehouse Road (3-armed signalised junction)
- St Bees Road / Mirehouse Road (3-armed priority junction)
- St Bees Road / Wilson Pit Road (3-armed priority junction)
- Ginns to Kells Road / Monkwray Brow (3-armed priority junction)
- Ginns to Kells Road / Meadow View (3-armed priority junction)
- B5345 / Coach Road (3-armed priority junction)

5.3.2 In addition to this, Automatic Traffic Counts (ATC) were conducted by MHC from Monday 7th March – Sunday 13th March 2022 to get a baseline traffic flow in important locations. The ATCs were conducted on Mirehouse Road and Wilson Pit Road, with the locations of the link surveys shown on Figure 5.1.

Figure 5.1: Survey Location Plan



5.3.3 The full 2022 survey outputs are presented in **Appendix 5.A**.

Peak Hour Traffic Flows

5.3.4 The peak hours for both the AM and PM peak hour periods to be used in junction capacity analysis have been identified by summing the quarter hourly flows for each hour at each survey location. The hour with the highest total traffic flows was selected as the peak hour and these are:

- AM Peak Hour = 08:00-09:00
- PM Peak Hour = 16:00-17:00

5.3.5 The resultant 2022 observed peak hour traffic flows are presented in **Appendix 5.B**.

5.4 Existing Junction Capacities – Local Road Network

5.4.1 The existing capacity of junctions on the local road network has been assessed using the traffic flows set out in **Appendix 5.B** and standard junction capacity assessment software. The junctions assessed and software used in each case is summarised in the table below.

Table 5.1: Local Road Network Junctions Assessed and Software Used

Junction	Software/Module
St Bees Road / Mirehouse Road	JUNCTIONS / PICADY
St Bees Road / Wilson Pit Road	JUNCTIONS / PICADY
Wilson Pit Road / Clarendon Drive	JUNCTIONS / PICADY
Ginns to Kells Road / Monkwray Brow	JUNCTIONS / PICADY
Ginns to Kells Road / Meadow View	JUNCTIONS / PICADY
B5345 / Coach Road	JUNCTIONS / PICADY

5.4.2 The PICADY junction models have been carried out using a 'One Hour' traffic profile, which provides a peak in the middle of the peak hour, unless otherwise stated.

5.4.3 The existing operational performance of each of the junctions is summarised below, with the detailed capacity assessment outputs included in **Appendix 5.C**.

St Bees Road / Mirehouse Road

5.4.4 The St Bees Road / Mirehouse Road is a three-arm priority T-junction with storage for right turning traffic. The summary results of the existing operational assessments are set out in **Table 5.2**.

Table 5.2: St Bees Road / Mirehouse Road (2022 Survey Year)

Arm/Movement	AM Peak Hour		PM Peak Hour	
	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)
Mirehouse Road – St Bees Road (RT)	0.27	0	0.38	1
Mirehouse Road – St Bees Road (LT)	0.17	0	0.25	0
St Bees Road – Mirehouse Road	0.32	1	0.35	1

RFC = Ratio of Flow to Capacity Max Q = maximum average queue PCUs = Passenger Car Units

5.4.5 The assessment shows that the junction currently operates well within capacity in both peak hours with a maximum queue of 1 PCU shown in the outputs.

St Bees Road / Wilson Pit Road

5.4.6 The St Bees Road / Wilson Pit Road is a three-arm priority T-junction with storage for right turning traffic movements. The summary results of the existing operational assessments are set out in **Table 5.3**.

Table 5.3: St Bees Road / Wilson Pit Road (2022 Survey Year)

Arm/Movement	AM Peak Hour		PM Peak Hour	
	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)
Wilson Pit Road – St Bees Road (LT)	0.25	0	0.27	0
Wilson Pit Road – St Bees Road (RT)	0.04	0	0.03	0
St Bees Road – Wilson Pit Road / St Bees Road	0.21	0	0.31	0

RFC = Ratio of Flow to Capacity Max Q = maximum average queue PCUs = Passenger Car Units

5.4.7 The assessment shows that the junction currently operates well within capacity in both peak hours, with no queues shown at the junction in the outputs.

Wilson Pit Road / Clarendon Drive

5.4.8 The Wilson Pit Road / Clarendon Drive is a three-arm priority T-junction with storage for right turns. The summary results of the existing operational assessments are set out in **Table 5.4**.

Table 5.4: Wilson Pit Road / Clarendon Drive (2022 Survey Year)

Arm/Movement	AM Peak Hour		PM Peak Hour	
	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)
Clarendon Drive – Wilson Pit Road	0.12	0	0.06	0
Wilson Pit Road – Clarendon Drive	0.04	0	0.12	0

RFC = Ratio of Flow to Capacity Max Q = maximum average queue PCUs = Passenger Car Units

5.4.9 The assessment shows that the junction currently operates well within capacity in both weekday peaks with no queues being shown in the outputs.

Ginns to Kells Road / Monkwray Brow / Ginns to Kells Road / Meadow View B5345 / Coach Road

5.4.10 These three junctions are all simple priority T-Junctions. However due to the close proximity of the junctions and to assess their interaction the junctions have been modelled as a linked junction, using simulation mode in JUNCTIONS. The summary results of the existing operational assessments are set out in **Table 5.5**.

Table 5.5: Meadow View / Ginns / Coach Road (2022 Survey Year)

Junction	Arm/Movement	AM Peak Hour		PM Peak Hour	
		Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)
Preston Street / Coach Road	B435 Preston Street	0.00	0	0.00	0
	Coach Road	0.19	1	0.23	1
	B5435 Internal	0.39	1	0.33	1
Meadow View / Ginns to Kells Road	B5435 Meadow View	0.00	0	0.00	0
	Ginns to Kells Road	0.59	1	0.43	1
	B5435 Internal	0.37	1	0.56	2
Ginns to Kells Road / Monkwray Brow	Ginns to Kells Road	0.00	0	0.00	0
	Monkwray Brow	0.00	0	0.02	0
	Ginns to Kells Road Internal	0.05	0	0.08	0

RFC = Ratio of Flow to Capacity Max Q = maximum average queue PCUs = Passenger Car Units

5.4.11 The assessment shows that the junction currently operates well within capacity in both peak hours. Limited queues are shown on all approach arms within the linked junctions with a maximum queue of 2 PCUs shown on B5435 Meadow View / Ginns to Kells Road junction to the B5435 internal.

5.5 Existing Junction Capacities – Strategic Road Network

5.5.1 The existing capacity of junctions on the Strategic network has been assessed using the traffic flows set out in **Appendix 5.D** and standard junction capacity assessment software. The only additional junction assessed was the A595 Egremont Road / Mirehouse Road three-arm signalised junction. This was assessed in Linsig and the results displayed in **Table 5.6**.

Table 5.6: A595 Egremont Road / Mirehouse Road (2022 Survey Year)

Arm/Movement	AM Peak Hour		PM Peak Hour	
	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)
A595 Egremont Road NB (LT and Ahead)	57.5%	10	71.3%	15
Mirehouse Lane	57.8%	6	71.3%	6
A595 Egremont Road SB (RT and Ahead)	51.8%	7	52.7%	7
PRC (%)	55.6%		26.2%	
Total Delay (pcuHr)	8.11		10.83	

DoS = Degree of Saturation MMQ = Mean Maximum Queue PCUs = Passenger Car Units

5.5.2 The summary of the Linsig model shows that all of the arms operate within capacity in both weekday peaks.

5.6 Road Traffic Collision Data

5.6.1 Details of the personal injury accident records for the study area have been provided by Cumbria County Council for a five-year period between 31st March 2017 and 31st March 2022. **Table 5.7** summarises the personal injury accident data for the four junctions outlined above and on Winnington Avenue within the vicinity of the site. The full accident data is provided in **Appendix 5.E**.

Table 5.7: Collision Data Summary

Location	Severity			
	Slight	Serious	Fatal	Total
St Bees Road / Mirehouse Road	3	3	0	6
B5345 Link	5	0	0	5
Monkwray Brow	1	0	0	1
St Bees Road / Woodhouse Road	3	1	0	4
Wilson Pit Road / High Road Link	6	1	0	7
Mirehouse Road / Skiddaw Road	2	0	0	2
Loweswater Avenue / Crummock Avenue	1	0	0	1
Low Road / Meadow Road	1	0	0	1
Egremont Road / Mirehouse Road	2	0	0	2
Mirehouse Road	0	1	0	1
Woodhouse Road	1	0	0	1
Wilson Pit Road / St Bees Road	1	0	0	1
Total	**26**	**6**	**0**	**32**

5.6.2 In total there was 32 accidents reported over the 5-year period. There were 26 slight accidents, 6 serious accidents and 0 fatal accidents.

5.6.3 The maximum number of collisions recorded at any junction or link was 7 collisions, which occurred along the Wilson Pit Road / High Road link, a 2.8km stretch of road. At the St Bees Road /Mirehouse Road priority junction 3 accidents were recorded as being serious and 4 recorded to be slight in nature. A review of the serious collision suggests that 2 of the serious collision occurred when vehicles turning left, using the slip lane, and vehicles turning right from St Bees Road collided. One of these collisions is noted to have involved speeding vehicles as a very likely cause of the collision. The third serious collision occurred when a vehicle turned right from St Bees Road collided with a vehicle heading southbound on St Bees Road.

5.6.4 As part of the permitted Edgehill Park, an improvement scheme has been introduced at the junction of St Bees Road/ Mirehouse Road. In addition, as part of the TIS produced by WSP in August 2021 a safety improvement scheme at St. Bees Road / Mirehouse Road junction was identified and suggests that the proposed development would contribute to the scheme.

5.6.5 Therefore, it is concluded that of the key links and junctions examined there has generally been a low occurrence of collisions and no clear trends in collision occurrence or causation are evident. It is therefore considered that, based on the information above there are no underlying safety concerns in the surrounding network that would be exacerbated by the introduction of the development proposals.

SECTION 6 Traffic Assessment Methodology

6.1 Overview

6.1.1 This section sets out the calculation of the traffic flows on the local highway network used in the assessment of the development impacts, including details of:

- Permitted Edgehill Park development traffic flows;
- Committed development traffic flows;
- Background traffic growth to future assessment years;
- Proposed development trip generation; and
- Distribution and assignment of the proposed development generated trips.

6.2 Edgehill Park Permitted Development

6.2.1 As set out in Section 3 planning permission was granted for 540 dwellings to be constructed as part of the Edgehill Park site. This scheme was split into a number of phases, with a number of dwellings already constructed.

6.2.2 Access to the permitted scheme will be provided from a number of points along Wilson Pit Road and Woodville Way. Currently three access points have been constructed called Wilson Howe, Dallam Way and Claredon Drive. A further access will be constructed onto Woodville Way as part of the Phase 5 development area and will provide an internal link to Clarendon Drive.

6.2.3 The trip generation and distribution of the permitted development are consistent with the proposed Phase 4 proposed development site area, as set out below. The permitted Edgehill Park traffic flow diagrams, with and without Phase 5 site area and access, are presented in **Appendix 6.A**.

6.3 Committed Development

6.3.1 In addition to the application of background traffic growth, the traffic associated with committed developments in the vicinity of the site have been considered within the context of the likely future year traffic levels across the surrounding highway network.

6.3.2 During scoping CCC has requested that the impact assessment consider a number of additional developments within Whitehaven, including:

- The Former Marchon Chemical Works, High Road, by Persimmon (4/21/2432/0F1) – up to 539 dwellings over two phases
- Land at Waters Edge, by Gleeson (4/20/2455/0F1) – 40 dwellings

6.3.3 The planning application for the former Marchon Chemical Works site has been submitted and is currently under review, but has not been granted planning permissions at the time of writing. This site has been included as part of the future year assessments.

6.3.4 Traffic flows associated for the former Marchon Chemical Works site has been taken from their TAs, while the Waters Edge site did not submit a TA and as such the trip rates and distribution, set out below for the proposed development, have been used to estimate the associated traffic flows.

6.3.5 The traffic flow diagrams for the committed developments are in **Appendix 6.B**.

6.4 Traffic Growth

6.4.1 As travel grows then the demand for travel may exceed supply. In terms of car trips, the levels of car traffic may exceed the available network capacity. There are various responses to this which are clearly recognised and include: reduced levels of trip making and/or combinations of trips; changes in trip destinations and modes used; changes in terms of timing of trips with trips made outside of the peak period, assisted by changes in flexible working practices; and within the peak period, peak spreading such that trips are not concentrated in the conventional peak hours.

6.4.2 TRICS have produced a guidance note on "The Practical Implementation of the Decide and Provide Approach", February 2021. This guidance note provides supporting evidence of the changes in travel behaviour that are currently taking place, referencing the first report of the Commission on Travel Demand entitled "All Change? The future of travel demand and the implications for policy and planning" published in May 2018 (referred to as "All Change?").

6.4.3 A summary of the findings within the TRICS guidance note is provided below:

- Even before the current pandemic, people were travelling less on average than in previous decades:
  - 16% fewer trips are made now than in 1996.
  - 100 (14%) fewer trips per year than in 2002.

    - 22 hours less time travelling than in 2005.
- Online shopping has seen sustained growth:
    - growing at around 10-12% per year.
    - in 2018 represented almost 17% of total UK retail sales.
    - 30% decrease in physical shopping trips over the past decade.
    - 16% decline in distance travelled.
- Younger generations are travelling less, with 20% less for 17 to 34 year olds and 10% less for 35 to 64 year olds.
- Decrease in driver license ownership, with current ownership being 33% of men between 17-20 years old and 29% of women, compared to 55% of men and 42% of women in 1995.
- A substantive review of travel to work trends in 2017, by DfT, revealed that there has been a substantial decrease in commuting trips with the average journeys per worker per week down to 5.7 journeys (2014) form 7.1 trips (in 1992).

6.4.4 The DfT published the document 'Gear Change' in 2020. It presents a bold vision for cycling and walking and includes a snapshot of active travel in 2018 and shows that more people are walking further and more often, with 27% of all trips made by walking.

6.4.5 All of the above could reduce the future demand for car travel and, in particular, reduce the levels of trip making within peak hours. In addition, the future effects of COVID-19 and how this will impact on the ways people will work and travel are yet to emerge, with potential increases in the number of people working from home or working more flexible hours in the office.

6.4.6 In addition, a number of committed developments in the vicinity of the site, as detailed in Section 7.2 above, are included in the base year assessments which will result in an increase in traffic flows within the study area above the surveyed traffic flows.

6.4.7 However, to provide a robust assessment in support of the development proposals, growth factors have been applied to the traffic survey flows calculated using TEMPro / NTM, with the land-use related growth associated with the committed developments excluded.

Local Road Network

6.4.8 The assessments of the traffic impacts arising from development proposals on the local road network will be considered for a future year 5 years after the assumed opening of the development, i.e. at 2028. Traffic growth factors have been calculated for the local road network using NTM data for the Copeland local authority area.

6.4.9 These growth factors have been calculated excluding the land-use related growth associated with the committed developments, to avoid double counting.

6.4.10 The growth factors for the local road network are shown in **Table 6.1**, with the TEMPro derivations presented in **Appendix 6.C.**

Table 6.1: NTM/TEMPro Growth Factors – Local Road Network

Area	Growth Factor (2022 to 2028)	
	AM Peak	PM Peak
Copeland Local Authority	1.042	1.030

Source: NTM/TEMPro

6.4.11 The 2028 Background traffic flows are presented in **Appendix 6.D.**

Strategic Road Network

6.4.12 Paragraph 101 of Highways England's (now National Highways) guidance document 'The Strategic Road Network: Planning for the Future' notes that traffic assessments of the impacts of development proposals should be carried out for the opening year, assuming full build out and occupation, and either a date ten years after the date of registration of the planning application or the end of the Local Plan period. 'Planning for the Future' states that the assessment at opening year will be used for the determination of impact mitigation needs, whilst the forecast year assessment is necessary to determine the risk which will transfer to National Highways.

6.4.13 For the purposes of the assessment presented in this TA, and year of opening is expected to be 2023 and an end of Local Plan test (i.e. Assessment Year) has been considered for the emerging Local Plan which runs to 2038 to determine the risk that could transfer to National Highways.

6.4.14 Traffic growth factors have been calculated for the Egremont Road/Mirehouse Road junction. These growth factors have been calculated using NTM data for the Copeland local authority area, excluding the land-use related growth associated with the committed development.

6.4.15 The growth factors for the Egremont Road/Mirehouse Road junction are shown in **Table 6.2**. with the TEMPro derivations presented in **Appendix 6.E.**

Table 6.2: NTM/TEMPro Growth Factors – Strategic Road Network

Area	Growth Factor			
	AM Peak		PM Peak	
	2022 to 2023	2022 to 2038	2022 to 2023	2022 to 2038
Copeland Local Authority	1.008	1.093	1.007	1.085

Source: NTM/TEMPro

6.4.16 The 2023 and 2038 background traffic flows, associated with the SRN are presented in **Appendix 6.F**.

6.5 Future Baseline Traffic Flows

6.5.1 Future baseline traffic flows have been calculated for each of the assessment years by adding the permitted Edgehill Park traffic flows and committed development traffic flows to the 2023 opening year, the local road network 2027 future assessment year and the SRN 2038 future assessment year background traffic flows. The resultant future baseline traffic flows are presented in **Appendix 6.G**.

6.6 Development Trip Generation

6.6.1 This Transport Assessment has been carried out for a higher quantum of development, based on a previous version of the masterplan. The previous masterplan showed a total of 109 dwellings on the site compared to the current proposals for 107 dwellings on the site. This small change in dwelling numbers is unlikely to make a significant difference to the assessment and with the reduction in dwellings the assessment is considered to be robust. The assessment below is therefore considered to be appropriate for the assessment of the proposed scheme.

6.6.2 Multi modal trip rates for 'Houses Privately Owned' have been extracted from TRICs database. The TRICS database (version 7.8.4) has been used to derive the trip rates by applying the following criteria:

- Houses Privately Owned.
- Regions excluding Greater London, Northern Ireland and Ireland.
- 50 to 250 units selected (actual range 50-248 units).
- Weekday surveys only.
- Sites located in 'Suburban Area' and 'Edge of Town' locations.
- Residential Zone sub-category only selected.

6.6.3 Application of the above selection criteria returns a number of sites, with the vehicle trip rates outlined in **Table 6.3** below. The full TRICS outputs are provided in **Appendix 6.H**.

Table 6.3: 'Houses Private Owned' TRICS Trip Rates (per dwelling)

Land Use	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Vehicle Trip Rates	0.125	0.357	0.482	0.325	0.164	0.489

6.6.4 These trip rates have been applied to each of the different areas of the Edgehill Park scheme, which are detailed in Section 1. **Table 6.4** presents the vehicle trip generation for the each of the constructed, permitted, and proposed development schemes. The proposed development vehicle trip generation are shown in bold.

Table 6.4: Proposed Development Vehicle Trip Generation

Site Area	Dwellings	AM Peak Hour (0730-0830)			PM Peak Hour (1630-1730)		
		Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Wilson Howe Park	30	4	11	14	10	5	15
Phases 1 & 2	205	26	73	99	67	34	100
Phase 3	109	14	39	53	35	18	53
Phase 4	**109**	**14**	**39**	**53**	**35**	**18**	**53**
Phase 5	226	28	81	109	73	37	111

6.6.5 No account for any potential affordable housing on the site has been considered to ensure a robust assessment.

6.7 Development Trip Distribution

6.7.1 Car driver trips associated with the proposed residential development have been distributed using journey to work data from the 2011 census, for Copeland 005, with the full analysis included in **Appendix 6.I**. The resultant trip distribution summary, in terms of the access point onto the surrounding road network, is set out in Table 6.5 below.

Table 5.5: Trip Distribution Summary

Approach Route	Proportion
Wilson Pitt Road (North)	15.5%
St Bees Road (North)	11.7%
St Bees Road (South)	15.5%
Egremont Road (North)	30.4%
Egremont Road (South)	23.9%
Skiddaw Road (Mirehouse)	2.9%
Total	**100.0%**

6.7.2 The trip distributions above have been assigned to different routes within Whitehaven based on the quickest and most logical route from the development site using Google Maps.

Primary Assessment – Full Edgehill Park Development

6.7.3 The constructed Edgehill Park areas (Wilson Howe Park, Phase 1 & 2, Phase 3 and Phase 5) have been assigned to the road network using the above distribution. These trips have been added to the 'Future Base' traffic flows and are presented in **Appendix 6.J**.

6.7.4 The proposed development trips have been assigned to each route, with the two-way trips presented in **Table 6.6**.

Table 6.6: Proposed Development Trip Distribution and Assignment Summary

Approach Route	Proportion	Development Trips (Two-Way)	
		AM Peak Hour	PM Peak Hour
Wilson Pitt Road (North)	15.5%	8	8
St Bees Road (North)	11.7%	6	6
St Bees Road (South)	15.5%	8	8
Egremont Road (North)	30.4%	16	16
Egremont Road (South)	23.9%	13	13
Skiddaw Road (Mirehouse)	2.9%	2	2
Total	**100.0%**	**53**	**53**

6.7.5 The proposed development traffic flows are presented in **Appendix 6.K**.

6.7.6 The 'Future Base + Proposed Development' traffic flows used in the assessments which follow have been calculated by adding the proposed development traffic flows to the appropriate future baseline traffic flows and these are presented in **Appendix 6.L**.

Access Test – Pre-Phase 5 Scheme

6.7.7 For a period of time the proposed development scheme (Phase 4) would be completed prior to the new access to Wilson Pit Road, through Phase 5, being constructed. As such, an additional assessment has been carried out of the existing Clarendon Drive access with the constructed areas (Phases 1 & 2 and Phase 3) and the proposed development all using this access.

6.7.8 The 'Future Base + Proposed Development' traffic flows, prior to the construction of the Phase 5 area are presented in **Appendix 6.M**.

SECTION 7 Development Traffic Impact Assessment

7.1 Introduction

7.1.1 This section considers the impacts of the traffic generated by the development proposals upon the local road network and SRN in the vicinity of the site, within the agreed study area, including the proposed site access.

7.2 Development Impact

7.2.1 Section 6.0 above sets out the derivation of baseline traffic flows, including the traffic generated by committed developments and the permitted Edgehill Park development traffic, and those for the Phase 4 development scheme.

7.2.2 This section sets out the overall development traffic and the percentage impact at each of the junctions.

Local Road Network

7.2.3 The table below compares the 2027 base + committed + permitted (i.e. baseline) traffic flows with those generated by the proposed Phase 4 development on the Local Road Network:

Table 7.1: Proportional Impact of Development Traffic on the Local Road Network (2027)

Junction	AM Peak Hour			PM Peak Hour		
	2027 Baseline	Dev. Traffic	Change	2027 Baseline	Dev. Traffic	Change
B5345 St Bees Road/Mirehouse Road	891	36	4.0%	1,128	37	3.3%
B5345 St Bees Road/Wilson Pitt Road	735	44	6.0%	891	45	5.1%
Ginns to Kells Road/Monkwray Brow	810	4	0.5%	820	4	0.5%
B5345 Meadow View/Ginns to Kells Road	1,177	10	0.8%	1,354	11	0.8%
B5345 Ginns/Coach Road	1,283	10	0.8%	1,521	11	0.7%

7.2.4 The table above shows that the two priority junctions on B5345 St Bees Road are expected to accommodate greater than 30 two-way trips generated by the proposed development, with a maximum proportional impact of 6.0% at the Wilson Pit junction and 4.0% at the Mirehouse Road junction. Detailed capacity assessments of these junctions are considered later in this section.

7.2.5 The total two-way development trips at the three priority junctions to the north of the site are shown to be up to 11 trips, with less than a 1% impact. It is considered that the level of development traffic does not constitute a material impact at these junctions and therefore no further assessment is required. In addition, an improvement scheme is currently proposed at these junctions as part of the Persimmon scheme on High Road, which includes signalising the Ginns to Kells Road / Monkwray Brow and B5345 Meadow View / Ginns to Kells Road junction, with the B5345 / Coach Road remaining a priority controlled junction.

7.2.6 As noted in Section 2 the Copeland TIS produced by WSP in August 2021 on behalf of Cumbria County Council and Copeland Borough Council suggested that a contribution is made to provide a capacity improvement scheme at the Cleator Moor Road / Overend Road junction, based on the site generating 25 trips or more through the junction. A review of the traffic flows and development trip assignment shows that during the AM and PM Peak hours a total of 16 two-way trips will use the A595 Egremont Road north of the Mirehouse Road signal junction. Of these trips less than 20% are expected to travel along Homewood Road and Overend Road. As such, the total two-way trips at the Cleator Moor Road / Overend Road junction are expected be 3-4 vehicles in the peak hours. Therefore, the development traffic is not considered to have a material or severe impact at the junction that would require any contribution to a capacity improvement scheme at the junction.

Strategic Road Network

7.2.7 The table below compares the 2023 base + committed + permitted (i.e. baseline) traffic flows with those generated by the proposed Phase 4 development on the Strategic Road Network:

Table 7.2: Proportional Impact of Development Traffic on the Strategic Road Network (2023 Opening Year)

Junction	AM Peak Hour			PM Peak Hour		
	2023 Baseline	Dev. Traffic	Change	2023 Baseline	Dev. Traffic	Change
A595 Egremont Road/Mirehouse Road	2,082	29	1.4%	2,346	29	1.2%

7.2.8 The table above shows that the signal controlled junction is expected to accommodate c.30 two-way trips, which equate to a maximum of a 1.4% impact. A detailed capacity assessment of this junctions is considered later in this section.

7.3 Impacts on Junction Capacities – Local Road Network

7.3.1 The future year capacity assessments for junction on the local road network have been carried out using the 2027 traffic flows and standard junction capacity assessment software. The operational performance of each of the junctions is summarised below, with the detailed capacity assessment outputs included in **Appendix 7.A**.

St Bees Road / Mirehouse Road

7.3.2 The St Bees Road / Mirehouse Road junction is a three-arm priority junction which has been modelled using Junctions 10 based on the 2027 future year traffic flows. The traffic flows for the 2027 Base + Committed Development + Permitted Development and 2027 Base + Committed Development + Permitted Development + Development were used in the model. **Table 7.3** below presents a summary of the results.

Table 7.3: St Bees Road / Mirehouse Road (2027 Assessments)

Arm/Movement	2027 Base + Committed + Permitted				2027 Base + Committed + Permitted + Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)
Mirehouse Road – St Bees Road (LT)	0.34	1	0.57	1	0.35	1	0.60	2
Mirehouse Road – St Bees Road (RT)	0.24	0	0.39	1	0.25	0	0.40	1
St Bees Road – Mirehouse Road	0.50	1	0.44	1	0.53	1	0.46	1

RFC = Ratio of Flow to Capacity Max Q = maximum average queue PCUs = Passenger Car Units

7.3.3 As shown in the tables above the St Bees Road / Mirehouse Road junction will comfortably operate within capacity in all the scenarios with only a 1 pcu queue in most scenarios, with a maximum queue of 2 pcu on the left turn from Mirehouse Road in the PM Peak hour, with the development in place.

St Bees Road / Wilson Pit Road

7.3.4 The St Bees Road / Wilson Pit Road junction is a three-arm priority junction which has been modelled using Junctions 10 based on the 2027 future year traffic flows. The traffic flows for the 2027 Base + Committed Development + Permitted Development and 2027 Base + Committed Development + Permitted Development + Development were used in the model. **Table 7.4** below presents a summary of the results.

Table 7.4: St Bees Road / Wilson Pit Road (2027 Assessments)

Arm/Movement	2027 Base + Committed + Permitted				2027 Base + Committed + Permitted + Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)
Wilson Pit Road – St Bees Road (LT)	0.45	1	0.38	1	0.50	1	0.40	1
Wilson Pit Road – St Bees Road (RT)	0.11	0	0.08	0	0.13	0	0.09	0
St Bees Road – Wilson Pit Road	0.28	0	0.50	1	0.30	0	0.54	1

RFC = Ratio of Flow to Capacity Max Q = maximum average queue PCUs = Passenger Car Units

7.3.5 As shown in the tables above the St Bees Road / Wilson Pit Road junction will operate within capacity in both peak hours with a maximum of 1 pcu queue.

7.4 Impacts on Junction Capacities – Strategic Road Network

Opening Year Capacity Assessment

7.4.1 As set out in Section 6.5, the impact of the proposed development should be considered in the 2023 opening year with part of the development in place. The Strategic Road network contains the A595 Egremont Road / Mirehouse Road three armed signalised junction. The operational performance of the junctions is summarised below, with the detailed capacity assessment outputs included in **Appendix 7.B**.

Table 7.5: A595 Egremont Road / Mirehouse Road (2023 Opening Year)

Arm/Movement	2023 Base + Committed + Permitted				2023 Base + Committed + Permitted + Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)
A595 Egremont Road NB (LT and Ahead)	64.9%	12	76.6%	17	65.1%	12	78.4%	18
Mirehouse Lane	64.8%	7	77.3%	7	66.0%	7	73.5%	7
A595 Egremont Road SB (RT and Ahead)	54.5%	7	56.%	7	55.4%	7	58.4%	7
PRC (%)	38.8%		16.4%		36.5%		14.7%	
Total Delay (pcuHr)	10.55		13.36		10.93		13.83	

DoS = Degree of Saturation MMQ = Mean Maximum Queue PCUs = Passenger Car Units

7.4.2 As shown in the table above the A595 Egremont Road / Mirehouse Road junction will be within capacity in both peak hours, with a maximum increase of 1 pcu queue on any approach to the junction.

End of Local Plan Capacity Assessment

7.4.3 The Egremont Road / Mirehouse Road has also been assessed for the 2038 End of Local Plan future assessment year. **Table 7.6** shows the End of Local Plan Period assessment scenarios of with the detailed capacity assessment outputs included in **Appendix 7.B**.

Table 7.6: A595 Egremont Road / Mirehouse Road (2038 End of Local Plan Period)

Arm/Movement	2038 Base + Committed + Permitted				2038 Base + Committed + Permitted + Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)
Egremont Road NB (LT and Ahead)	68.9%	14	82.4%	20	70.4%	14	82.9%	21
Mirehouse Lane	69.5%	8	82.4%	8	69.9%	8	83.8%	8
Egremont Road SB (RT and Ahead)	59.7%	9	62.5%	8	59.9%	9	63.6%	8
PRC (%)	29.5%		9.2%		27.8%		7.4%	
Total Delay (pcuHr)	12.06		16.23		12.52		16.86	

DoS = Degree of Saturation MMQ = Mean Maximum Queue PCUs = Passenger Car Units

7.4.4 The table above shows the signalised junction will operate within capacity in both peak hours, with limited change in queues or delays.

7.5 Site Access Operation

7.5.1 The future year capacity assessments of the site access points to Wilson Pit Road and Woodville Way have been carried out using the 2027 traffic flows. The operational performance of each of the junctions is summarised below, with the detailed capacity assessment outputs included in **Appendix 7.C**.

Primary Assessment – Full Edgehill Park Development

High Road / Site Access

7.5.2 The High Road / Site Access junction is a three-arm priority junction which has been modelled using Junctions 10 based on the 2027 future year traffic flows. The traffic flows for 2027 Base + Committed Development + Permitted Phase 3 and Phase 5 Development + Proposed Phase 4 Development were used in the model. **Table 7.7** below presents a summary of the results.

Table 7.7: High Road / Site Access (2027 Assessment) – Full Edgehill Park Development

Arm/Movement	2027 Base + Committed + Permitted + Development			
	AM Peak Hour		PM Peak Hour	
	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)
Site Access to High Road	0.22	0	0.10	0
High Road right turn into Site Access	0.07	0	0.20	0

RFC = Ratio of Flow to Capacity Max Q = maximum average queue PCUs = Passenger Car Units

7.5.3 The table above shows that the High Road / Site Access junction would operate comfortably within capacity with minimal queuing.

Wilson Pit Road / Clarendon Drive Access

7.5.4 The Wilson Pit Road / Clarendon Drive access junction is a three-arm priority junction which has been modelled using Junctions 10 based on the 2027 future year traffic flows. The traffic flows for the 2027 Base + Committed Development + Permitted Phase 3 and Phase 5 Development + Proposed Phase 4 Development were used in the model. **Table 7.8** below presents a summary of the results.

Table 7.8: Wilson Pit Road / Clarendon Drive (2027 Assessment) – Full Edgehill Park Development

Arm/Movement	AM Peak Hour		PM Peak Hour	
	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)
Clarendon Drive to Wilson Pit Road	0.19	0	0.09	0
Wilson Pit Road right turn into Clarendon Drive	0.07	0	0.21	0

RFC = Ratio of Flow to Capacity Max Q = maximum average queue PCUs = Passenger Car Units

7.5.5 The table above shows that the Wilson Pit Road / Clarendon Drive access junction would operate comfortably within capacity with minimal queuing.

Access Test – Pre-Phase 5 Scheme

Wilson Pit Road / Clarendon Drive

7.5.6 The Wilson Pit Road / Clarendon Drive junction is a three-arm priority junction which has been modelled using Junctions 10 based on the 2027 future year traffic flows. The traffic flows for the 2027 Base + Committed Development + Permitted Phase 3 Development and 2027 Base + Committed Development + Permitted Phase 3 Development + Phase 4 Development were used in the model. **Table 7.9** below presents a summary of the results.

Table 7.9: Wilson Pit Road / Clarendon Drive (2027 Assessment) – Pre-Phase 5

Arm/Movement	2027 Base + Committed + Permitted (Excluding Phase 5)				2027 Base + Committed + Permitted (Excluding Phase 5) + Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)	Max RFC	Max Q (PCUs)
Clarendon Drive – Wilson Pit Road	0.20	0	0.10	0	0.26	0	0.13	0
Wilson Pit Road – Clarendon Drive	0.07	0	0.19	0	0.09	0	0.25	1

RFC = Ratio of Flow to Capacity Max Q = maximum average queue PCUs = Passenger Car Units

7.5.7 As shown in the tables above the Wilson Pit Road / Clarendon Drive junction will work comfortably in all the scenarios with only a 1 PCU queue in one of the assessment scenarios.

7.6 Conclusions

7.6.1 The proposed Phase 4 development is shown to have limited impact away from the two priority junctions on B5345 St Bees Road and the A595 Egremont Road signal junction. The junction capacity assessments carried out of the LRN, the SRN and the site access junctions show that all junctions operate within capacity in the baseline and with the proposed development traffic. The impact of the development on the junctions across the local and strategic road network are therefore concluded to not have a severe impact in the context of NPPF.

SECTION 8 Summary and Conclusion

8.1 Summary

8.1.1 i-Transport LLP has been commissioned by Story Homes Ltd. to provide transport and highways advice in respect of a proposed residential development to the south of Whitehaven, as part of their Edgehill Park site. The site will form Phase 4 of the full Edgehill Park site and will be accessed from Wilson Pit Road.

8.1.2 The proposed development is located c.2.5km to the south of Whitehaven, to the north-east of the permitted Edgehill Park site, currently under construction. This application site is identified in Copeland Borough Council's (CBC) draft Local Plan publication for the plan period of 2021-2038, as site HWH3 'Land at Edgehill Park Phase 4', which is indicated to have a development yield of 120 dwellings.

8.1.3 The proposed development will comprise 107 residential dwellings, with a mixture of 2-, 3-, 4- and 5-bedroom dwellings. The development will provide vehicular access through the permitted Edgehill Park scheme and onto Wilson Pit Road and Woodville Way. Additional pedestrian and cycle connection will be provided via the existing PRoW which runs through the site and a further pedestrian and cycle access to the north of the site will be provided to accommodate a future connection to Wastwater Road.

8.1.4 The proposed development site is located where future residents will have access to public transport providing connections to Whitehaven. There are a range of facilities within walking and cycling distance from the site which are likely to be used by residents for daily needs.

8.1.5 The proposed Phase 4 development is shown to have limited impact away from the two priority junctions on B5345 St Bees Road and the A595 Egremont Road signal junction. The junction capacity assessments carried out of the LRN, the SRN and the site access junctions show that all junctions operate within capacity in the baseline and with the proposed development traffic.

8.2 Conclusion

8.2.1 This TA has considered in detail the transport implications of the development proposals and concludes that:

- The proposals represent sustainable development in the context of the NPPF;
- The proposed site access arrangements will provide safe and suitable access to the site for all users; and

- Detailed traffic assessment has demonstrated that the impacts of the proposed development traffic are not severe.

8.2.2 The development proposals are therefore consistent with local and national policy, including the NPPF. It is therefore concluded that there should be no highways or transport reasons that will preclude the granting of planning consent for the development proposals.

APPENDIX 1.A Scoping Correspondence

Jon Wilkinson

From: Jon Wilkinson
Sent: 14 January 2022 16:30
To: Barnard, Pieter GF
Cc: Matthew Seabrook
Subject: RE: Edgehill Park Phase 4, Whitehaven - Scoping
Attachments: 66D 002 Site Location Plan_EIA_Screening_ISSUED 22-09-2021.pdf; Multi Modal 50-250 Dwellings.pdf

Pieter

Further to our earlier conversation, please see below our proposed scoping for the Phase 4 proposals at Edgehill Park. Please give me a call discuss any points, as necessary.

Introduction

We are looking to produce a Transport Assessment to support a detailed planning application for 120 residential dwellings as a new Phase 4 to the Edgehill Park scheme, on behalf of Story Homes. The location of the site is attached.

This is a proposed development phase in addition to the previously permitted 570 dwellings at the Edgehill Park site (Application Ref. XXX).

This proposed Phase 4 scheme is intended to be constructed before the completion of the previously permitted scheme. As such we will consider two scenarios within our TA, which are set out below.
The Transport Assessment will set out:

- summary of transport policy which is relevant to the consideration of residential development of the site;
- details the development proposals including the overall access strategy and the proposed vehicular access arrangements;
- summary of the sustainable accessibility of the site by active and non-car modes of transport
- details of the existing highway conditions, included traffic flows, junction capacity assessments and accident records;
- the methodology adopted to assess the traffic impacts of the proposed development;
- a quantitative assessment of the traffic impacts and capacity assessments of the development proposals on the highway network; and
- Summary and our conclusions.

Future Year Scenarios

Scenario 1 – Baseline will include Phase 1-3 built out. This includes 30 units accessed from Wilson Howe (already built) and 314 dwellings accessed from Clarendon Drive (partially constructed). The additional Phase 4 development will then be considered, with 120 dwellings, with access also taken from Clarendon Drive.

Scenario 2 – Following the proposed Phase 4 plot, the remainder of the original planning permission will be constructed with up to 226 dwellings. This will include a second access onto Wilson Pit Road, with a link road between this access and the Clarendon Drive access. This will allow two access points onto Wilson Pit Road for the proposed Phase 4 plot (as well as Phase 2, 3 and 5).

Committed Development

The following committed developments will be considered within the impact assessment, with traffic flows being taken from their appropriate Transport Assessments.

1. The permitted Edge Hill Park site which is currently unoccupied or not yet constructed (including Phase 5).
2. The persimmon scheme to the west of Wilson Pit Road, for 539 dwellings. Our understanding is that this scheme is currently submitted but has not yet been granted permission. However, to ensure a robust assessment we will include this as a committed scheme.

Growth Factors

TRICS have produced a guidance note on "The Practical Implementation of the Decide and Provide Approach", February 2021. This guidance note provides supporting evidence of the changes in travel behaviour that are currently taking place, referencing the first report of the Commission on Travel Demand entitled "All Change? The future of travel demand and the implications for policy and planning" published in May 2018 (referred to as "All Change?"). The TRICS guidance note sets out that:

- people were travelling less on average
- Online shopping has seen sustained growth
- Younger generations are travelling less
- Decrease in driver license ownership

All of the above could reduce the future demand for car travel and, in particular, reduce the levels of trip making within peak hours.

In addition, the future effects of COVID-19 and how this will impact on the ways people will work and travel are yet to emerge, with potential increases in the number of people working from home or working more flexible hours in the office.

Committed developments in the vicinity of the site, as detailed above, will be included in the base year assessments which will result in an increase in traffic flows within the study area above the surveyed traffic flows.

On the basis of the above, it is considered that no additional background traffic growth should be added to the surveyed traffic flows within the assessment of the proposed development.

Trip Generation

Multi modal trip rates for 'Houses Privately Owned' have been extracted from TRICs database. Only Edge of Town and Suburban Area sites were included in the analysis, with sites in villages or without subcategories excluded. No account for potential affordable housing on the site has been considered to ensure a robust assessment. The full TRICs output are attached.

The resulting trip rates are reproduced below:

'Houses Private Owned' TRICS Trip Rates (per dwelling)

Land Use	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
HPO	0.125	0.357	0.482	0.325	0.164	0.489

The resulting trip generation for the proposed 120 dwellings at the site are presented below:

Residential Trip Generation (120 dwellings)

Land Use	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
HPO	15	43	58	39	20	59

Trip Distribution

The trips generated by the site will be distributed using journey to work data from the 2011 census, for the Copeland 005 MSOA. The resultant trip distribution summary and the proposed additional development trips, in terms of the access point onto the surrounding road network, is set out below.

Trip Distribution Summary

Approach Route	Proportion	Development Trips (Two-Way)	
		AM Peak Hour	PM Peak Hour
Wilson Pitt Road (North)	15.5%	9	9
St Bees Road (North)	11.7%	7	7
St Bees Road (South)	15.5%	9	9
Egremont Road (North)	30.4%	17	18
Egermont Road (South)	23.9%	14	14
Skiddaw Road (Mirehouse)	2.9%	2	2
Total	**100.0%**	**58**	**59**

Study Area

Based on the trip generation and distribution set out above, it is considered that the following junction would compromise the study area for assessment within the Transport Assessment:

- Clarendon Drive Access
- Proposed Phase 5 Access (Scenario 2 only)
- St Bees Road / Wilson Pit Road
- St Bees Road / Merehouse Road
- A595 / Mirehouse Road

All links beyond these junctions are shown to have less than 20 two-way trips and therefore the trips generated by the proposed development at any adjacent junctions, outside of the study area would not be considered severe.

Traffic Surveys

Please can you advise if Cumbria CC have any count data at the following junctions, as set out above, or provide contact information for us to put in a request:

- Clarendon Drive Access
- St Bees Road / Wilson Pit Road
- St Bees Road / Merehouse Road
- A595 / Mirehouse Road

It is noted that the Persimmon scheme included November 2018 surveys at the St Bees Road junctions and the A595 junction. While we would not be able use the traffic surveys, due to copyright reasons, we may be able to reproduce the traffic flows from their TA, if you believe this would be acceptable to you?

If new traffic surveys are required we would get Manual Classified Count (MCC) and queue surveys carried out at each of the junctions. In addition we will carry out a 7-day ATC on Wilson Pit Road in the vicinity of Clarendon Drive, to determine traffic flows across the day and to provide average/85th percentile speeds.

It is noted that the next neutral month for traffic surveys is March 2022. Please could you advise if you would be happy for us to carry out surveys earlier than this, say February (outside of half term)?

Regards

Jon Wilkinson
Associate
for i-Transport LLP

E: jon.wilkinson@i-transport.co.uk **W:** www.i-transport.co.uk
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From: Giles, Shamus P <Shamus.Giles@cumbria.gov.uk>
Sent: 10 January 2022 11:36
To: Jon Wilkinson <jon.wilkinson@i-transport.co.uk>
Cc: Barnard, Pieter GF <Pieter.Barnard@cumbria.gov.uk>
Subject: RE: Edgehill Park Phase 4, Whitehaven - Scoping

Hi Jon,

The area lead DM officer for the west is Pieter Barnard 07768 272394 who will be able to advise.

Regards

Shamus Giles
m: 07795 233521

From: Jon Wilkinson <jon.wilkinson@i-transport.co.uk>
Sent: 10 January 2022 10:07
To: Giles, Shamus P <Shamus.Giles@cumbria.gov.uk>
Subject: Edgehill Park Phase 4, Whitehaven - Scoping

Good Morning Shamus

I have been passed your contact details from one of my colleagues who you have been dealing with on the Cross-a-Moor, Swartmoor site.

We are looking at a proposed residential development site (c.120 dwellings) to the south of Whitehaven on behalf of Story Homes and I was wondering if you would the correct person to discuss this with and send scoping details to? If you are not the correct person, would you be able to provide me with the appropriate contact details?

Thank you very much for your assistance in this matter.

Regards

Jon Wilkinson
Associate
for i-Transport LLP
T: 0161 830 2172
M: 07808 557 124

E: jon.wilkinson@i-transport.co.uk
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Manchester Office: Centurion House, 129 Deansgate, Manchester, M3 3WR

Wishing you all season's greetings and our very best wishes for a safe, healthy and prosperous 2022. This year i-Transport will be making donations to the following charities selected by our staff and Partners:



St Michael's Hospice
Wood Street Mission
British Liver Trust
The Trussell Trust
Cancer Research
RNLI
CALM

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Calculation Reference: AUDIT-236602-220110-0111

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	3 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	2 days
11	SCOTLAND		
	FA	FALKIRK	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: 50 to 248 (units:)
Range Selected by User: 50 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 21/09/21

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	5 days
Tuesday	4 days
Wednesday	7 days
Thursday	6 days
Friday	4 days

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

Selected survey types:

Manual count	26 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 undertaking using machines.

Selected Locations:

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	26

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	26 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	8 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	1 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	4 days
25,001 to 50,000	3 days
75,001 to 100,000	7 days
100,001 to 125,000	2 days
125,001 to 250,000	9 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	4 days
1.1 to 1.5	19 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	9 days
No	17 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	26 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

2 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

3 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

5 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

6 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

7 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

9 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

10 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

11 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

12 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

13 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

14 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

15 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

17 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

18 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

19 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

20 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

21 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

22 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

23 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

24 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

25 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

26 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *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): 1.81

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.081	26	116	0.294	26	116	0.375
08:00 - 09:00	26	116	0.125	26	116	0.357	26	116	0.482
09:00 - 10:00	26	116	0.139	26	116	0.170	26	116	0.309
10:00 - 11:00	26	116	0.135	26	116	0.168	26	116	0.303
11:00 - 12:00	26	116	0.145	26	116	0.155	26	116	0.300
12:00 - 13:00	26	116	0.162	26	116	0.157	26	116	0.319
13:00 - 14:00	26	116	0.171	26	116	0.163	26	116	0.334
14:00 - 15:00	26	116	0.163	26	116	0.195	26	116	0.358
15:00 - 16:00	26	116	0.254	26	116	0.168	26	116	0.422
16:00 - 17:00	26	116	0.275	26	116	0.164	26	116	0.439
17:00 - 18:00	26	116	0.325	26	116	0.164	26	116	0.489
18:00 - 19:00	26	116	0.273	26	116	0.155	26	116	0.428
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.248			2.310			4.558

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:	50 - 248 (units:)
Survey date date range:	01/01/13 - 21/09/21
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.004	26	116	0.004	26	116	0.008
08:00 - 09:00	26	116	0.005	26	116	0.005	26	116	0.010
09:00 - 10:00	26	116	0.003	26	116	0.003	26	116	0.006
10:00 - 11:00	26	116	0.003	26	116	0.003	26	116	0.006
11:00 - 12:00	26	116	0.003	26	116	0.004	26	116	0.007
12:00 - 13:00	26	116	0.003	26	116	0.003	26	116	0.006
13:00 - 14:00	26	116	0.002	26	116	0.003	26	116	0.005
14:00 - 15:00	26	116	0.004	26	116	0.003	26	116	0.007
15:00 - 16:00	26	116	0.007	26	116	0.007	26	116	0.014
16:00 - 17:00	26	116	0.005	26	116	0.005	26	116	0.010
17:00 - 18:00	26	116	0.003	26	116	0.002	26	116	0.005
18:00 - 19:00	26	116	0.002	26	116	0.003	26	116	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.045			0.089

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 OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.002	26	116	0.001	26	116	0.003
08:00 - 09:00	26	116	0.002	26	116	0.002	26	116	0.004
09:00 - 10:00	26	116	0.004	26	116	0.003	26	116	0.007
10:00 - 11:00	26	116	0.002	26	116	0.003	26	116	0.005
11:00 - 12:00	26	116	0.002	26	116	0.001	26	116	0.003
12:00 - 13:00	26	116	0.001	26	116	0.002	26	116	0.003
13:00 - 14:00	26	116	0.003	26	116	0.001	26	116	0.004
14:00 - 15:00	26	116	0.002	26	116	0.003	26	116	0.005
15:00 - 16:00	26	116	0.003	26	116	0.003	26	116	0.006
16:00 - 17:00	26	116	0.001	26	116	0.002	26	116	0.003
17:00 - 18:00	26	116	0.001	26	116	0.000	26	116	0.001
18:00 - 19:00	26	116	0.001	26	116	0.001	26	116	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.022			0.046

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 PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.001	26	116	0.001	26	116	0.002
08:00 - 09:00	26	116	0.001	26	116	0.001	26	116	0.002
09:00 - 10:00	26	116	0.001	26	116	0.001	26	116	0.002
10:00 - 11:00	26	116	0.001	26	116	0.001	26	116	0.002
11:00 - 12:00	26	116	0.001	26	116	0.001	26	116	0.002
12:00 - 13:00	26	116	0.001	26	116	0.001	26	116	0.002
13:00 - 14:00	26	116	0.001	26	116	0.001	26	116	0.002
14:00 - 15:00	26	116	0.001	26	116	0.001	26	116	0.002
15:00 - 16:00	26	116	0.001	26	116	0.001	26	116	0.002
16:00 - 17:00	26	116	0.001	26	116	0.001	26	116	0.002
17:00 - 18:00	26	116	0.001	26	116	0.001	26	116	0.002
18:00 - 19:00	26	116	0.000	26	116	0.000	26	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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 CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.005	26	116	0.011	26	116	0.016
08:00 - 09:00	26	116	0.007	26	116	0.020	26	116	0.027
09:00 - 10:00	26	116	0.002	26	116	0.004	26	116	0.006
10:00 - 11:00	26	116	0.004	26	116	0.005	26	116	0.009
11:00 - 12:00	26	116	0.004	26	116	0.006	26	116	0.010
12:00 - 13:00	26	116	0.004	26	116	0.006	26	116	0.010
13:00 - 14:00	26	116	0.003	26	116	0.002	26	116	0.005
14:00 - 15:00	26	116	0.005	26	116	0.005	26	116	0.010
15:00 - 16:00	26	116	0.013	26	116	0.008	26	116	0.021
16:00 - 17:00	26	116	0.019	26	116	0.012	26	116	0.031
17:00 - 18:00	26	116	0.013	26	116	0.007	26	116	0.020
18:00 - 19:00	26	116	0.012	26	116	0.006	26	116	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.092			0.183

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 VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.092	26	116	0.425	26	116	0.517
08:00 - 09:00	26	116	0.146	26	116	0.584	26	116	0.730
09:00 - 10:00	26	116	0.174	26	116	0.241	26	116	0.415
10:00 - 11:00	26	116	0.174	26	116	0.235	26	116	0.409
11:00 - 12:00	26	116	0.196	26	116	0.215	26	116	0.411
12:00 - 13:00	26	116	0.216	26	116	0.210	26	116	0.426
13:00 - 14:00	26	116	0.242	26	116	0.222	26	116	0.464
14:00 - 15:00	26	116	0.226	26	116	0.264	26	116	0.490
15:00 - 16:00	26	116	0.411	26	116	0.233	26	116	0.644
16:00 - 17:00	26	116	0.422	26	116	0.247	26	116	0.669
17:00 - 18:00	26	116	0.473	26	116	0.231	26	116	0.704
18:00 - 19:00	26	116	0.404	26	116	0.223	26	116	0.627
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.176			3.330			6.506

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.019	26	116	0.045	26	116	0.064
08:00 - 09:00	26	116	0.052	26	116	0.137	26	116	0.189
09:00 - 10:00	26	116	0.052	26	116	0.046	26	116	0.098
10:00 - 11:00	26	116	0.039	26	116	0.055	26	116	0.094
11:00 - 12:00	26	116	0.040	26	116	0.040	26	116	0.080
12:00 - 13:00	26	116	0.044	26	116	0.041	26	116	0.085
13:00 - 14:00	26	116	0.041	26	116	0.038	26	116	0.079
14:00 - 15:00	26	116	0.042	26	116	0.054	26	116	0.096
15:00 - 16:00	26	116	0.125	26	116	0.066	26	116	0.191
16:00 - 17:00	26	116	0.087	26	116	0.050	26	116	0.137
17:00 - 18:00	26	116	0.069	26	116	0.033	26	116	0.102
18:00 - 19:00	26	116	0.045	26	116	0.042	26	116	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.655			0.647			1.302

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.000	26	116	0.017	26	116	0.017
08:00 - 09:00	26	116	0.001	26	116	0.027	26	116	0.028
09:00 - 10:00	26	116	0.003	26	116	0.010	26	116	0.013
10:00 - 11:00	26	116	0.007	26	116	0.007	26	116	0.014
11:00 - 12:00	26	116	0.004	26	116	0.006	26	116	0.010
12:00 - 13:00	26	116	0.006	26	116	0.009	26	116	0.015
13:00 - 14:00	26	116	0.004	26	116	0.006	26	116	0.010
14:00 - 15:00	26	116	0.008	26	116	0.006	26	116	0.014
15:00 - 16:00	26	116	0.021	26	116	0.009	26	116	0.030
16:00 - 17:00	26	116	0.016	26	116	0.005	26	116	0.021
17:00 - 18:00	26	116	0.012	26	116	0.003	26	116	0.015
18:00 - 19:00	26	116	0.011	26	116	0.002	26	116	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.107			0.200

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.002	26	116	0.013	26	116	0.015
08:00 - 09:00	26	116	0.000	26	116	0.008	26	116	0.008
09:00 - 10:00	26	116	0.000	26	116	0.003	26	116	0.003
10:00 - 11:00	26	116	0.000	26	116	0.003	26	116	0.003
11:00 - 12:00	26	116	0.000	26	116	0.001	26	116	0.001
12:00 - 13:00	26	116	0.001	26	116	0.002	26	116	0.003
13:00 - 14:00	26	116	0.001	26	116	0.001	26	116	0.002
14:00 - 15:00	26	116	0.001	26	116	0.001	26	116	0.002
15:00 - 16:00	26	116	0.004	26	116	0.000	26	116	0.004
16:00 - 17:00	26	116	0.004	26	116	0.000	26	116	0.004
17:00 - 18:00	26	116	0.008	26	116	0.001	26	116	0.009
18:00 - 19:00	26	116	0.008	26	116	0.001	26	116	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.034			0.063

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 COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.000	26	116	0.000	26	116	0.000
08:00 - 09:00	26	116	0.000	26	116	0.000	26	116	0.000
09:00 - 10:00	26	116	0.000	26	116	0.000	26	116	0.000
10:00 - 11:00	26	116	0.000	26	116	0.000	26	116	0.000
11:00 - 12:00	26	116	0.000	26	116	0.000	26	116	0.000
12:00 - 13:00	26	116	0.000	26	116	0.000	26	116	0.000
13:00 - 14:00	26	116	0.000	26	116	0.000	26	116	0.000
14:00 - 15:00	26	116	0.000	26	116	0.000	26	116	0.000
15:00 - 16:00	26	116	0.001	26	116	0.000	26	116	0.001
16:00 - 17:00	26	116	0.000	26	116	0.000	26	116	0.000
17:00 - 18:00	26	116	0.000	26	116	0.000	26	116	0.000
18:00 - 19:00	26	116	0.000	26	116	0.000	26	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.002	26	116	0.029	26	116	0.031
08:00 - 09:00	26	116	0.001	26	116	0.036	26	116	0.037
09:00 - 10:00	26	116	0.003	26	116	0.013	26	116	0.016
10:00 - 11:00	26	116	0.007	26	116	0.010	26	116	0.017
11:00 - 12:00	26	116	0.005	26	116	0.008	26	116	0.013
12:00 - 13:00	26	116	0.007	26	116	0.011	26	116	0.018
13:00 - 14:00	26	116	0.005	26	116	0.007	26	116	0.012
14:00 - 15:00	26	116	0.010	26	116	0.006	26	116	0.016
15:00 - 16:00	26	116	0.026	26	116	0.010	26	116	0.036
16:00 - 17:00	26	116	0.020	26	116	0.005	26	116	0.025
17:00 - 18:00	26	116	0.019	26	116	0.003	26	116	0.022
18:00 - 19:00	26	116	0.018	26	116	0.003	26	116	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.123			0.141			0.264

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): 1.81

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.118	26	116	0.510	26	116	0.628
08:00 - 09:00	26	116	0.205	26	116	0.777	26	116	0.982
09:00 - 10:00	26	116	0.231	26	116	0.304	26	116	0.535
10:00 - 11:00	26	116	0.225	26	116	0.305	26	116	0.530
11:00 - 12:00	26	116	0.245	26	116	0.268	26	116	0.513
12:00 - 13:00	26	116	0.271	26	116	0.268	26	116	0.539
13:00 - 14:00	26	116	0.291	26	116	0.268	26	116	0.559
14:00 - 15:00	26	116	0.283	26	116	0.330	26	116	0.613
15:00 - 16:00	26	116	0.574	26	116	0.316	26	116	0.890
16:00 - 17:00	26	116	0.548	26	116	0.314	26	116	0.862
17:00 - 18:00	26	116	0.574	26	116	0.275	26	116	0.849
18:00 - 19:00	26	116	0.479	26	116	0.274	26	116	0.753
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.044			4.209			8.253

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.057	26	116	0.255	26	116	0.312
08:00 - 09:00	26	116	0.099	26	116	0.325	26	116	0.424
09:00 - 10:00	26	116	0.110	26	116	0.147	26	116	0.257
10:00 - 11:00	26	116	0.103	26	116	0.134	26	116	0.237
11:00 - 12:00	26	116	0.120	26	116	0.125	26	116	0.245
12:00 - 13:00	26	116	0.132	26	116	0.128	26	116	0.260
13:00 - 14:00	26	116	0.136	26	116	0.131	26	116	0.267
14:00 - 15:00	26	116	0.138	26	116	0.164	26	116	0.302
15:00 - 16:00	26	116	0.215	26	116	0.130	26	116	0.345
16:00 - 17:00	26	116	0.242	26	116	0.134	26	116	0.376
17:00 - 18:00	26	116	0.281	26	116	0.142	26	116	0.423
18:00 - 19:00	26	116	0.252	26	116	0.140	26	116	0.392
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.885			1.955			3.840

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.017	26	116	0.031	26	116	0.048
08:00 - 09:00	26	116	0.017	26	116	0.021	26	116	0.038
09:00 - 10:00	26	116	0.021	26	116	0.015	26	116	0.036
10:00 - 11:00	26	116	0.024	26	116	0.025	26	116	0.049
11:00 - 12:00	26	116	0.018	26	116	0.024	26	116	0.042
12:00 - 13:00	26	116	0.024	26	116	0.021	26	116	0.045
13:00 - 14:00	26	116	0.028	26	116	0.026	26	116	0.054
14:00 - 15:00	26	116	0.018	26	116	0.022	26	116	0.040
15:00 - 16:00	26	116	0.025	26	116	0.025	26	116	0.050
16:00 - 17:00	26	116	0.024	26	116	0.021	26	116	0.045
17:00 - 18:00	26	116	0.035	26	116	0.017	26	116	0.052
18:00 - 19:00	26	116	0.016	26	116	0.010	26	116	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.267			0.258			0.525

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.000	26	116	0.001	26	116	0.001
08:00 - 09:00	26	116	0.001	26	116	0.003	26	116	0.004
09:00 - 10:00	26	116	0.001	26	116	0.001	26	116	0.002
10:00 - 11:00	26	116	0.002	26	116	0.001	26	116	0.003
11:00 - 12:00	26	116	0.001	26	116	0.000	26	116	0.001
12:00 - 13:00	26	116	0.001	26	116	0.001	26	116	0.002
13:00 - 14:00	26	116	0.000	26	116	0.001	26	116	0.001
14:00 - 15:00	26	116	0.001	26	116	0.001	26	116	0.002
15:00 - 16:00	26	116	0.002	26	116	0.001	26	116	0.003
16:00 - 17:00	26	116	0.002	26	116	0.002	26	116	0.004
17:00 - 18:00	26	116	0.003	26	116	0.002	26	116	0.005
18:00 - 19:00	26	116	0.001	26	116	0.001	26	116	0.002
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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Jon Wilkinson

From: Barnard, Pieter GF <Pieter.Barnard@cumbria.gov.uk>
Sent: 04 February 2022 09:22
To: Jon Wilkinson
Subject: RE: Edgehill Park Phase 4, Whitehaven - Scoping

Follow Up Flag: Follow up
Flag Status: Completed

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Dear Jon

My apology for the delay in my response .

I have a few comments on the document –

Growth factors
Background growth factors should be calculated and applied in line with TAG Unit M4 forecasting and uncertainty, Section 9.

Trip distribution
The 2011 Census is now a bit old; it would be useful to compare the proposed distributions agreed as part of nearby applications.

Study area
I'd expect the study area to include the area around the Ginns to Kells Road and Coach Road. Scope for the SRN would need agreement with National Highways.

Existing data
Paul Charters in our office might have some data. (Paul.Charters@cumbria.gov.uk)

Survey dates
Surveys in Feb 2022 outside of term time would be acceptable, but would require an analysis of seasonality factors. This can be done using permanent ATC data; I believe there's an ATC on St Bees Road which would be suitable (Paul to confirm) .

As to the size of the scope,
I would suggest that you have a look at the site opposite (Marchon site) as this should have the same size of scope.

Regards

Pieter Barnard
Lead Officer – Flood & Development Management

Economy & Infrastructure | Cumbria County Council
Parkhouse Building| Baron Way | Carlisle | CA6 4SJ

t: 01228 221331

Jon Wilkinson

From: Jon Wilkinson
Sent: 16 February 2022 15:37
To: Barnard, Pieter GF
Cc: Matthew Seabrook
Subject: RE: Edgehill Park Phase 4, Whitehaven - Scoping

Pieter

Following your email below, we have reviewed your comments and discussed available survey information with Paul Charters.

- Committed Development – Following submission of our scoping below, we have become aware of another scheme in the area on High Road, providing 40 dwellings. These will be included as a committed development.
- Growth Factors – Using a 2022 baseline traffic flows, be these new surveys or growthed historic surveys, we will look at applying Tempro growth factors to 2027 (5 years after the year of application) to the local road network. Traffic growth factors have been calculated for the local road network using NTM data for the Copeland local authority area. The growth factors below, which we intend to use, have been calculated excluding the land-use related growth associated the committed developments (Edge Hill Park, Persimmon scheme to the west of Wilson Pit Road and High Road) in the vicinity of the site. The resulting growth factors are summarised below:

NTM/TEMPro Growth Factors – Local Road Network

Area	Growth Factor (2022 to 2028)	
	AM Peak	PM Peak
Copeland Local Authority	1.034	1.030

Source: NTM/TEMPro

- Distribution – We have done a comparison of the distribution with the previously permitted Edgehill Park scheme and the distribution included in the current Persimmon application (both their journey to work distribution as a direct comparison to the proposed distribution for the Phase 4 Edgehill Park scheme and the overall distribution using journey purpose data). I have produced a summary table below which compares the distribution.

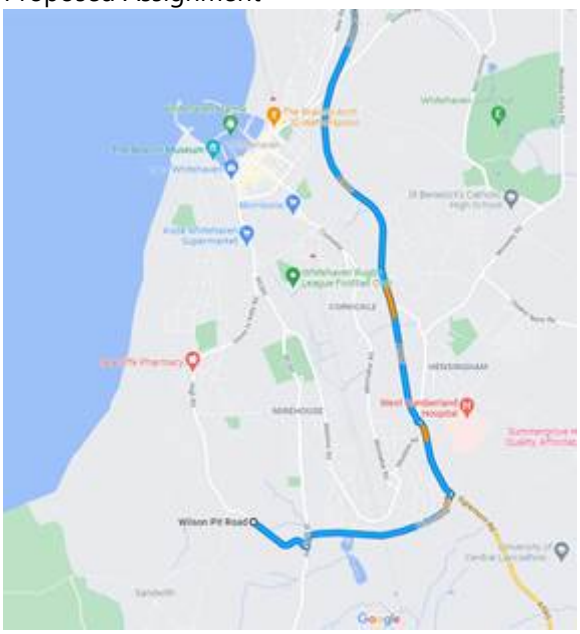
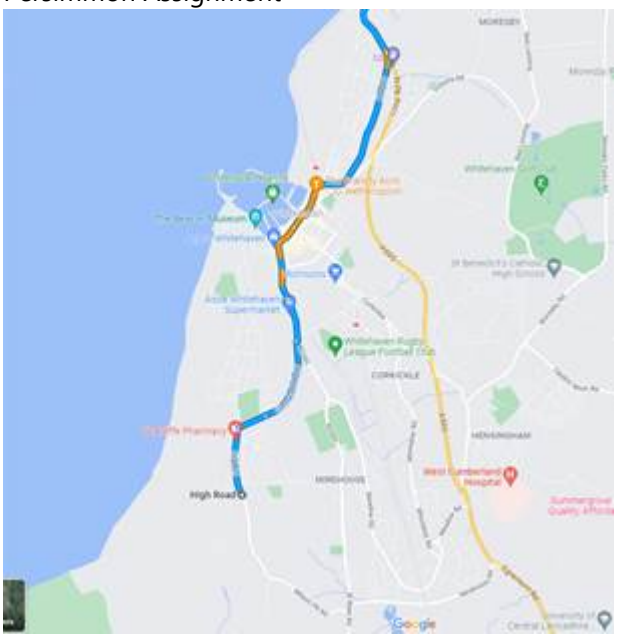
Trip Distribution Comparison

Approach Route	Proposed Distribution	Permitted Edgehill Park	Persimmon – Journey to Work	Persimmon – All Journey Purpose
Whitehaven (West of A595)	30.1%	17%	24%	36%
Whitehaven (East of A595)	Note 1	15%	14%	11%
A595 South	23.9%	34%	41%	17%
A595 North	30.4%	32%	21%	36%
St Bee's South	15.5%	2%	-	-
Total	100%	100%	100%	100%

Note 1 – Routes to East of A595 are noted to be via A595/B5295 Roundabout and therefore included in A595 North

It is noted that the journey to work information included in the Persimmon application also used the previous Census data, as we currently propose.

Given these comparisons, it does appear that the proposed distribution is broadly similar to the other development sites, with a similar proportion to Whitehaven and to the A595. One of the key differences relates to the assignment of these trips, which is affected by the location of the accesses, with trips to the A595 north all using Mirehouse Road. However, with the Persimmon site a number of these trips are stated as going via High Road, Ginns to Kells Road. This is born out using Google Map routing, as shown below:

Proposed Assignment	Persimmon Assignment
	

Given the level of trip generation (as noted below), any small changes in distribution is unlikely to significantly alter the conclusions or the study area requirements.

- Trip Generation – following my initial scoping email below, the number of dwellings has now reduced from 120 dwellings to 112 dwellings. This equates to 54 two-way trips in the AM peak hour and 55 two-way trips in the PM peak hour. As such the development trips on each road, as set out in our table below, are now lower.

- Study Area – Follow the distribution checks and the reduction in development trips, we remain of the opinion that we would not be required to further assess the Ginns to Kells Road and Coach Road junctions, given that the proposed development would be expected to have less than 12 two-way trips through this junction in any peak hour.

  In terms of any other junctions beyond the area we previously proposed, we do not agree that we should have the same size of scope as the Persimmon application. Our site is 112 dwellings, while the Persimmon application was assessing 590 dwellings.

- Available Surveys – We have checked available surveys with Paul and he has advised that there are no available surveys at the junctions we plan to assesses. As such, we believe it would be preferable to carry out new surveys.

Paul also provided information on link counts, which suggest that there is not a permanent counter. As such, we would proposed to compare any new surveys with the surveys included in the Persimmon application. If appropriate we would consider applying a factor to any new surveys to account for seasonality and any affect the COVID pandemic may have had on traffic flows levels.

Please can you confirm that, given the information set out above, that the study area we set out in in our original scope is acceptable? If you wish to discuss this point further, please contact me.

Regards

Jon Wilkinson
Associate
for i-Transport LLP

E: jon.wilkinson@i-transport.co.uk **W:** www.i-transport.co.uk
Manchester Office: Centurion House, 129 Deansgate, Manchester. M3 3WR
T: 0161 830 2172 **M:** 07808 557 124

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From: Barnard, Pieter GF <Pieter.Barnard@cumbria.gov.uk>
Sent: 04 February 2022 09:22
To: Jon Wilkinson <jon.wilkinson@i-transport.co.uk>
Subject: RE: Edgehill Park Phase 4, Whitehaven - Scoping

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Existing data
Paul Charters in our office might have some data. (Paul.Charters@cumbria.gov.uk)

Survey dates

APPENDIX 3.A Site Location Plan



Key

Site Boundary

i-Transport

Centurion House, 129 Deansgate
Manchester, M3 3WR

Tel: 0161 830 2172

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Title:
Site Location Plan

Project:
Edgehill Park Phase 4

Project Number:	Figure Number:	Revision:
ITM17460	**Figure 1**	**-**

APPENDIX 3.B Development Masterplan

A0
1:500

N
W E
S

BOWNESS ROAD
VALLEY VIEW ROAD
GAMERIGGS ROAD
Sports Court
Play Area
Recreation Ground
El Sub Sta
Club
Playing Fi
Cattle Grid
Cattle Grid
High House
Issues
Issues
Issues
35 to 45

S26
S27
S28
S29
S30
S31
S32
S33
S34
S35
SWALE 1:0.21

Hatch indicates existing forming the top of bank pond

Ref	House Name	Version	Type	House Type	Sq.Ft	Garage / Parking	RSL No.	Dis No.	Open No.	Total Sq.Ft
HPR	Harper	A Series	A20	3 Bed Semi	848.52	Driveway			8	**6788.16**
HPR	Harper	A Series	A20	3 Bed Terrace	848.52	Driveway			7	**5939.64**
SPR	Spencer	A Series	A20	3 Bed Semi	952.82	Driveway			12	**11433.84**
CPR	Cooper	A Series	A20	3 Bed Semi	1038.72	Driveway			4	**4154.88**
CPR	Cooper	A Series	A20	3 Bed Detached	1038.72	Detached Single Garage			3	**3116.16**
DWN	Dawson	A Series	A20	4 Bed Semi	1413.09	Single Integ			12	**16957.08**
DWN	Dawson	A Series	A20	4 Bed Terrace	1413.09	Single Integ			3	**4239.27**
SAN	Sanderson	A Series	A20	4 Bed Detached	1433.43	Single Integ			10	**14334.3**
GYN	Grayson	A Series	A20	4 Bed Semi	1195.66	Driveway			14	**16739.24**
HWN	Hewson	A Series	A20	4 Bed Detached	1555.82	Single Integ			14	**21781.48**
MTN	Masterton	A Series	A20	5 Bed Detached	1786.59	Double Integ			7	**12506.13**
BFD	Branford	M42	A20	2 Bed Semi	759.28	Driveway	2			**1518.56**
BFD	Branford	M42	A20	2 Bed Terrace	759.28	Driveway	3			**2277.84**
FFD	Fulford	M42	A20	3 Bed Semi	926.77	Driveway		2		**1853.54**
FFD	Fulford	M42	A20	3 Bed Terrace	926.77	Driveway		3		**2780.31**
WXD	Wexford	M42	A20	4 Bed Detached	1434.83	Detached Single Garage			3	**4304.49**
						Total		**107**		130724.92

Story HOMES

DEVELOPMENT
EDGEHILL PARK PHASE 4

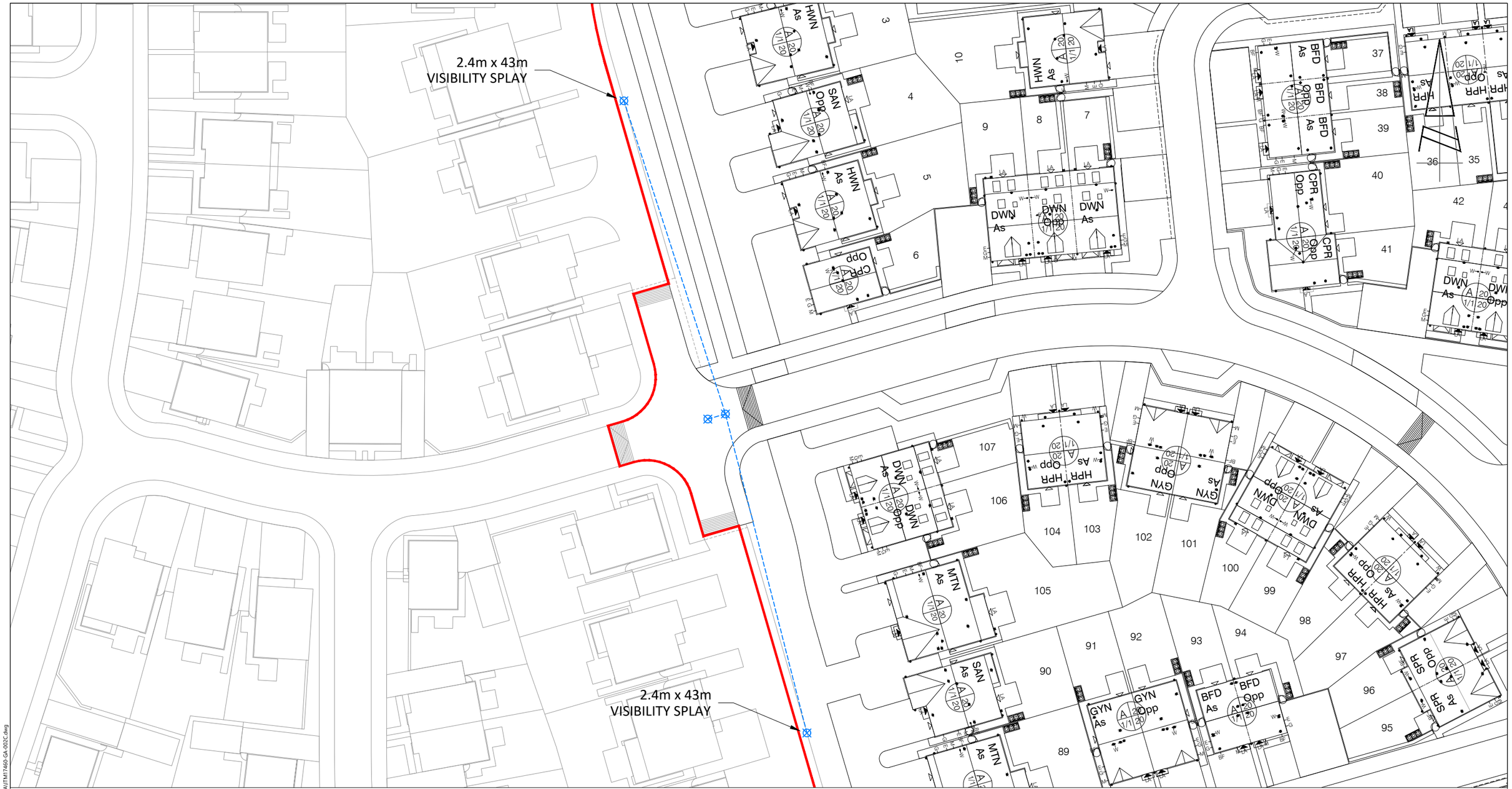
DRAWING
GENERAL ARRANGEMENT

DRAWN BY	JG	DATE	10-02-2023
CHECKED BY	AD	SCALE	1:500 @A1
DWG PACK	DRAWING NUMBER		REVISION
PLN	20095.90.9.GA		-

Revisions	Notes	Date
-	-	-

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Tel 0191 226 7260

APPENDIX 3.C Site Access Arrangement



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Tel: 0161 830 2172

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REV	DATE	BY	DESCRIPTION	CHK	APD
C	28.02.23	JB	UPDATED SITE LAYOUT	JW	JW
B	01.07.22	JB	UPDATED SITE LAYOUT	JW	JW
A	31.05.22	JB	UPDATED SITE LAYOUT	JW	JW

STATUS: FOR INFORMATION

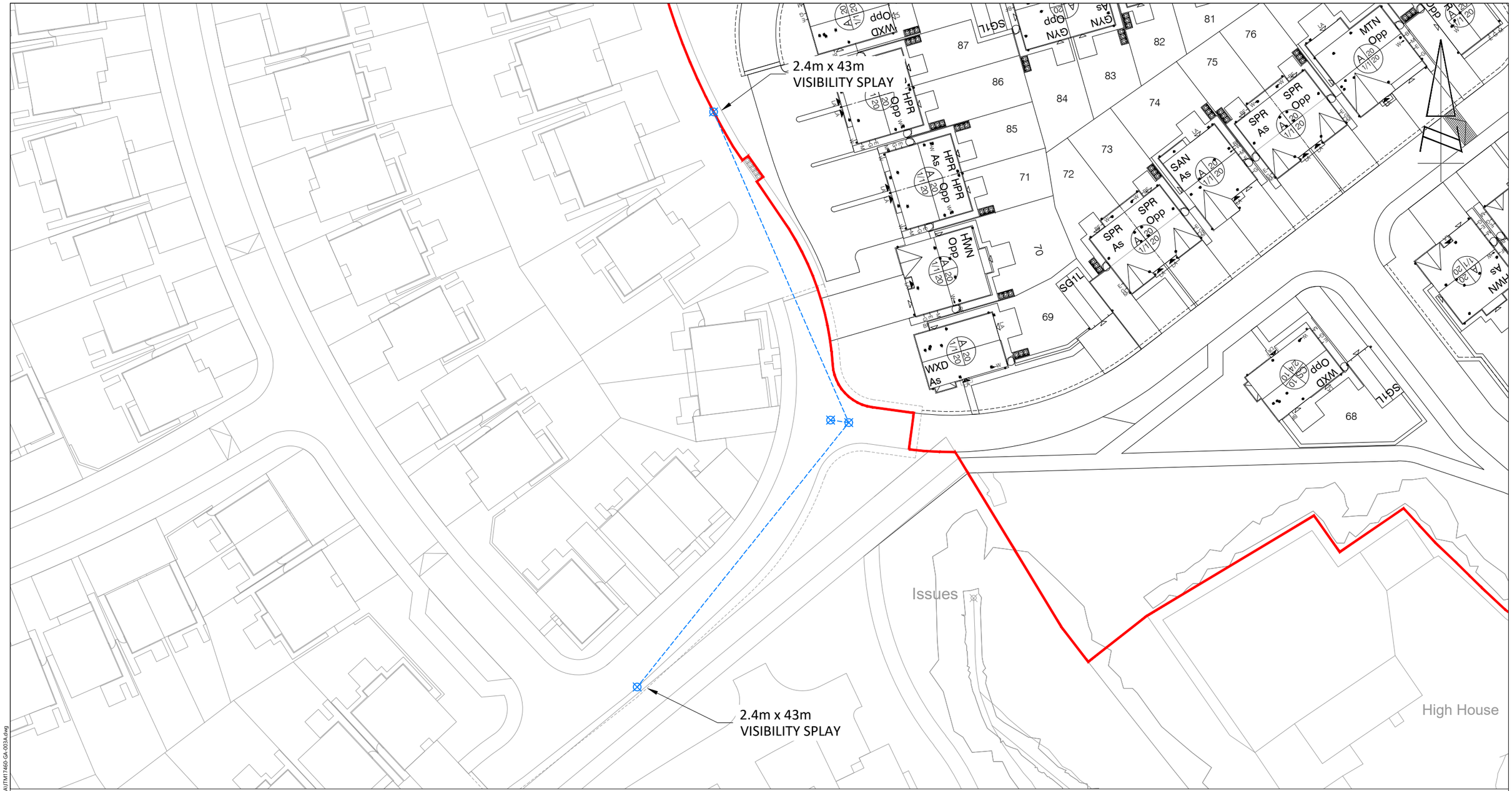
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PROJECT: EDGEHILL PARK PHASE 4

CLIENT: STORY HOMES

DRAWN:	CHECKED:	APPROVED:
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PROJECT No:	SCALE @ A3:	DATE:
ITM17460	1:500	09.05.22
DRAWING No:		REV:
ITM17460-GA-002		C

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PROJECT: EDGEHILL PARK PHASE 4

CLIENT: STORY HOMES

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PROJECT No:	SCALE @ A3:	DATE:
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ITM17460-GA-003		A

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APPENDIX 3.D Internal Layout Tracking

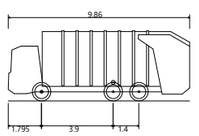


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SCALE BAR @ 1:1000

0 10 25 50 100



Large Refuse Vehicle (3 axle) - including wing mirrors

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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Tel: 0161 830 2172

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STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE

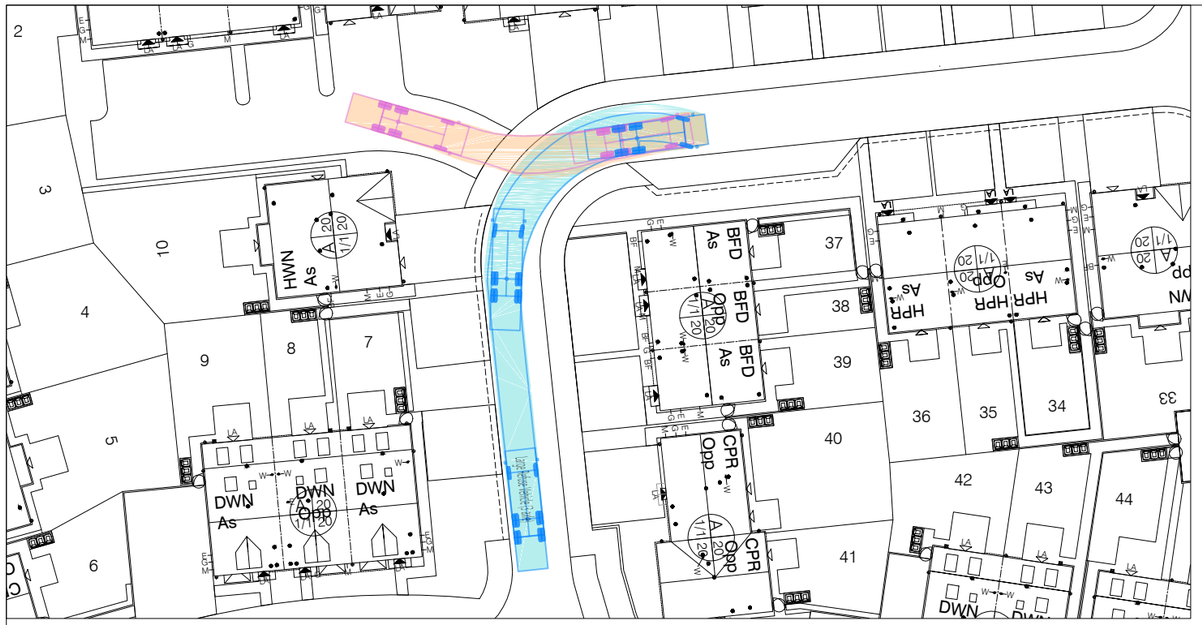
PROJECT: EDGEHILL PARK PHASE 4

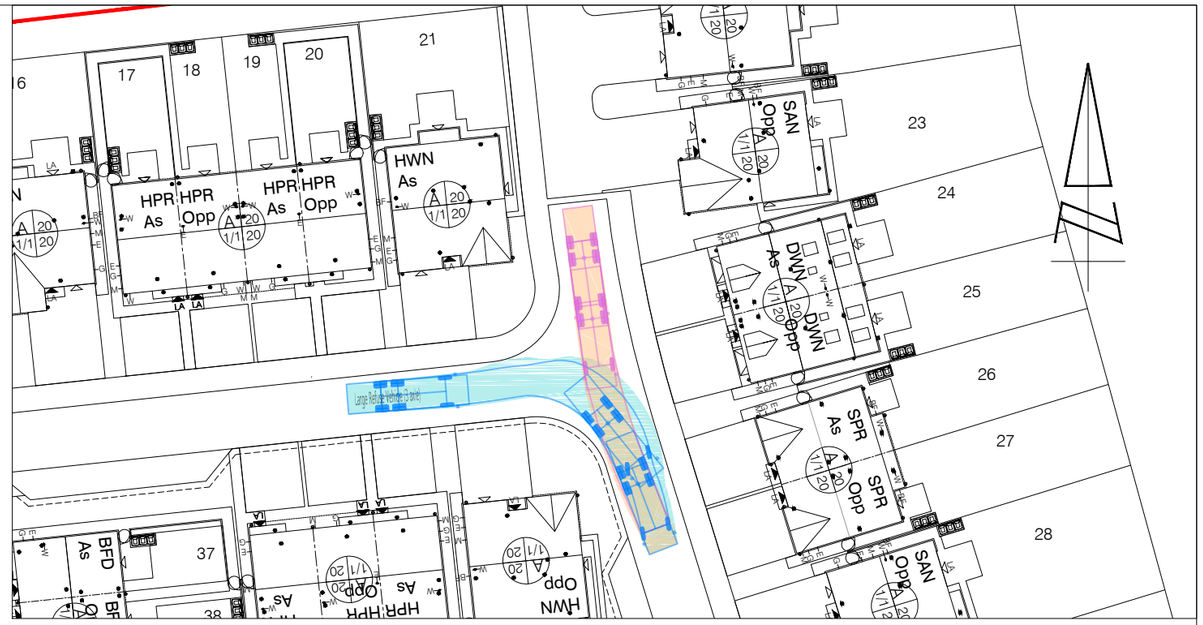
CLIENT: STORY HOMES

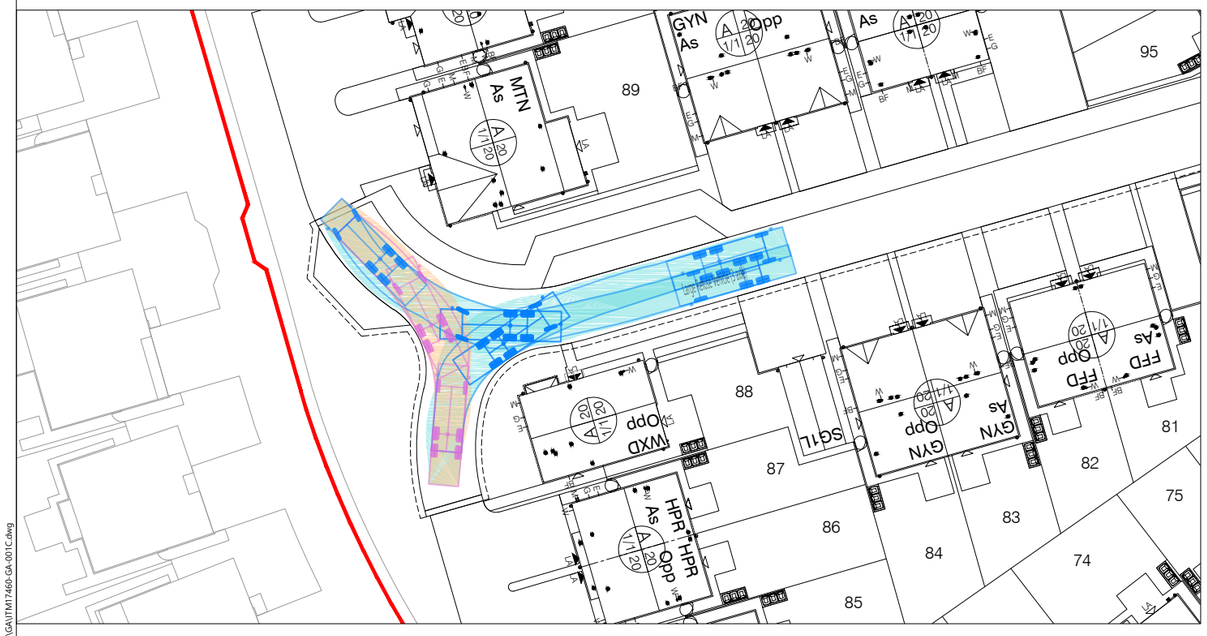
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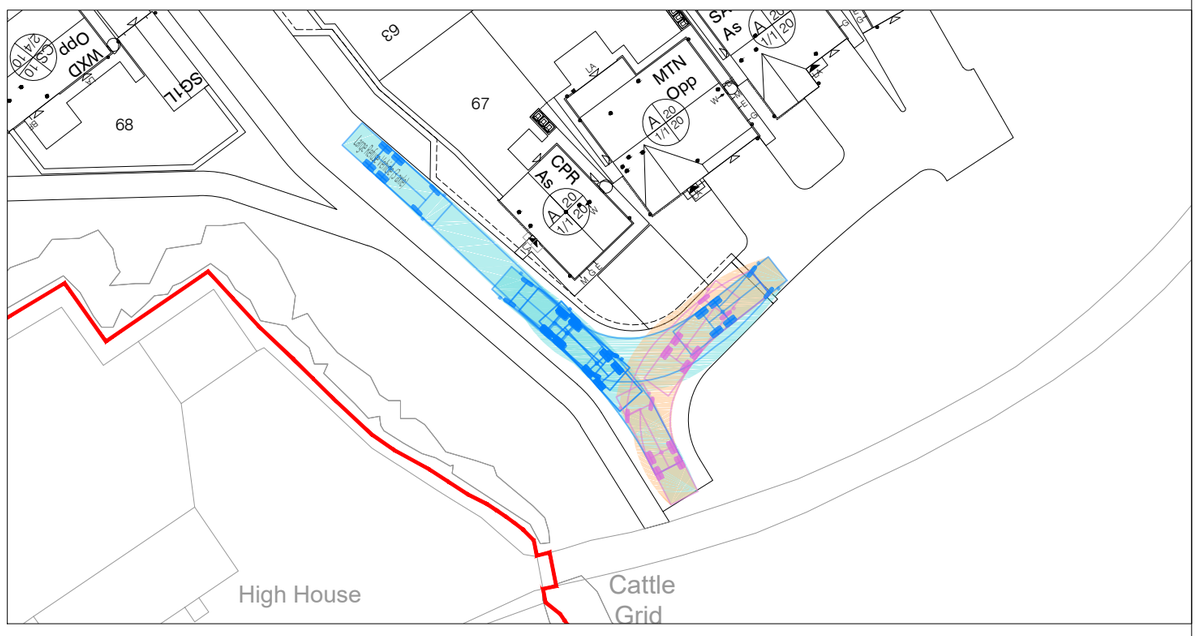
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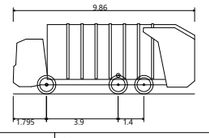


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TITLE: SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE

PROJECT: EDGEHILL PARK PHASE 4

CLIENT: STORY HOMES

DRAWN:	CHECKED:	APPROVED:
JB	JW	JW
PROJECT No:	**SCALE @ A3:**	**DATE:**
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DRAWING No: ITM17460-GA-001 REV: C

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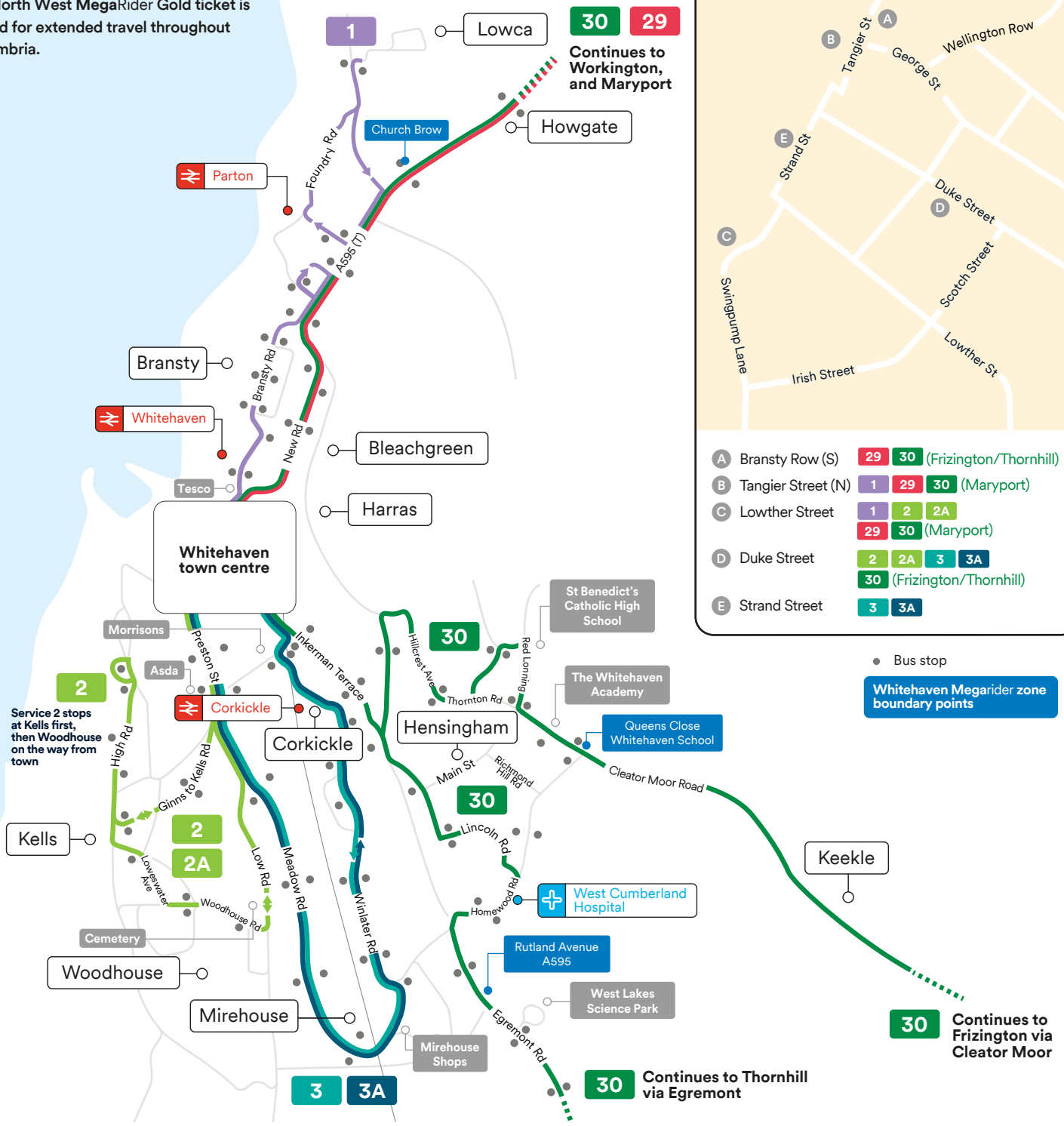
APPENDIX 4.A Existing Bus Map

Whitehaven

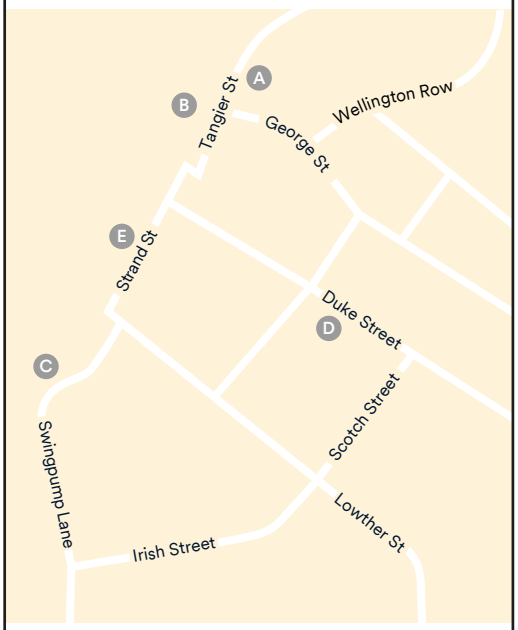
Stagecoach

A West Cumbria **Mega**Rider **Plus** ticket is valid for travel within West Cumbria to Cockermouth, Maryport and Whitehaven.

A North West **Mega**Rider **Gold** ticket is valid for extended travel throughout Cumbria.



Where to catch your bus



A	Bransty Row (S)	29 30 (Frizington/Thornhill)
B	Tangier Street (N)	1 29 30 (Maryport)
C	Lowther Street	1 2 2A 29 30 (Maryport)
D	Duke Street	2 2A 3 3A 30 (Frizington/Thornhill)
E	Strand Street	3 3A

Bus stop

Whitehaven Megarider zone boundary points

Correct at time of print; **2/11/2020**

For more detailed journey planning and real-time updates **download the Stagecoach Bus App.**

GET IT ON Google Play

Download on the App Store

APPENDIX 4.B Bus Timetables

Whitehaven - Kells - Woodhouse - Greenbank - Whitehaven [Stagecoach 2] (page 1 of 2)

From: Tuesday, 31 August 2021

Monday to Saturday					MF$	Sat								
Whitehaven Wilkinsons stand A	06:05	07:05	07:35	08:05	08:35	08:35	09:05	then	05	35	•	17:35	19:05	21:05
Preston Street ASDA	06:10	07:10	07:40	08:10	08:40	08:40	09:10	every	10	40	•	17:40	19:10	21:10
Kells Haig Pit Museum	06:17	07:17	07:47	08:17	08:51	08:47	09:17	at	17	47	until	17:47	19:17	21:17
Woodhouse Loweswater Ave	06:21	07:21	07:51	08:21	08:45	08:51	09:21	these	21	51	•	17:51	19:21	21:21
Whitehaven Cemetery	06:24	07:24	07:54	06:24	↓	08:54	09:24	mins	24	54	•	17:54	19:24	21:24
Whitehaven Strand Street	06:29	07:29	07:59	08:29	08:57	08:59	09:29	•	29	59	•	17:59	19:29	21:29

Notes

See Page 2 for notes

[Page updated 10/08/21]

Whitehaven - Kells - Woodhouse - Greenbank - Whitehaven [Stagecoach 2] (page 2 of 2)

Sundays					
Whitehaven Wilkinsons stand A	09:35	11:15	13:15	15:15	17:15
Preston Street ASDA	09:40	11:20	13:20	15:20	17:20
Kells Haig Pit Museum	09:47	11:27	13:27	15:27	17:27
Woodhouse Loweswater Ave	09:51	11:31	13:31	15L31	17:31
Whitehaven Cemetery	09:54	11:34	13:34	15:34	17:34
Whitehaven Strand Street	09:59	11:39	13:39	15:39	17:39

Notes

Key:

MF$ Monday to Friday only - Service 2A runs route in reverse of normal route

Sat Saturday only

[Page updated 02/08/21]

Seascale - Egremont - St Bees - Whitehaven [Hobans HB01] (page 1 of 2)

From: Monday, 11 April 2022

Monday to Thursday	
Seascale, The Bridles	09:30
Gosforth, Patton Place	09:38
Calderbridge	09:45
Beckermet	09:50
Thornhill (A595)	09:57
Egremont, Old Hall	10:03
Egremont, Smithfield	10:07
Egremont, Orgill School	10:10
St Bees Railway Station	10:25
Whitehaven, Lowther Street	10:37
Whitehaven, Railway Station	10:40

Notes

[page last updated 31/12/21]

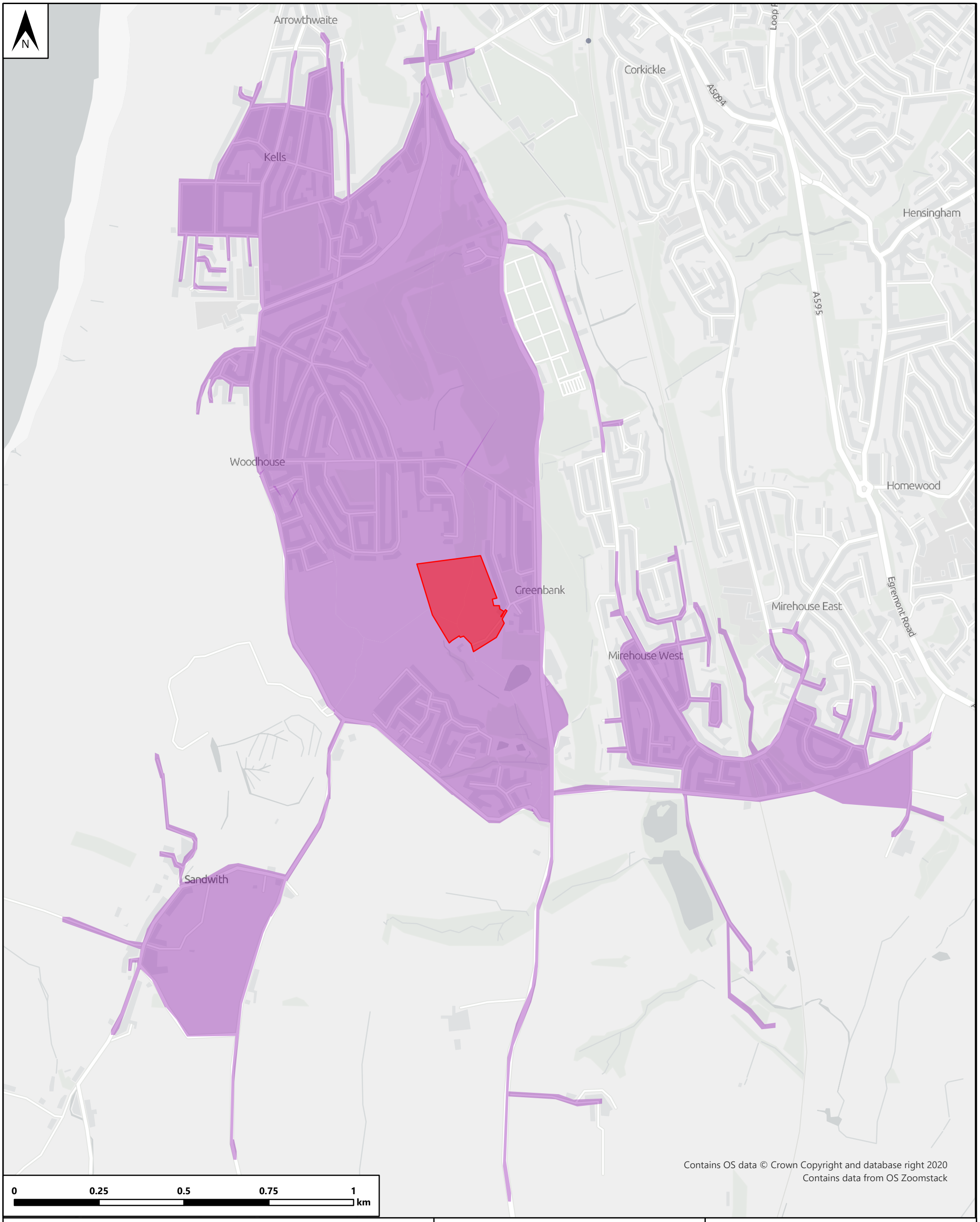
Whitehaven - St Bees - Egremont - Seascale [Hobans HB01] (page 2 of 2)

Monday to Thursday		
Whitehaven, Railway Station	•	13:30
Whitehaven, Lowther Street	•	13:33
St Bees, Main Street	•	13:45
Egremont, Orgill School	•	14:00
Egremont, Smithfield	•	14:03
Egremont, Old Hall	08:15	14:07
Thornhill (A595)	08:21	14:13
Beckermet	08:28	14:20
Calderbridge	08:33	14:25
Gosforth, Patton Place	08:40	14:32
Seascale, The Bridles	08:48	14:40

Notes

[page updated 31/12/22]

APPENDIX 4.C 2km Walking Catchment



Key

- Site Boundary
- 2km Walking Catchment

i-Transport

Centurion House, 129 Deansgate
Manchester, M3 3WR

Tel: 0161 830 2172

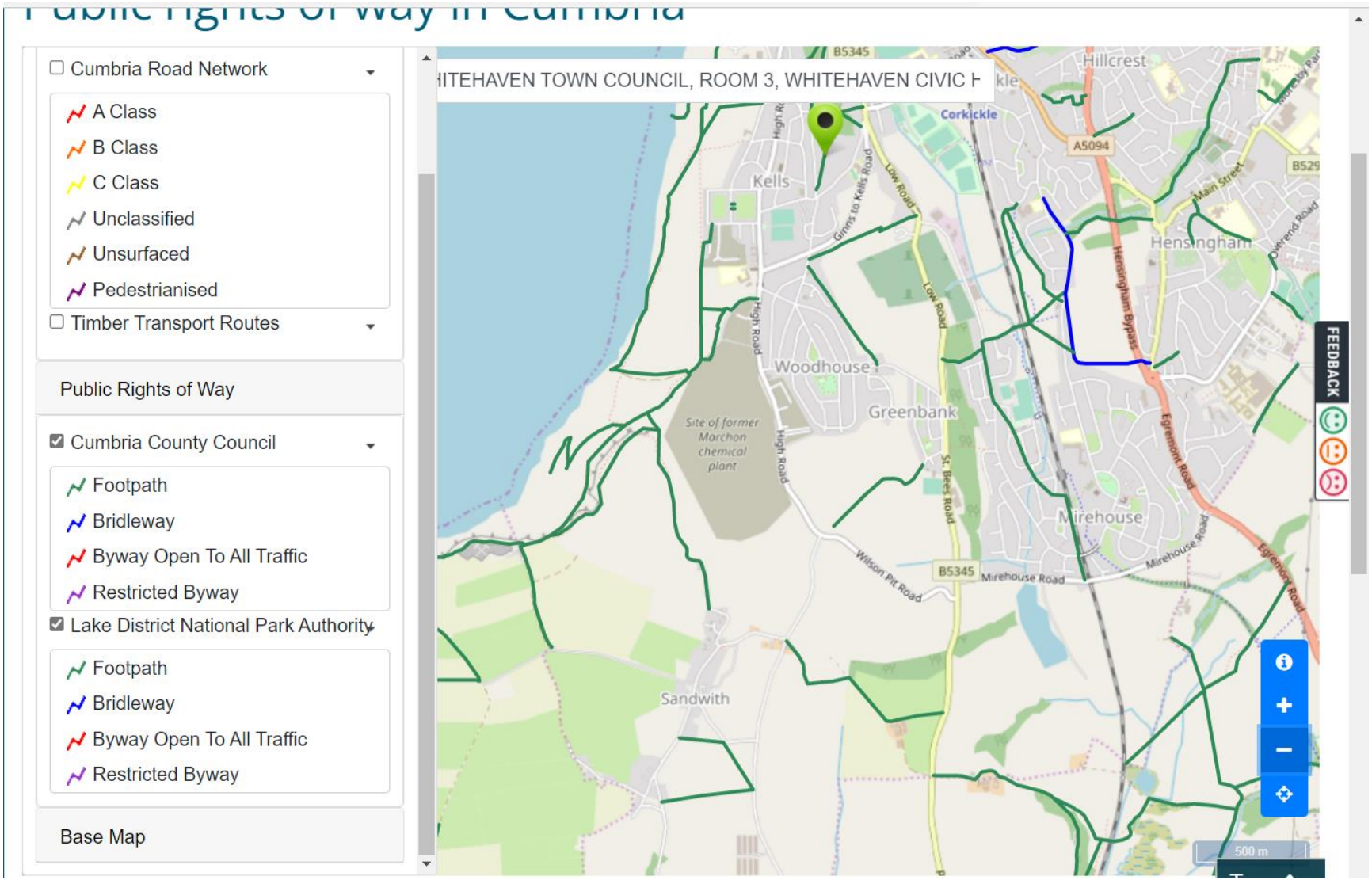
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Title: **2km Cycling Catchment**

Project: **Edgehill Park Phase 4**

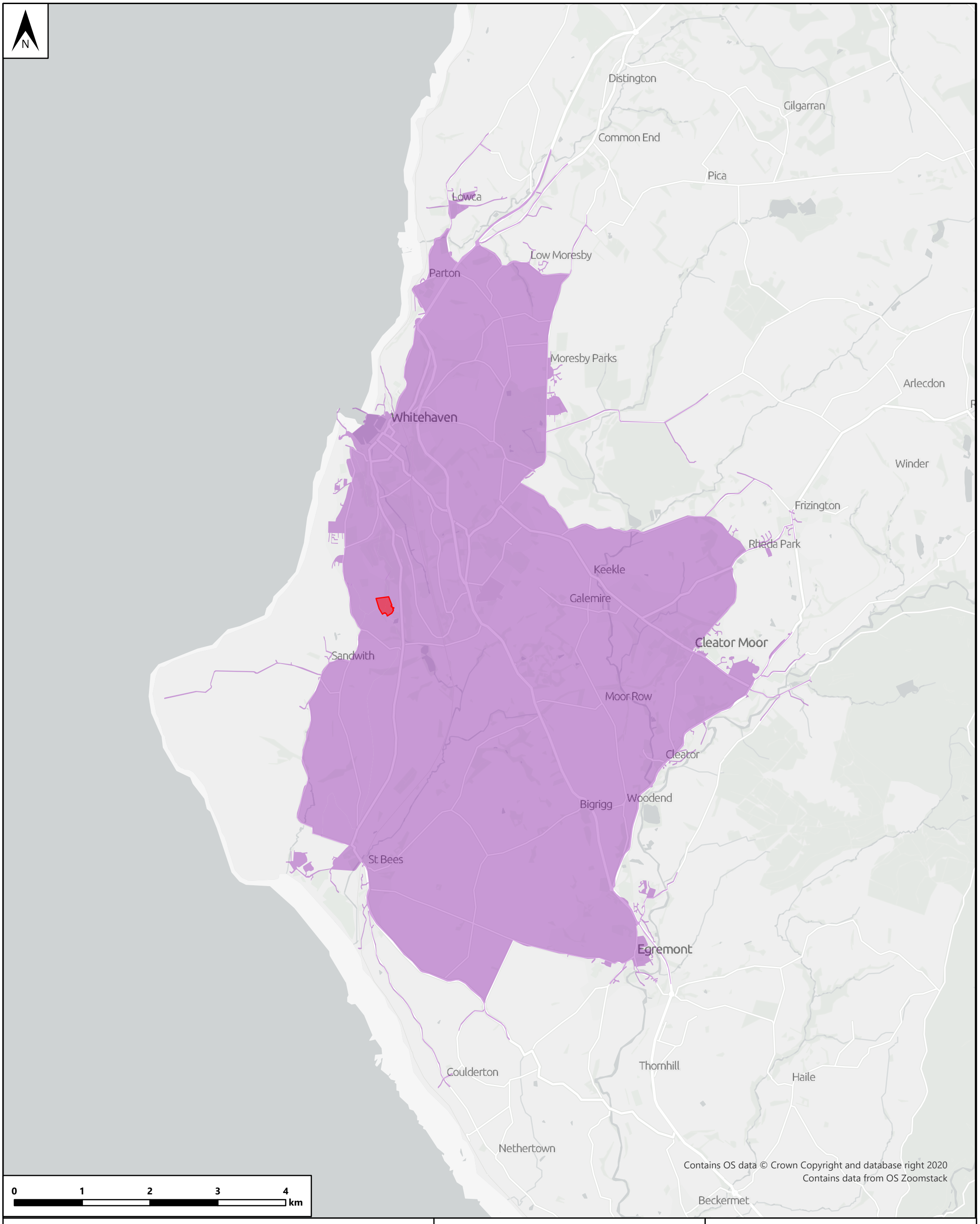
Project Number:	Figure Number:	Revision:
ITM17460	**APPENDIX 4.C**	**-**

APPENDIX 4.D PRoW Map



Extract from Cumbria County Council Definitive Map

APPENDIX 4.E 8km Cycle Catchment



Key

- 8km Cycling Catchment
- Site Boundary

i-Transport

Centurion House, 129 Deansgate
Manchester, M3 3WR

Tel: 0161 830 2172

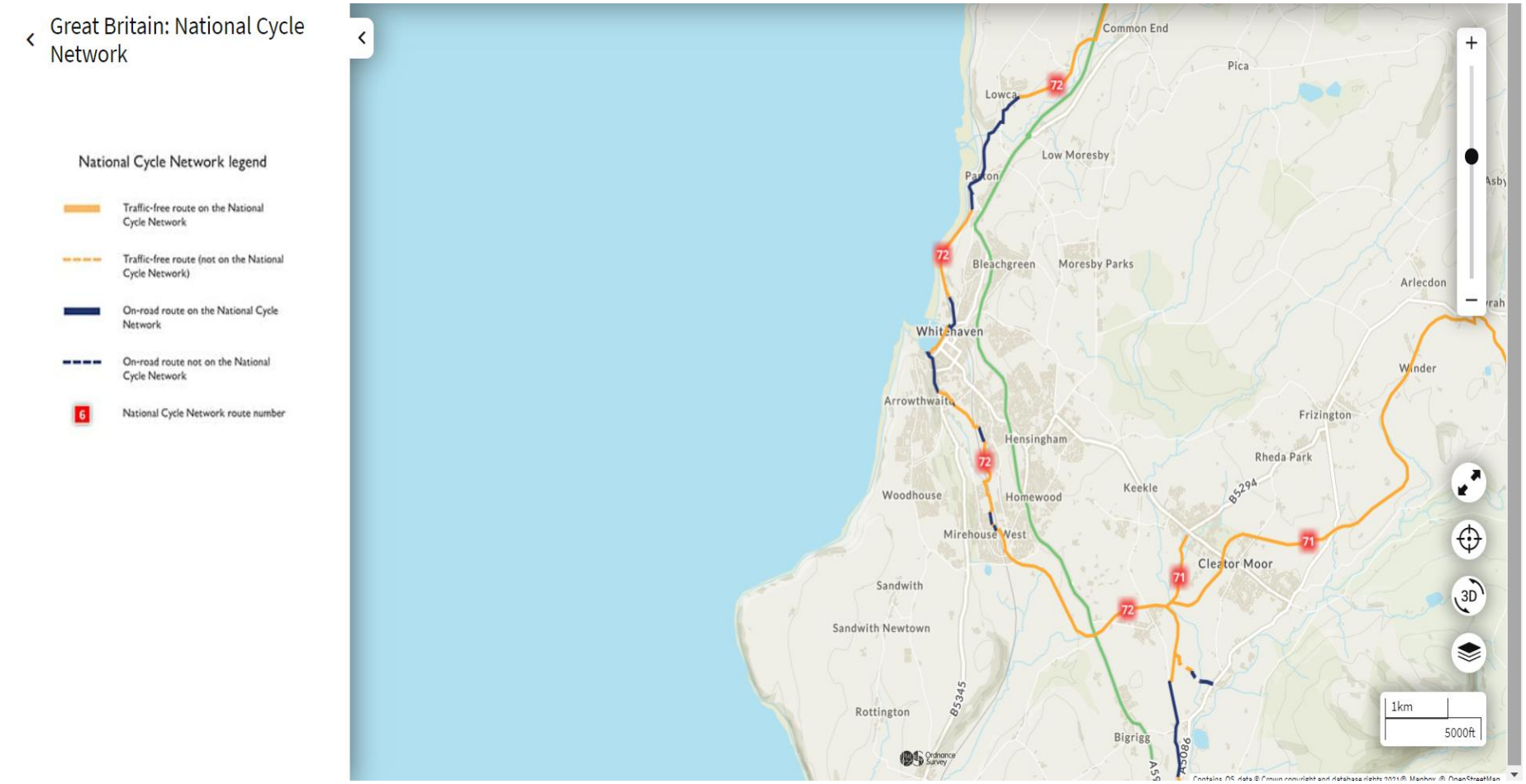
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Title: 8km Cycling Catchment

Project: Edgehill Park Phase 4

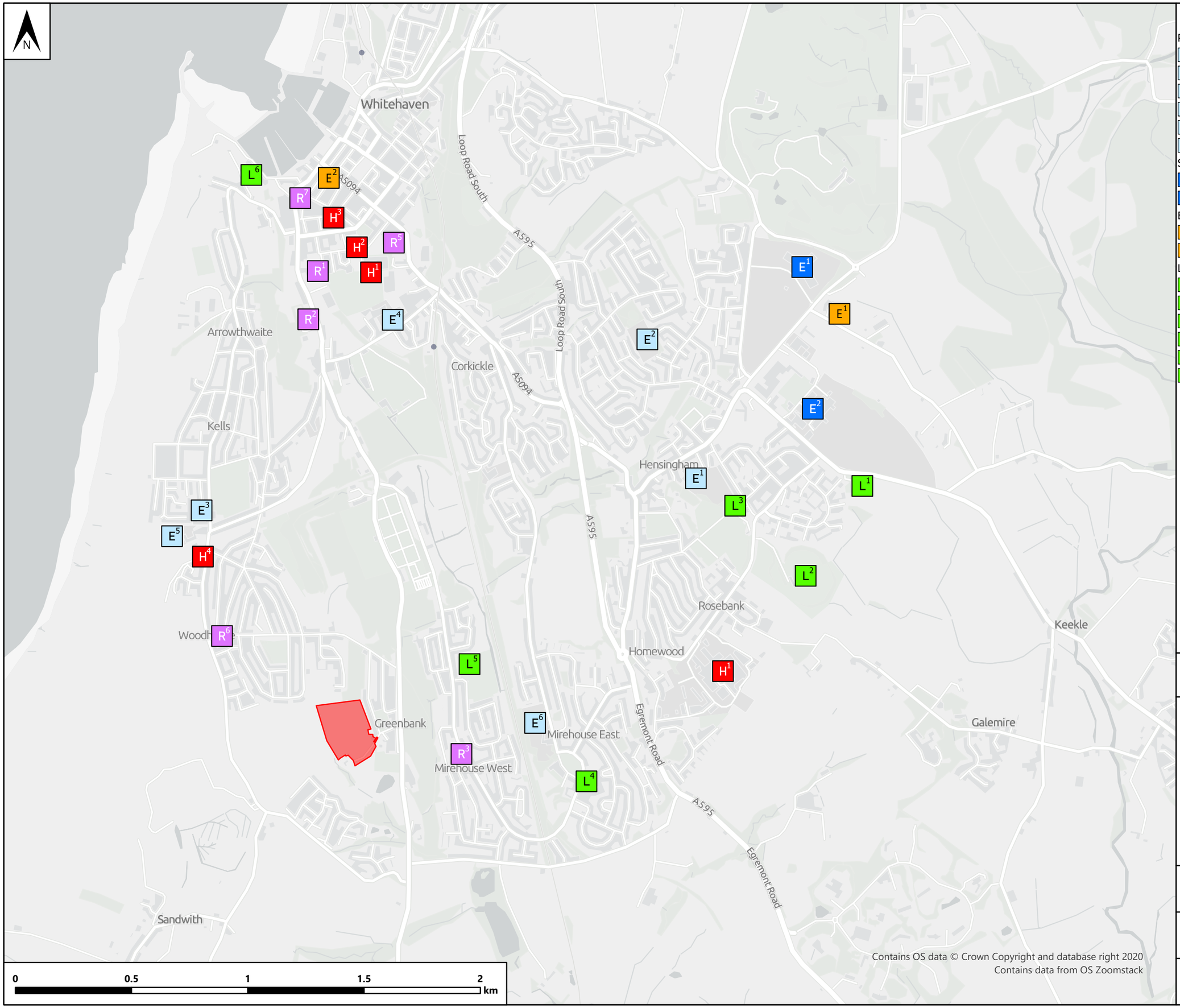
Project Number:	Figure Number:	Revision:
ITM17460	APPENDIX 4.E	-

APPENDIX 4.F NCN Route 72 Map



Extract from Sustrans Map

APPENDIX 4.G Key Facilities Plan



Key

Primary Education
- E1 Hensingham Primary School
- E2 Jericho Primary School
- E3 Kells Infant School
- E4 St Begh's Catholic Junior School
- E5 St Mary's Catholic Primary School
- E6 Valley Primary and Nursery

Secondary Education
- E1 St Benedicts Catholic High School
- E2 Whitehaven Academy

Employment
- E1 Hensingham Business Park
- E2 Whitehaven Centre

Leisure
- L1 Copeland Pool and Fitness
- L2 Cumbria Sports Academy
- L3 Kie Park
- L4 Mirehouse Library
- L5 St Benedicts RUFC
- L6 The Beacon Museum

Retail
- R1 Aldi
- R2 Asda
- R3 McColls
- R4 Morrisons
- R5 Nisa Local
- R6 Whitehaven Centre

Health
- H1 Fellview Healthcare
- H2 Lowther Medical Centre
- H3 Queen Street Medical Practice
- H4 Seacliffe Pharmacy
- H1 West Cumberland Hospital

Site Boundary

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i-Transport

Centurion House, 129 Deansgate
Manchester, M3 3WR

Tel: 0161 830 2172

www.i-transport.co.uk

Title:
Key Facilities Plan

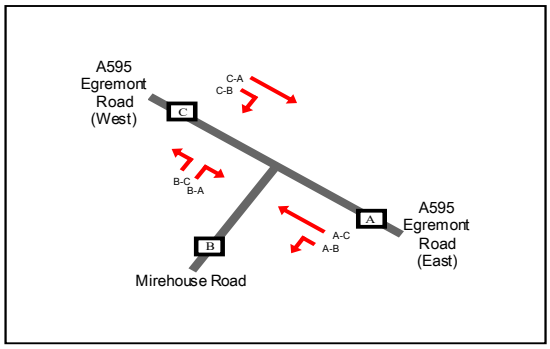
Project:
Edgehill Park Phase 4

Project Number:	Figure Number:	Revision:
ITM17460	Figure 4	-

APPENDIX 5.A 2022 Survey Data

Whitehaven
Classified Junction Count

Site 1 of 6
A595 Egremont Road (East)
Mirehouse Road
A595 Egremont Road (West)



Lat/Long
lat 54.524673° lon -3.565028°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-B								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	0	0	6	6.00
0715 - 0730	0	0	6	0	0	0	0	1	7	8.00
0730 - 0745	0	1	14	0	5	0	0	0	20	19.40
0745 - 0800	0	1	16	0	4	0	0	0	21	20.40
Hourly Total	0	2	41	0	10	0	0	1	54	53.80
Hourly Average	0.00	0.50	10.25	0.00	2.50	0.00	0.00	0.25	13.50	13.45
0800 - 0815	0	0	12	0	6	0	0	0	18	18.00
0815 - 0830	0	0	24	1	4	0	0	0	29	29.00
0830 - 0845	0	0	19	1	3	0	0	0	23	23.00
0845 - 0900	0	0	26	0	4	1	0	0	31	31.50
Hourly Total	0	0	81	2	17	1	0	0	101	101.50
Hourly Average	0.00	0.00	20.25	0.50	4.25	0.25	0.00	0.00	25.25	25.38
0900 - 0915	0	0	14	0	6	0	0	0	20	20.00
0915 - 0930	0	2	14	0	4	0	0	0	20	18.80
0930 - 0945	0	1	16	0	1	0	0	0	18	17.40
0945 - 1000	0	1	12	0	2	0	0	0	15	14.40
Hourly Total	0	4	56	0	13	0	0	0	73	70.60
Hourly Average	0.00	1.00	14.00	0.00	3.25	0.00	0.00	0.00	18.25	17.65

Session Total	0	6	178	2	40	1	0	1	228	225.90
Session Average	0.00	0.50	14.83	0.17	3.33	0.08	0.00	0.08	19.00	18.83

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

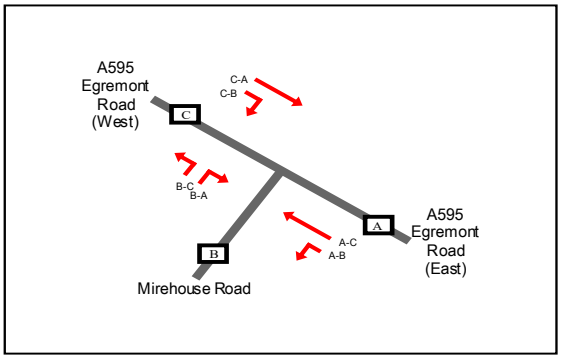
1600 - 1900 (Weekday PM Peak)

	Movement A-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	30	0	7	0	0	0	37	37.00
1615 - 1630	0	0	38	0	7	1	0	0	46	46.50
1630 - 1645	0	0	42	0	6	0	0	0	48	48.00
1645 - 1700	0	1	31	0	6	0	0	0	38	37.40
Hourly Total	0	1	141	0	26	1	0	0	169	168.90
Hourly Average	0.00	0.25	35.25	0.00	6.50	0.25	0.00	0.00	42.25	42.23
1700 - 1715	0	1	27	0	8	0	0	0	36	35.40
1715 - 1730	0	1	40	2	2	0	0	0	45	44.40
1730 - 1745	0	0	34	0	4	0	0	0	38	38.00
1745 - 1800	0	0	33	0	2	0	0	0	35	35.00
Hourly Total	0	2	134	2	16	0	0	0	154	152.80
Hourly Average	0.00	0.50	33.50	0.50	4.00	0.00	0.00	0.00	38.50	38.20
1800 - 1815	0	0	30	0	1	0	0	0	31	31.00
1815 - 1830	0	0	22	0	3	0	0	0	25	25.00
1830 - 1845	0	0	8	0	2	0	0	0	10	10.00
1845 - 1900	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	0	0	81	0	6	0	0	0	87	87.00
Hourly Average	0.00	0.00	20.25	0.00	1.50	0.00	0.00	0.00	21.75	21.75

Session Total	0	3	356	2	48	1	0	0	410	408.70
Session Average	0.00	0.25	29.67	0.17	4.00	0.08	0.00	0.00	34.17	34.06

Whitehaven
Classified Junction Count

Site 1 of 6
A595 Egremont Road (East)
Mirehouse Road
A595 Egremont Road (West)



Lat/Long
lat 54.524673° lon -3.565028°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	61	0	13	1	1	2	78	81.80
0715 - 0730	0	0	82	0	8	0	1	2	93	96.30
0730 - 0745	0	1	118	0	13	1	5	2	140	148.40
0745 - 0800	0	0	112	0	23	4	1	4	144	151.30
Hourly Total	**0**	**1**	**373**	**0**	**57**	**6**	**8**	**10**	455	477.80
Hourly Average	**0.00**	**0.25**	**93.25**	**0.00**	**14.25**	**1.50**	**2.00**	**2.50**	113.75	119.45
0800 - 0815	0	0	135	0	20	1	0	6	162	168.50
0815 - 0830	0	0	121	1	17	3	5	1	148	157.00
0830 - 0845	0	1	123	0	19	2	3	2	150	156.30
0845 - 0900	0	0	119	0	16	3	2	2	142	148.10
Hourly Total	**0**	**1**	**498**	**1**	**72**	**9**	**10**	**11**	602	629.90
Hourly Average	**0.00**	**0.25**	**124.50**	**0.25**	**18.00**	**2.25**	**2.50**	**2.75**	150.50	157.48
0900 - 0915	0	1	73	1	14	1	2	2	94	98.50
0915 - 0930	0	0	78	2	16	3	2	1	102	107.10
0930 - 0945	0	0	113	0	16	4	1	2	136	141.30
0945 - 1000	0	1	90	1	26	2	3	0	123	127.30
Hourly Total	**0**	**2**	**354**	**4**	**72**	**10**	**8**	**5**	455	474.20
Hourly Average	**0.00**	**0.50**	**88.50**	**1.00**	**18.00**	**2.50**	**2.00**	**1.25**	113.75	118.55

Session Total	**0**	**4**	**1225**	**5**	**201**	**25**	**26**	**26**	1512	1581.90
Session Average	**0.00**	**0.33**	**102.08**	**0.42**	**16.75**	**2.08**	**2.17**	**2.17**	126.00	131.83

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

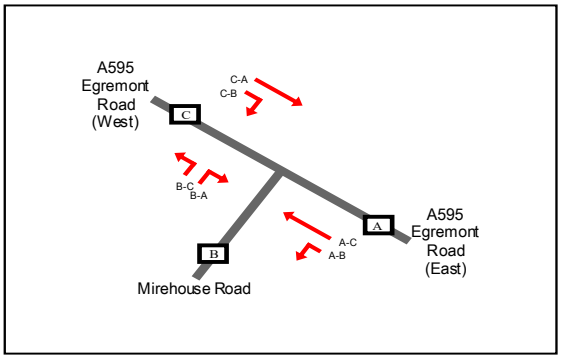
1600 - 1900 (Weekday PM Peak)

	Movement A-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	0	168	3	27	1	1	5	207	212.20
1615 - 1630	3	4	172	0	25	2	0	0	206	202.20
1630 - 1645	0	3	163	2	28	1	1	3	201	204.00
1645 - 1700	1	1	153	0	21	0	1	0	177	176.90
Hourly Total	**6**	**8**	**656**	**5**	**101**	**4**	**3**	**8**	791	795.30
Hourly Average	**1.50**	**2.00**	**164.00**	**1.25**	**25.25**	**1.00**	**0.75**	**2.00**	197.75	198.83
1700 - 1715	0	0	149	0	25	2	2	3	181	187.60
1715 - 1730	1	1	168	0	22	1	0	1	194	194.10
1730 - 1745	0	3	172	1	22	1	0	2	201	201.70
1745 - 1800	1	0	135	1	12	1	0	1	151	151.70
Hourly Total	**2**	**4**	**624**	**2**	**81**	**5**	**2**	**7**	727	735.10
Hourly Average	**0.50**	**1.00**	**156.00**	**0.50**	**20.25**	**1.25**	**0.50**	**1.75**	181.75	183.78
1800 - 1815	0	1	120	0	6	0	2	5	134	141.00
1815 - 1830	0	0	100	0	6	0	0	5	111	116.00
1830 - 1845	0	0	70	1	8	0	0	3	82	85.00
1845 - 1900	0	0	63	0	5	0	0	1	69	70.00
Hourly Total	**0**	**1**	**353**	**1**	**25**	**0**	**2**	**14**	396	412.00
Hourly Average	**0.00**	**0.25**	**88.25**	**0.25**	**6.25**	**0.00**	**0.50**	**3.50**	99.00	103.00

Session Total	**8**	**13**	**1633**	**8**	**207**	**9**	**7**	**29**	1914	1942.40
Session Average	**0.67**	**1.08**	**136.08**	**0.67**	**17.25**	**0.75**	**0.58**	**2.42**	159.50	161.87

Whitehaven
Classified Junction Count

Site 1 of 6
A595 Egremont Road (East)
Mirehouse Road
A595 Egremont Road (West)



Lat/Long
lat 54.524673° lon -3.565028°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	1	6	0	0	0	19	19.00
0715 - 0730	0	0	19	0	8	1	0	0	28	28.50
0730 - 0745	0	0	31	0	9	0	0	0	40	40.00
0745 - 0800	0	0	53	0	9	0	0	1	63	64.00
Hourly Total	0	0	115	1	32	1	0	1	150	151.50
Hourly Average	0.00	0.00	28.75	0.25	8.00	0.25	0.00	0.25	37.50	37.88
0800 - 0815	0	0	56	0	3	0	1	0	60	61.30
0815 - 0830	0	0	66	0	4	0	0	0	70	70.00
0830 - 0845	0	0	48	0	4	1	1	0	54	55.80
0845 - 0900	0	0	38	0	2	1	0	0	41	41.50
Hourly Total	0	0	208	0	13	2	2	0	225	228.60
Hourly Average	0.00	0.00	52.00	0.00	3.25	0.50	0.50	0.00	56.25	57.15
0900 - 0915	0	0	23	0	3	1	0	0	27	27.50
0915 - 0930	0	0	34	1	4	1	1	0	41	42.80
0930 - 0945	0	0	22	0	3	0	0	1	26	27.00
0945 - 1000	0	0	25	0	7	1	0	0	33	33.50
Hourly Total	0	0	104	1	17	3	1	1	127	130.80
Hourly Average	0.00	0.00	26.00	0.25	4.25	0.75	0.25	0.25	31.75	32.70

Session Total	0	0	427	2	62	6	3	2	502	510.90
Session Average	0.00	0.00	35.58	0.17	5.17	0.50	0.25	0.17	41.83	42.58

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

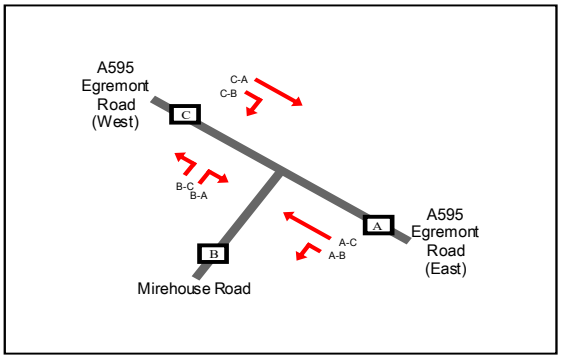
1600 - 1900 (Weekday PM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	37	0	13	0	0	1	51	52.00
1615 - 1630	3	1	43	0	9	0	0	0	56	53.00
1630 - 1645	0	1	33	0	10	0	0	0	44	43.40
1645 - 1700	0	0	42	0	1	0	0	0	43	43.00
Hourly Total	3	2	155	0	33	0	0	1	194	191.40
Hourly Average	0.75	0.50	38.75	0.00	8.25	0.00	0.00	0.25	48.50	47.85
1700 - 1715	0	0	46	2	5	0	0	0	53	53.00
1715 - 1730	0	0	34	0	5	0	0	0	39	39.00
1730 - 1745	0	0	39	0	6	0	0	0	45	45.00
1745 - 1800	0	0	29	0	5	0	0	0	34	34.00
Hourly Total	0	0	148	2	21	0	0	0	171	171.00
Hourly Average	0.00	0.00	37.00	0.50	5.25	0.00	0.00	0.00	42.75	42.75
1800 - 1815	0	0	33	0	0	0	0	0	33	33.00
1815 - 1830	0	0	36	0	5	0	0	0	41	41.00
1830 - 1845	0	0	27	0	4	0	0	0	31	31.00
1845 - 1900	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	0	0	124	0	10	0	0	0	134	134.00
Hourly Average	0.00	0.00	31.00	0.00	2.50	0.00	0.00	0.00	33.50	33.50

Session Total	3	2	427	2	64	0	0	1	499	496.40
Session Average	0.25	0.17	35.58	0.17	5.33	0.00	0.00	0.08	41.58	41.37

Whitehaven
Classified Junction Count

Site 1 of 6
A595 Egremont Road (East)
Mirehouse Road
A595 Egremont Road (West)



Lat/Long
lat 54.524673° lon -3.565028°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	33	0	0	1	0	0	34	34.50
0715 - 0730	0	0	36	0	5	0	0	0	41	41.00
0730 - 0745	0	0	35	0	0	0	0	1	36	37.00
0745 - 0800	0	0	33	0	3	1	0	0	37	37.50
Hourly Total	**0**	**0**	**137**	**0**	**8**	**2**	**0**	**1**	148	150.00
Hourly Average	**0.00**	**0.00**	**34.25**	**0.00**	**2.00**	**0.50**	**0.00**	**0.25**	**37.00**	**37.50**
0800 - 0815	0	0	27	0	4	0	0	0	31	31.00
0815 - 0830	0	0	26	0	9	0	0	0	35	35.00
0830 - 0845	0	0	23	0	5	0	0	0	28	28.00
0845 - 0900	0	0	16	0	7	0	0	0	23	23.00
Hourly Total	**0**	**0**	**92**	**0**	**25**	**0**	**0**	**0**	117	117.00
Hourly Average	**0.00**	**0.00**	**23.00**	**0.00**	**6.25**	**0.00**	**0.00**	**0.00**	**29.25**	**29.25**
0900 - 0915	0	0	19	0	2	0	0	0	21	21.00
0915 - 0930	0	0	16	1	5	0	0	0	22	22.00
0930 - 0945	0	0	16	0	4	0	0	1	21	22.00
0945 - 1000	0	0	14	2	3	0	0	0	19	19.00
Hourly Total	**0**	**0**	**65**	**3**	**14**	**0**	**0**	**1**	83	84.00
Hourly Average	**0.00**	**0.00**	**16.25**	**0.75**	**3.50**	**0.00**	**0.00**	**0.25**	**20.75**	**21.00**

Session Total	**0**	**0**	**294**	**3**	**47**	**2**	**0**	**2**	348	351.00
Session Average	**0.00**	**0.00**	**24.50**	**0.25**	**3.92**	**0.17**	**0.00**	**0.17**	**29.00**	**29.25**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

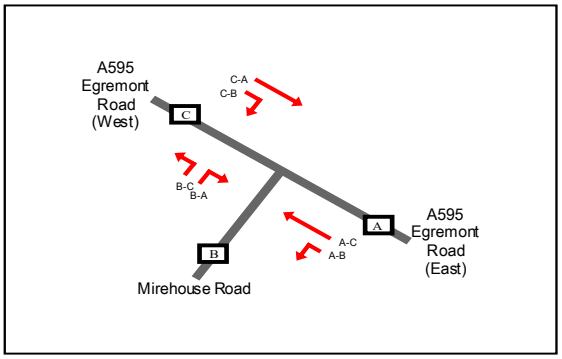
1600 - 1900 (Weekday PM Peak)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	39	0	4	0	0	0	44	43.40
1615 - 1630	0	0	28	0	5	0	0	0	33	33.00
1630 - 1645	0	1	38	0	3	1	0	0	43	42.90
1645 - 1700	0	0	61	0	3	0	0	0	64	64.00
Hourly Total	**0**	**2**	**166**	**0**	**15**	**1**	**0**	**0**	184	183.30
Hourly Average	**0.00**	**0.50**	**41.50**	**0.00**	**3.75**	**0.25**	**0.00**	**0.00**	**46.00**	**45.83**
1700 - 1715	0	0	29	0	3	0	0	2	34	36.00
1715 - 1730	0	0	28	0	2	0	0	0	30	30.00
1730 - 1745	0	0	28	0	2	0	0	0	30	30.00
1745 - 1800	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	**0**	**0**	**113**	**0**	**8**	**0**	**0**	**2**	123	125.00
Hourly Average	**0.00**	**0.00**	**28.25**	**0.00**	**2.00**	**0.00**	**0.00**	**0.50**	**30.75**	**31.25**
1800 - 1815	0	0	24	0	4	0	0	0	28	28.00
1815 - 1830	0	0	25	0	3	0	0	0	28	28.00
1830 - 1845	0	0	22	0	1	0	0	0	23	23.00
1845 - 1900	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	**0**	**0**	**86**	**0**	**8**	**0**	**0**	**0**	94	94.00
Hourly Average	**0.00**	**0.00**	**21.50**	**0.00**	**2.00**	**0.00**	**0.00**	**0.00**	**23.50**	**23.50**

Session Total	**0**	**2**	**365**	**0**	**31**	**1**	**0**	**2**	401	402.30
Session Average	**0.00**	**0.17**	**30.42**	**0.00**	**2.58**	**0.08**	**0.00**	**0.17**	**33.42**	**33.53**

Whitehaven
Classified Junction Count

Site 1 of 6
A595 Egremont Road (East)
Mirehouse Road
A595 Egremont Road (West)



Lat/Long
lat 54.524673° lon -3.565028°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	4	184	0	23	2	1	1	217	216.30
0715 - 0730	0	3	155	0	30	9	7	1	205	217.80
0730 - 0745	0	2	174	0	30	3	0	1	210	211.30
0745 - 0800	0	0	142	0	20	2	4	1	169	176.20
Hourly Total	**2**	**9**	**655**	**0**	**103**	**16**	**12**	**4**	801	821.60
Hourly Average	**0.50**	**2.25**	**163.75**	**0.00**	**25.75**	**4.00**	**3.00**	**1.00**	200.25	205.40
0800 - 0815	0	0	152	0	23	2	3	1	181	186.90
0815 - 0830	1	3	122	1	34	0	4	1	166	169.60
0830 - 0845	0	1	118	1	19	5	2	2	148	154.50
0845 - 0900	1	0	104	0	35	3	2	1	146	150.30
Hourly Total	**2**	**4**	**496**	**2**	**111**	**10**	**11**	**5**	641	661.30
Hourly Average	**0.50**	**1.00**	**124.00**	**0.50**	**27.75**	**2.50**	**2.75**	**1.25**	160.25	165.33
0900 - 0915	0	1	91	2	24	5	4	3	130	140.10
0915 - 0930	0	0	76	2	27	5	11	1	122	139.80
0930 - 0945	0	1	59	1	18	5	3	3	90	98.80
0945 - 1000	0	1	67	4	28	3	3	2	108	114.80
Hourly Total	**0**	**3**	**293**	**9**	**97**	**18**	**21**	**9**	450	493.50
Hourly Average	**0.00**	**0.75**	**73.25**	**2.25**	**24.25**	**4.50**	**5.25**	**2.25**	112.50	123.38

Session Total	**4**	**16**	**1444**	**11**	**311**	**44**	**44**	**18**	1892	1976.40
Session Average	**0.33**	**1.33**	**120.33**	**0.92**	**25.92**	**3.67**	**3.67**	**1.50**	157.67	164.70

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

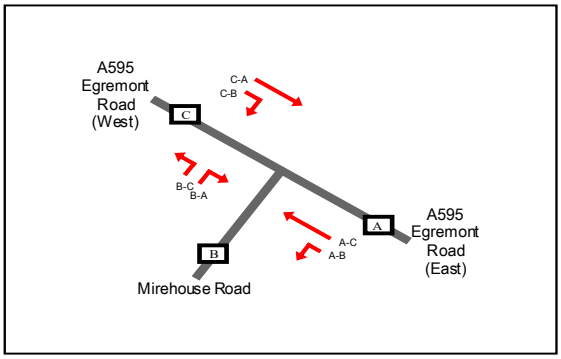
1600 - 1900 (Weekday PM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	101	0	13	0	1	1	117	118.50
1615 - 1630	0	1	126	1	11	0	3	0	142	145.30
1630 - 1645	0	1	174	1	20	2	0	3	201	204.40
1645 - 1700	0	0	158	1	10	0	0	2	171	173.00
Hourly Total	**1**	**2**	**559**	**3**	**54**	**2**	**4**	**6**	631	641.20
Hourly Average	**0.25**	**0.50**	**139.75**	**0.75**	**13.50**	**0.50**	**1.00**	**1.50**	157.75	160.30
1700 - 1715	0	0	151	0	15	0	1	1	168	170.30
1715 - 1730	0	1	132	1	7	0	1	1	143	144.70
1730 - 1745	0	0	86	0	6	0	1	1	94	96.30
1745 - 1800	0	1	84	3	9	0	2	2	101	105.00
Hourly Total	**0**	**2**	**453**	**4**	**37**	**0**	**5**	**5**	506	516.30
Hourly Average	**0.00**	**0.50**	**113.25**	**1.00**	**9.25**	**0.00**	**1.25**	**1.25**	126.50	129.08
1800 - 1815	0	0	79	0	5	0	0	1	85	86.00
1815 - 1830	0	0	69	0	8	0	0	1	78	79.00
1830 - 1845	0	0	85	0	7	0	1	1	94	96.30
1845 - 1900	0	0	62	0	11	0	1	0	74	75.30
Hourly Total	**0**	**0**	**295**	**0**	**31**	**0**	**2**	**3**	331	336.60
Hourly Average	**0.00**	**0.00**	**73.75**	**0.00**	**7.75**	**0.00**	**0.50**	**0.75**	82.75	84.15

Session Total	**1**	**4**	**1307**	**7**	**122**	**2**	**11**	**14**	1468	1494.10
Session Average	**0.08**	**0.33**	**108.92**	**0.58**	**10.17**	**0.17**	**0.92**	**1.17**	122.33	124.51

Whitehaven
Classified Junction Count

Site 1 of 6
A595 Egremont Road (East)
Mirehouse Road
A595 Egremont Road (West)



Lat/Long
lat 54.524673° lon -3.565028°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	3	0	0	0	7	7.00
0715 - 0730	0	0	8	0	3	1	0	1	13	14.50
0730 - 0745	0	0	16	0	4	0	0	0	20	20.00
0745 - 0800	0	0	13	0	3	2	1	1	20	23.30
Hourly Total	0	0	41	0	13	3	1	2	60	64.80
Hourly Average	0.00	0.00	10.25	0.00	3.25	0.75	0.25	0.50	15.00	16.20
0800 - 0815	0	0	20	0	5	1	0	0	26	26.50
0815 - 0830	0	0	28	0	4	0	1	0	33	34.30
0830 - 0845	0	0	29	0	6	1	0	0	36	36.50
0845 - 0900	0	0	47	0	6	2	1	1	57	60.30
Hourly Total	0	0	124	0	21	4	2	1	152	157.60
Hourly Average	0.00	0.00	31.00	0.00	5.25	1.00	0.50	0.25	38.00	39.40
0900 - 0915	0	0	26	0	5	0	0	0	31	31.00
0915 - 0930	0	0	22	0	2	2	0	0	26	27.00
0930 - 0945	0	0	13	1	3	2	1	0	20	22.30
0945 - 1000	0	0	26	1	6	1	0	0	34	34.50
Hourly Total	0	0	87	2	16	5	1	0	111	114.80
Hourly Average	0.00	0.00	21.75	0.50	4.00	1.25	0.25	0.00	27.75	28.70

Session Total	0	0	252	2	50	12	4	3	323	337.20
Session Average	0.00	0.00	21.00	0.17	4.17	1.00	0.33	0.25	26.92	28.10

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

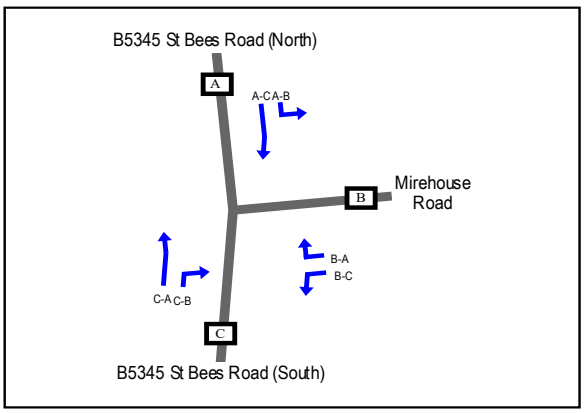
1600 - 1900 (Weekday PM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	25	0	5	0	0	0	30	30.00
1615 - 1630	0	0	40	0	4	0	1	0	45	46.30
1630 - 1645	0	0	50	0	7	0	0	0	57	57.00
1645 - 1700	0	0	51	0	8	0	0	0	59	59.00
Hourly Total	0	0	166	0	24	0	1	0	191	192.30
Hourly Average	0.00	0.00	41.50	0.00	6.00	0.00	0.25	0.00	47.75	48.08
1700 - 1715	0	0	43	0	4	0	0	0	47	47.00
1715 - 1730	0	0	38	0	6	0	0	0	44	44.00
1730 - 1745	0	0	40	0	1	0	0	0	41	41.00
1745 - 1800	0	0	37	1	4	0	0	0	42	42.00
Hourly Total	0	0	158	1	15	0	0	0	174	174.00
Hourly Average	0.00	0.00	39.50	0.25	3.75	0.00	0.00	0.00	43.50	43.50
1800 - 1815	0	0	33	1	6	0	0	0	40	40.00
1815 - 1830	0	0	25	0	3	0	0	0	28	28.00
1830 - 1845	0	0	25	0	2	0	0	0	27	27.00
1845 - 1900	0	0	40	0	1	0	0	0	41	41.00
Hourly Total	0	0	123	1	12	0	0	0	136	136.00
Hourly Average	0.00	0.00	30.75	0.25	3.00	0.00	0.00	0.00	34.00	34.00

Session Total	0	0	447	2	51	0	1	0	501	502.30
Session Average	0.00	0.00	37.25	0.17	4.25	0.00	0.08	0.00	41.75	41.86

Whitehaven
Classified Junction Count

Site 2 of 6
B5345 St Bees Road (North)
Mirehouse Road
B5345 St Bees Road (South)



Lat/Long
lat 54.521745° lon -3.582861°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	3	1	0	0	11	11.50
0715 - 0730	0	0	10	0	3	0	0	0	13	13.00
0730 - 0745	0	0	15	0	1	0	0	1	17	18.00
0745 - 0800	0	0	10	0	6	0	0	1	17	18.00
Hourly Total	**0**	**0**	**42**	**0**	**13**	**1**	**0**	**2**	58	60.50
Hourly Average	**0.00**	**0.00**	**10.50**	**0.00**	**3.25**	**0.25**	**0.00**	**0.50**	**14.50**	**15.13**
0800 - 0815	0	0	15	0	1	0	0	0	16	16.00
0815 - 0830	0	0	17	0	5	0	0	0	22	22.00
0830 - 0845	0	0	14	0	8	0	0	1	23	24.00
0845 - 0900	0	0	21	0	5	1	0	0	27	27.50
Hourly Total	**0**	**0**	**67**	**0**	**19**	**1**	**0**	**1**	88	89.50
Hourly Average	**0.00**	**0.00**	**16.75**	**0.00**	**4.75**	**0.25**	**0.00**	**0.25**	**22.00**	**22.38**
0900 - 0915	0	0	13	0	1	0	0	0	14	14.00
0915 - 0930	0	0	20	0	2	0	0	0	22	22.00
0930 - 0945	0	0	11	1	4	0	0	1	17	18.00
0945 - 1000	0	0	10	2	3	0	0	0	15	15.00
Hourly Total	**0**	**0**	**54**	**3**	**10**	**0**	**0**	**1**	68	69.00
Hourly Average	**0.00**	**0.00**	**13.50**	**0.75**	**2.50**	**0.00**	**0.00**	**0.25**	**17.00**	**17.25**

Session Total	**0**	**0**	**163**	**3**	**42**	**2**	**0**	**4**	214	219.00
Session Average	**0.00**	**0.00**	**13.58**	**0.25**	**3.50**	**0.17**	**0.00**	**0.33**	**17.83**	**18.25**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

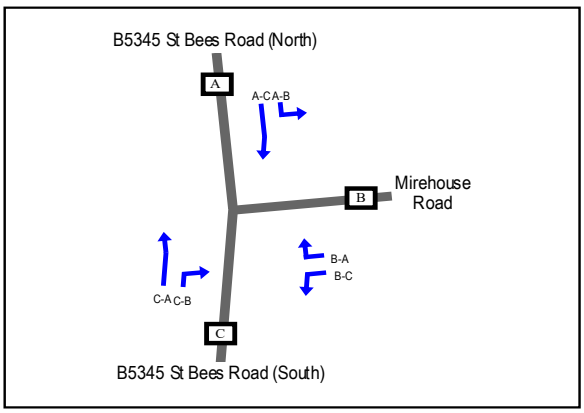
1600 - 1900 (Weekday PM Peak)

	Movement A-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	28	0	4	0	0	0	32	32.00
1615 - 1630	0	0	29	0	5	0	0	0	34	34.00
1630 - 1645	0	1	44	0	3	1	0	0	49	48.90
1645 - 1700	0	0	32	0	5	0	0	0	37	37.00
Hourly Total	**0**	**1**	**133**	**0**	**17**	**1**	**0**	**0**	152	151.90
Hourly Average	**0.00**	**0.25**	**33.25**	**0.00**	**4.25**	**0.25**	**0.00**	**0.00**	**38.00**	**37.98**
1700 - 1715	0	0	29	1	2	0	0	1	33	34.00
1715 - 1730	0	0	22	0	2	0	0	0	24	24.00
1730 - 1745	0	0	20	0	1	0	0	0	21	21.00
1745 - 1800	0	0	30	1	2	0	0	0	33	33.00
Hourly Total	**0**	**0**	**101**	**2**	**7**	**0**	**0**	**1**	111	112.00
Hourly Average	**0.00**	**0.00**	**25.25**	**0.50**	**1.75**	**0.00**	**0.00**	**0.25**	**27.75**	**28.00**
1800 - 1815	0	0	19	0	2	0	0	0	21	21.00
1815 - 1830	0	0	18	0	1	0	0	0	19	19.00
1830 - 1845	0	0	19	0	1	0	0	0	20	20.00
1845 - 1900	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	**0**	**0**	**72**	**0**	**5**	**0**	**0**	**0**	77	77.00
Hourly Average	**0.00**	**0.00**	**18.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**19.25**	**19.25**

Session Total	**0**	**1**	**306**	**2**	**29**	**1**	**0**	**1**	340	340.90
Session Average	**0.00**	**0.08**	**25.50**	**0.17**	**2.42**	**0.08**	**0.00**	**0.08**	**28.33**	**28.41**

Whitehaven
Classified Junction Count

Site 2 of 6
B5345 St Bees Road (North)
Mirehouse Road
B5345 St Bees Road (South)



Lat/Long
lat 54.521745° lon -3.582861°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-C								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	0	1	0	0	0	0	0	0	1	0.40
0730 - 0745	0	0	0	0	2	0	0	0	2	2.00
0745 - 0800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	**0**	**1**	**5**	**0**	**3**	**0**	**0**	**0**	9	8.40
Hourly Average	**0.00**	**0.25**	**1.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	2.25	2.10
0800 - 0815	0	0	5	0	1	0	0	0	6	6.00
0815 - 0830	0	0	5	0	4	0	0	0	9	9.00
0830 - 0845	0	0	6	0	0	0	0	0	6	6.00
0845 - 0900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	**0**	**0**	**23**	**0**	**5**	**0**	**0**	**0**	28	28.00
Hourly Average	**0.00**	**0.00**	**5.75**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	7.00	7.00
0900 - 0915	0	0	6	0	1	1	0	0	8	8.50
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	2	0	0	1	1	0	4	5.80
0945 - 1000	0	0	6	0	3	0	0	0	9	9.00
Hourly Total	**0**	**0**	**16**	**0**	**5**	**2**	**1**	**0**	24	26.30
Hourly Average	**0.00**	**0.00**	**4.00**	**0.00**	**1.25**	**0.50**	**0.25**	**0.00**	6.00	6.58

Session Total	**0**	**1**	**44**	**0**	**13**	**2**	**1**	**0**	61	62.70
Session Average	**0.00**	**0.08**	**3.67**	**0.00**	**1.08**	**0.17**	**0.08**	**0.00**	5.08	5.23

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

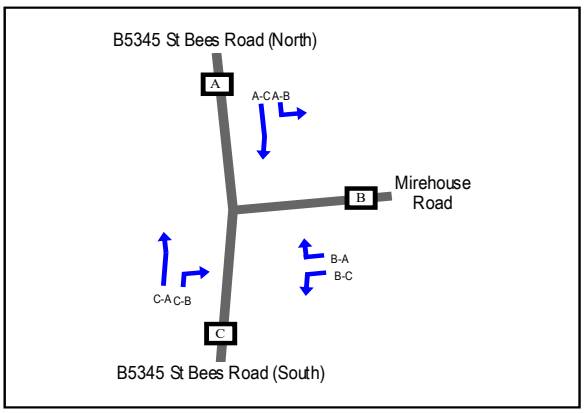
1600 - 1900 (Weekday PM Peak)

	Movement A-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	17	0	0	0	0	0	17	17.00
1615 - 1630	0	0	12	0	3	0	0	0	15	15.00
1630 - 1645	0	0	15	0	0	0	0	0	15	15.00
1645 - 1700	0	1	16	0	2	0	0	0	19	18.40
Hourly Total	**0**	**1**	**60**	**0**	**5**	**0**	**0**	**0**	66	65.40
Hourly Average	**0.00**	**0.25**	**15.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	16.50	16.35
1700 - 1715	0	0	11	0	1	1	0	0	13	13.50
1715 - 1730	0	0	20	0	0	0	0	0	20	20.00
1730 - 1745	0	0	10	0	1	0	0	0	11	11.00
1745 - 1800	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	**0**	**0**	**53**	**0**	**2**	**1**	**0**	**0**	56	56.50
Hourly Average	**0.00**	**0.00**	**13.25**	**0.00**	**0.50**	**0.25**	**0.00**	**0.00**	14.00	14.13
1800 - 1815	0	0	10	0	2	0	0	0	12	12.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	6	0	1	0	0	0	7	7.00
1845 - 1900	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	**0**	**0**	**29**	**0**	**4**	**0**	**0**	**0**	33	33.00
Hourly Average	**0.00**	**0.00**	**7.25**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	8.25	8.25

Session Total	**0**	**1**	**142**	**0**	**11**	**1**	**0**	**0**	155	154.90
Session Average	**0.00**	**0.08**	**11.83**	**0.00**	**0.92**	**0.08**	**0.00**	**0.00**	12.92	12.91

Whitehaven
Classified Junction Count

Site 2 of 6
B5345 St Bees Road (North)
Mirehouse Road
B5345 St Bees Road (South)



Lat/Long
lat 54.521745° lon -3.582861°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	5	0	0	0	13	13.00
0715 - 0730	0	0	7	0	3	1	0	2	13	15.50
0730 - 0745	0	0	12	0	6	0	0	0	18	18.00
0745 - 0800	0	1	22	0	4	1	1	1	30	32.20
Hourly Total	0	1	49	0	18	2	1	3	74	78.70
Hourly Average	0.00	0.25	12.25	0.00	4.50	0.50	0.25	0.75	18.50	19.68
0800 - 0815	0	0	21	0	7	2	0	0	30	31.00
0815 - 0830	0	0	34	1	6	0	1	0	42	43.30
0830 - 0845	0	0	35	0	5	0	0	0	40	40.00
0845 - 0900	0	0	49	0	11	2	1	1	64	67.30
Hourly Total	0	0	139	1	29	4	2	1	176	181.60
Hourly Average	0.00	0.00	34.75	0.25	7.25	1.00	0.50	0.25	44.00	45.40
0900 - 0915	0	0	38	0	8	2	0	0	48	49.00
0915 - 0930	0	3	21	0	4	1	0	0	29	27.70
0930 - 0945	0	0	20	1	3	1	1	0	26	27.80
0945 - 1000	0	0	25	1	7	1	0	0	34	34.50
Hourly Total	0	3	104	2	22	5	1	0	137	139.00
Hourly Average	0.00	0.75	26.00	0.50	5.50	1.25	0.25	0.00	34.25	34.75
Session Total	0	4	292	3	69	11	4	4	387	399.30
Session Average	0.00	0.33	24.33	0.25	5.75	0.92	0.33	0.33	32.25	33.28

Date
Thursday 10 March 2022

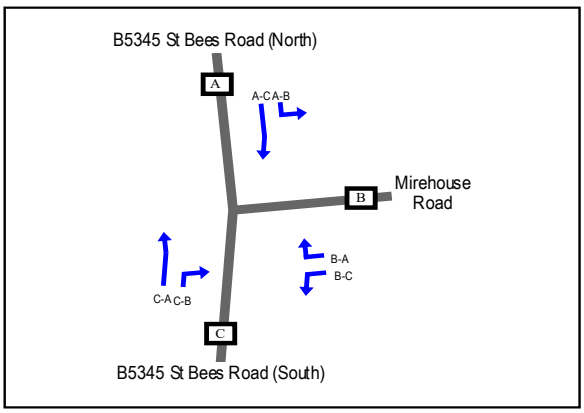
Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	38	0	10	0	0	0	48	48.00
1615 - 1630	0	1	50	0	8	1	0	0	60	59.90
1630 - 1645	0	0	59	0	8	0	1	0	68	69.30
1645 - 1700	0	0	61	0	9	0	0	0	70	70.00
Hourly Total	0	1	208	0	35	1	1	0	246	247.20
Hourly Average	0.00	0.25	52.00	0.00	8.75	0.25	0.25	0.00	61.50	61.80
1700 - 1715	0	0	51	0	8	0	0	0	59	59.00
1715 - 1730	0	0	58	0	7	0	0	0	65	65.00
1730 - 1745	0	0	44	1	5	0	0	0	50	50.00
1745 - 1800	0	0	59	0	4	0	0	0	63	63.00
Hourly Total	0	0	212	1	24	0	0	0	237	237.00
Hourly Average	0.00	0.00	53.00	0.25	6.00	0.00	0.00	0.00	59.25	59.25
1800 - 1815	0	0	51	0	6	0	0	0	57	57.00
1815 - 1830	0	0	31	0	3	0	0	0	34	34.00
1830 - 1845	0	0	26	0	3	0	0	0	29	29.00
1845 - 1900	0	0	42	0	1	0	0	0	43	43.00
Hourly Total	0	0	150	0	13	0	0	0	163	163.00
Hourly Average	0.00	0.00	37.50	0.00	3.25	0.00	0.00	0.00	40.75	40.75
Session Total	0	1	570	1	72	1	1	0	646	647.20
Session Average	0.00	0.08	47.50	0.08	6.00	0.08	0.08	0.00	53.83	53.93

Whitehaven
Classified Junction Count

Site 2 of 6
B5345 St Bees Road (North)
Mirehouse Road
B5345 St Bees Road (South)



Lat/Long
lat 54.521745° lon -3.582861°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	0	0	0	0	8	8.00
0715 - 0730	0	0	4	0	1	0	0	0	5	5.00
0730 - 0745	0	0	15	0	1	0	0	0	16	16.00
0745 - 0800	0	1	8	0	3	1	0	0	13	12.90
Hourly Total	0	1	35	0	5	1	0	0	42	41.90
Hourly Average	0.00	0.25	8.75	0.00	1.25	0.25	0.00	0.00	10.50	10.48
0800 - 0815	0	0	9	0	2	0	0	0	11	11.00
0815 - 0830	0	0	18	0	2	0	0	0	20	20.00
0830 - 0845	0	0	11	1	2	0	0	0	14	14.00
0845 - 0900	0	0	21	0	3	1	0	0	25	25.50
Hourly Total	0	0	59	1	9	1	0	0	70	70.50
Hourly Average	0.00	0.00	14.75	0.25	2.25	0.25	0.00	0.00	17.50	17.63
0900 - 0915	0	0	13	0	4	0	0	0	17	17.00
0915 - 0930	0	0	12	0	2	0	0	0	14	14.00
0930 - 0945	0	0	8	0	1	0	0	0	9	9.00
0945 - 1000	0	1	10	0	0	0	0	0	11	10.40
Hourly Total	0	1	43	0	7	0	0	0	51	50.40
Hourly Average	0.00	0.25	10.75	0.00	1.75	0.00	0.00	0.00	12.75	12.60

Session Total	0	2	137	1	21	2	0	0	163	162.80
Session Average	0.00	0.17	11.42	0.08	1.75	0.17	0.00	0.00	13.58	13.57

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

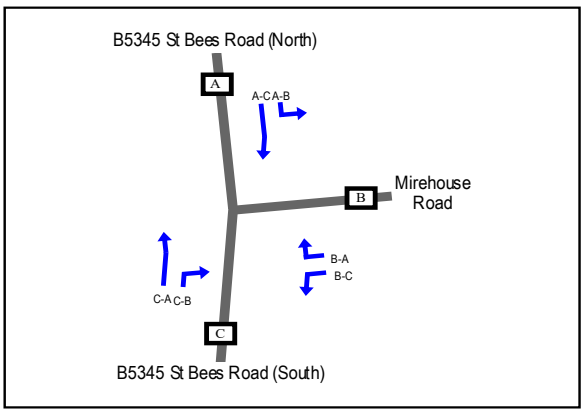
1600 - 1900 (Weekday PM Peak)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	12	0	4	0	0	1	17	18.00
1615 - 1630	0	0	30	0	2	0	0	0	32	32.00
1630 - 1645	0	0	20	0	4	0	0	0	24	24.00
1645 - 1700	0	0	22	0	4	0	0	0	26	26.00
Hourly Total	0	0	84	0	14	0	0	1	99	100.00
Hourly Average	0.00	0.00	21.00	0.00	3.50	0.00	0.00	0.25	24.75	25.00
1700 - 1715	0	1	16	0	4	0	0	0	21	20.40
1715 - 1730	0	1	13	0	1	0	0	0	15	14.40
1730 - 1745	0	0	21	1	0	0	0	0	22	22.00
1745 - 1800	0	0	14	1	0	0	0	0	15	15.00
Hourly Total	0	2	64	2	5	0	0	0	73	71.80
Hourly Average	0.00	0.50	16.00	0.50	1.25	0.00	0.00	0.00	18.25	17.95
1800 - 1815	0	0	16	1	1	0	0	0	18	18.00
1815 - 1830	0	0	7	0	3	0	0	0	10	10.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	19	0	0	0	0	0	19	19.00
Hourly Total	0	0	47	1	4	0	0	0	52	52.00
Hourly Average	0.00	0.00	11.75	0.25	1.00	0.00	0.00	0.00	13.00	13.00

Session Total	0	2	195	3	23	0	0	1	224	223.80
Session Average	0.00	0.17	16.25	0.25	1.92	0.00	0.00	0.08	18.67	18.65

Whitehaven
Classified Junction Count

Site 2 of 6
B5345 St Bees Road (North)
Mirehouse Road
B5345 St Bees Road (South)



Lat/Long
lat 54.521745° lon -3.582861°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	6	0	0	0	0	0	6	6.00
0730 - 0745	0	0	4	0	2	0	0	0	6	6.00
0745 - 0800	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	**0**	**0**	**27**	**0**	**2**	**0**	**0**	**0**	29	29.00
Hourly Average	**0.00**	**0.00**	**6.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**7.25**	**7.25**
0800 - 0815	0	0	11	0	1	0	0	0	12	12.00
0815 - 0830	0	0	14	0	0	0	0	0	14	14.00
0830 - 0845	0	0	13	0	1	0	0	0	14	14.00
0845 - 0900	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	**0**	**0**	**54**	**0**	**3**	**0**	**0**	**0**	57	57.00
Hourly Average	**0.00**	**0.00**	**13.50**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**14.25**	**14.25**
0900 - 0915	0	0	23	0	1	0	0	0	24	24.00
0915 - 0930	0	0	5	0	2	2	0	0	9	10.00
0930 - 0945	0	0	7	0	0	0	0	0	7	7.00
0945 - 1000	0	0	13	0	0	0	1	0	14	15.30
Hourly Total	**0**	**0**	**48**	**0**	**3**	**2**	**1**	**0**	54	56.30
Hourly Average	**0.00**	**0.00**	**12.00**	**0.00**	**0.75**	**0.50**	**0.25**	**0.00**	**13.50**	**14.08**

Session Total	**0**	**0**	**129**	**0**	**8**	**2**	**1**	**0**	140	142.30
Session Average	**0.00**	**0.00**	**10.75**	**0.00**	**0.67**	**0.17**	**0.08**	**0.00**	**11.67**	**11.86**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

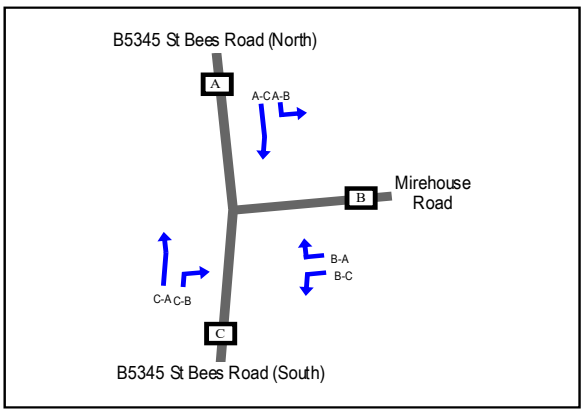
1600 - 1900 (Weekday PM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	22	0	7	0	0	0	29	29.00
1615 - 1630	0	0	15	0	3	0	1	0	19	20.30
1630 - 1645	0	0	16	0	2	0	0	0	18	18.00
1645 - 1700	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	**0**	**0**	**67**	**0**	**14**	**0**	**1**	**0**	82	83.30
Hourly Average	**0.00**	**0.00**	**16.75**	**0.00**	**3.50**	**0.00**	**0.25**	**0.00**	**20.50**	**20.83**
1700 - 1715	0	0	14	0	0	1	0	0	15	15.50
1715 - 1730	0	0	6	0	1	0	0	0	7	7.00
1730 - 1745	0	0	18	0	2	0	0	0	20	20.00
1745 - 1800	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	**0**	**0**	**49**	**0**	**3**	**1**	**0**	**0**	53	53.50
Hourly Average	**0.00**	**0.00**	**12.25**	**0.00**	**0.75**	**0.25**	**0.00**	**0.00**	**13.25**	**13.38**
1800 - 1815	0	0	8	0	0	0	0	0	8	8.00
1815 - 1830	0	0	11	0	1	0	0	0	12	12.00
1830 - 1845	0	0	13	0	1	0	0	0	14	14.00
1845 - 1900	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	**0**	**0**	**42**	**0**	**2**	**0**	**0**	**0**	44	44.00
Hourly Average	**0.00**	**0.00**	**10.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**11.00**	**11.00**

Session Total	**0**	**0**	**158**	**0**	**19**	**1**	**1**	**0**	179	180.80
Session Average	**0.00**	**0.00**	**13.17**	**0.00**	**1.58**	**0.08**	**0.08**	**0.00**	**14.92**	**15.07**

Whitehaven
Classified Junction Count

Site 2 of 6
B5345 St Bees Road (North)
Mirehouse Road
B5345 St Bees Road (South)



Lat/Long
lat 54.521745° lon -3.582861°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	32	1	2	0	0	0	35	35.00
0715 - 0730	0	0	37	0	9	0	0	0	46	46.00
0730 - 0745	0	0	38	0	5	2	0	0	45	46.00
0745 - 0800	0	0	59	0	7	0	0	0	66	66.00
Hourly Total	**0**	**0**	**166**	**1**	**23**	**2**	**0**	**0**	192	193.00
Hourly Average	**0.00**	**0.00**	**41.50**	**0.25**	**5.75**	**0.50**	**0.00**	**0.00**	48.00	48.25
0800 - 0815	0	0	59	0	2	0	1	0	62	63.30
0815 - 0830	0	0	57	0	6	1	0	0	64	64.50
0830 - 0845	0	0	49	0	5	0	1	0	55	56.30
0845 - 0900	0	0	33	0	3	0	0	0	36	36.00
Hourly Total	**0**	**0**	**198**	**0**	**16**	**1**	**2**	**0**	217	220.10
Hourly Average	**0.00**	**0.00**	**49.50**	**0.00**	**4.00**	**0.25**	**0.50**	**0.00**	54.25	55.03
0900 - 0915	0	0	26	0	5	1	0	0	32	32.50
0915 - 0930	0	0	28	0	6	1	1	0	36	37.80
0930 - 0945	0	0	24	1	1	0	0	0	26	26.00
0945 - 1000	0	0	28	0	8	1	0	0	37	37.50
Hourly Total	**0**	**0**	**106**	**1**	**20**	**3**	**1**	**0**	131	133.80
Hourly Average	**0.00**	**0.00**	**26.50**	**0.25**	**5.00**	**0.75**	**0.25**	**0.00**	32.75	33.45

Session Total	**0**	**0**	**470**	**2**	**59**	**6**	**3**	**0**	540	546.90
Session Average	**0.00**	**0.00**	**39.17**	**0.17**	**4.92**	**0.50**	**0.25**	**0.00**	45.00	45.58

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

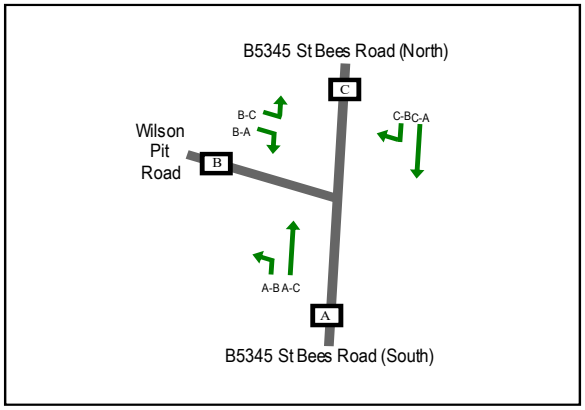
1600 - 1900 (Weekday PM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	40	0	11	0	0	1	52	53.00
1615 - 1630	1	2	46	0	7	0	0	0	56	54.00
1630 - 1645	0	1	47	0	8	0	0	0	56	55.40
1645 - 1700	0	0	60	0	5	0	0	0	65	65.00
Hourly Total	**1**	**3**	**193**	**0**	**31**	**0**	**0**	**1**	229	227.40
Hourly Average	**0.25**	**0.75**	**48.25**	**0.00**	**7.75**	**0.00**	**0.00**	**0.25**	57.25	56.85
1700 - 1715	0	0	46	0	7	0	0	2	55	57.00
1715 - 1730	0	0	39	0	6	0	0	0	45	45.00
1730 - 1745	0	0	42	0	7	0	0	0	49	49.00
1745 - 1800	0	0	25	0	2	0	0	0	27	27.00
Hourly Total	**0**	**0**	**152**	**0**	**22**	**0**	**0**	**2**	176	178.00
Hourly Average	**0.00**	**0.00**	**38.00**	**0.00**	**5.50**	**0.00**	**0.00**	**0.50**	44.00	44.50
1800 - 1815	0	0	37	0	1	0	0	0	38	38.00
1815 - 1830	0	0	33	0	6	0	0	0	39	39.00
1830 - 1845	0	0	30	0	4	0	0	0	34	34.00
1845 - 1900	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	**0**	**0**	**128**	**0**	**12**	**0**	**0**	**0**	140	140.00
Hourly Average	**0.00**	**0.00**	**32.00**	**0.00**	**3.00**	**0.00**	**0.00**	**0.00**	35.00	35.00

Session Total	**1**	**3**	**473**	**0**	**65**	**0**	**0**	**3**	545	545.40
Session Average	**0.08**	**0.25**	**39.42**	**0.00**	**5.42**	**0.00**	**0.00**	**0.25**	45.42	45.45

Whitehaven
Classified Junction Count

Site 3 of 6
B5345 St Bees Road (North)
B5345 St Bees Road (South)
Wilson Pit Road



Lat/Long
lat 54.520953° lon -3.582956°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-B								Original Data	
TIME	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	2	0	0	1	0	0	3	3.50
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	5	5.50
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	1.25	1.38
0800 - 0815	0	0	3	0	0	0	0	0	3	3.00
0815 - 0830	0	0	2	0	2	0	0	0	4	4.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	**0**	**0**	**11**	**0**	**3**	**0**	**0**	**0**	14	14.00
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	3.50	3.50
0900 - 0915	0	0	6	0	0	0	0	0	6	6.00
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	0	3	0	2	0	1	0	6	7.30
0945 - 1000	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	**0**	**0**	**13**	**0**	**4**	**0**	**1**	**0**	18	19.30
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**1.00**	**0.00**	**0.25**	**0.00**	4.50	4.83

Session Total	**0**	**0**	**28**	**0**	**7**	**1**	**1**	**0**	37	38.80
Session Average	**0.00**	**0.00**	**2.33**	**0.00**	**0.58**	**0.08**	**0.08**	**0.00**	3.08	3.23

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

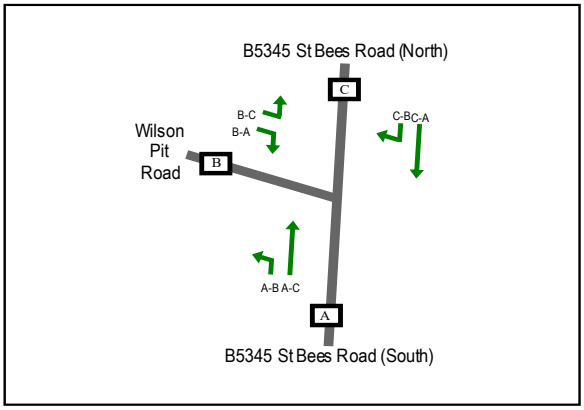
1600 - 1900 (Weekday PM Peak)

	Movement A-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	9	0	0	0	0	0	9	9.00
1615 - 1630	0	0	10	0	1	0	0	0	11	11.00
1630 - 1645	0	0	7	0	0	0	0	0	7	7.00
1645 - 1700	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	**0**	**0**	**29**	**0**	**3**	**0**	**0**	**0**	32	32.00
Hourly Average	**0.00**	**0.00**	**7.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	8.00	8.00
1700 - 1715	0	0	8	0	0	0	0	0	8	8.00
1715 - 1730	0	0	4	0	1	0	0	0	5	5.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**17**	**0**	**1**	**0**	**0**	**0**	18	18.00
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	4.50	4.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	6	0	1	0	0	0	7	7.00
1845 - 1900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	**0**	**0**	**17**	**0**	**1**	**0**	**0**	**0**	18	18.00
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	4.50	4.50

Session Total	**0**	**0**	**63**	**0**	**5**	**0**	**0**	**0**	68	68.00
Session Average	**0.00**	**0.00**	**5.25**	**0.00**	**0.42**	**0.00**	**0.00**	**0.00**	5.67	5.67

Whitehaven
Classified Junction Count

Site 3 of 6
B5345 St Bees Road (North)
B5345 St Bees Road (South)
Wilson Pit Road



Lat/Long
lat 54.520953° lon -3.582956°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-C								Original Data	
TIME	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	0	0	12	0	2	0	0	0	14	14.00
0730 - 0745	0	0	13	0	4	0	0	0	17	17.00
0745 - 0800	0	0	32	0	4	0	0	0	36	36.00
Hourly Total	**0**	**0**	**64**	**0**	**10**	**0**	**0**	**0**	74	74.00
Hourly Average	**0.00**	**0.00**	**16.00**	**0.00**	**2.50**	**0.00**	**0.00**	**0.00**	**18.50**	**18.50**
0800 - 0815	0	0	28	0	3	0	0	0	31	31.00
0815 - 0830	0	0	26	0	0	0	0	0	26	26.00
0830 - 0845	0	0	29	0	1	0	0	0	30	30.00
0845 - 0900	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	**0**	**0**	**104**	**0**	**6**	**0**	**0**	**0**	110	110.00
Hourly Average	**0.00**	**0.00**	**26.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**27.50**	**27.50**
0900 - 0915	0	0	32	0	3	0	0	0	35	35.00
0915 - 0930	0	0	15	0	1	1	0	0	17	17.50
0930 - 0945	1	0	9	0	1	0	0	0	11	10.20
0945 - 1000	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	**1**	**0**	**72**	**0**	**6**	**1**	**0**	**0**	80	79.70
Hourly Average	**0.25**	**0.00**	**18.00**	**0.00**	**1.50**	**0.25**	**0.00**	**0.00**	**20.00**	**19.93**

Session Total	**1**	**0**	**240**	**0**	**22**	**1**	**0**	**0**	264	263.70
Session Average	**0.08**	**0.00**	**20.00**	**0.00**	**1.83**	**0.08**	**0.00**	**0.00**	**22.00**	**21.98**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

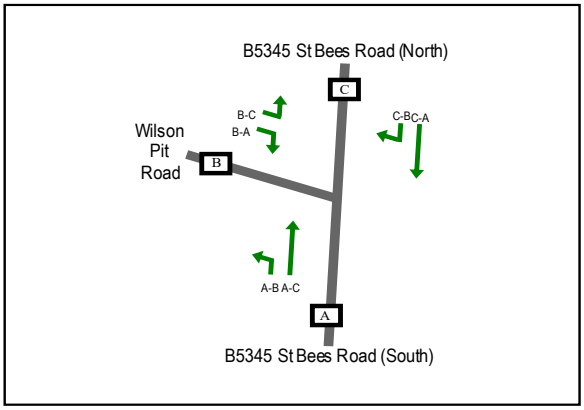
1600 - 1900 (Weekday PM Peak)

	Movement A-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	30	0	11	0	0	1	43	43.20
1615 - 1630	0	0	34	0	4	0	0	0	38	38.00
1630 - 1645	0	0	28	0	2	0	0	0	30	30.00
1645 - 1700	0	0	18	0	1	0	0	1	20	21.00
Hourly Total	**1**	**0**	**110**	**0**	**18**	**0**	**0**	**2**	131	132.20
Hourly Average	**0.25**	**0.00**	**27.50**	**0.00**	**4.50**	**0.00**	**0.00**	**0.50**	**32.75**	**33.05**
1700 - 1715	0	0	27	0	1	0	0	0	28	28.00
1715 - 1730	0	0	15	0	1	0	0	0	16	16.00
1730 - 1745	0	0	28	0	5	0	0	0	33	33.00
1745 - 1800	0	0	19	0	0	0	0	0	19	19.00
Hourly Total	**0**	**0**	**89**	**0**	**7**	**0**	**0**	**0**	96	96.00
Hourly Average	**0.00**	**0.00**	**22.25**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**24.00**	**24.00**
1800 - 1815	0	0	16	0	1	0	0	0	17	17.00
1815 - 1830	0	0	16	0	4	0	0	0	20	20.00
1830 - 1845	0	0	24	0	3	0	0	0	27	27.00
1845 - 1900	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	**0**	**0**	**70**	**0**	**8**	**0**	**0**	**0**	78	78.00
Hourly Average	**0.00**	**0.00**	**17.50**	**0.00**	**2.00**	**0.00**	**0.00**	**0.00**	**19.50**	**19.50**

Session Total	**1**	**0**	**269**	**0**	**33**	**0**	**0**	**2**	305	306.20
Session Average	**0.08**	**0.00**	**22.42**	**0.00**	**2.75**	**0.00**	**0.00**	**0.17**	**25.42**	**25.52**

Whitehaven
Classified Junction Count

Site 3 of 6
B5345 St Bees Road (North)
B5345 St Bees Road (South)
Wilson Pit Road



Lat/Long
lat 54.520953° lon -3.582956°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	30	1	2	0	0	0	33	33.00
0715 - 0730	0	0	30	0	7	0	0	0	37	37.00
0730 - 0745	0	0	29	0	3	2	0	0	34	35.00
0745 - 0800	0	0	40	0	3	0	0	0	43	43.00
Hourly Total	**0**	**0**	**129**	**1**	**15**	**2**	**0**	**0**	147	**148.00**
Hourly Average	**0.00**	**0.00**	**32.25**	**0.25**	**3.75**	**0.50**	**0.00**	**0.00**	**36.75**	**37.00**
0800 - 0815	0	0	43	0	0	0	1	0	44	45.30
0815 - 0830	0	0	44	0	6	1	0	0	51	51.50
0830 - 0845	0	0	33	0	5	0	1	0	39	40.30
0845 - 0900	0	0	28	0	2	0	0	0	30	30.00
Hourly Total	**0**	**0**	**148**	**0**	**13**	**1**	**2**	**0**	164	**167.10**
Hourly Average	**0.00**	**0.00**	**37.00**	**0.00**	**3.25**	**0.25**	**0.50**	**0.00**	**41.00**	**41.78**
0900 - 0915	0	0	18	0	3	1	0	0	22	22.50
0915 - 0930	0	0	17	0	7	2	1	0	27	29.30
0930 - 0945	0	0	22	1	1	0	0	0	24	24.00
0945 - 1000	0	0	25	0	6	1	1	0	33	34.80
Hourly Total	**0**	**0**	**82**	**1**	**17**	**4**	**2**	**0**	106	**110.60**
Hourly Average	**0.00**	**0.00**	**20.50**	**0.25**	**4.25**	**1.00**	**0.50**	**0.00**	**26.50**	**27.65**

Session Total	**0**	**0**	**359**	**2**	**45**	**7**	**4**	**0**	417	425.70
Session Average	**0.00**	**0.00**	**29.92**	**0.17**	**3.75**	**0.58**	**0.33**	**0.00**	**34.75**	**35.48**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

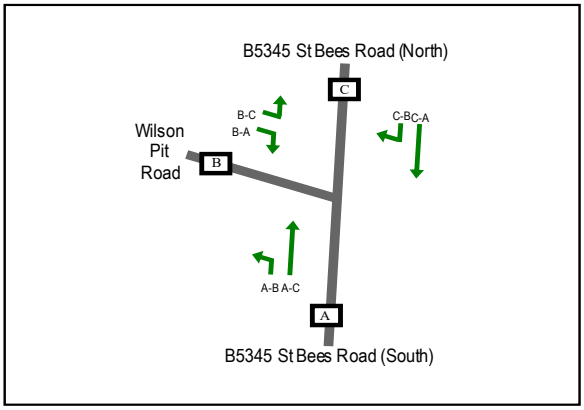
1600 - 1900 (Weekday PM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	33	0	7	0	0	0	42	40.80
1615 - 1630	0	0	26	0	6	0	1	0	33	34.30
1630 - 1645	0	1	35	0	8	0	0	0	44	43.40
1645 - 1700	0	0	56	0	6	0	0	0	62	62.00
Hourly Total	**0**	**3**	**150**	**0**	**27**	**0**	**1**	**0**	181	**180.50**
Hourly Average	**0.00**	**0.75**	**37.50**	**0.00**	**6.75**	**0.00**	**0.25**	**0.00**	**45.25**	**45.13**
1700 - 1715	0	0	33	0	6	1	0	1	41	42.50
1715 - 1730	0	0	30	0	6	0	0	0	36	36.00
1730 - 1745	0	0	32	0	6	0	0	0	38	38.00
1745 - 1800	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	**0**	**0**	**112**	**0**	**18**	**1**	**0**	**1**	132	**133.50**
Hourly Average	**0.00**	**0.00**	**28.00**	**0.00**	**4.50**	**0.25**	**0.00**	**0.25**	**33.00**	**33.38**
1800 - 1815	0	0	29	0	0	0	0	0	29	29.00
1815 - 1830	0	0	28	0	3	0	0	0	31	31.00
1830 - 1845	0	0	21	0	2	0	0	0	23	23.00
1845 - 1900	0	0	22	0	1	0	0	0	23	23.00
Hourly Total	**0**	**0**	**100**	**0**	**6**	**0**	**0**	**0**	106	**106.00**
Hourly Average	**0.00**	**0.00**	**25.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**26.50**	**26.50**

Session Total	**0**	**3**	**362**	**0**	**51**	**1**	**1**	**1**	419	420.00
Session Average	**0.00**	**0.25**	**30.17**	**0.00**	**4.25**	**0.08**	**0.08**	**0.08**	**34.92**	**35.00**

Whitehaven
Classified Junction Count

Site 3 of 6
B5345 St Bees Road (North)
B5345 St Bees Road (South)
Wilson Pit Road



Lat/Long
lat 54.520953° lon -3.582956°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-A								Original Data	
TIME	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	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**3.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.00**	**3.00**
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	8	0	0	0	0	0	8	8.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	16	16.00
Hourly Average	**0.00**	**0.00**	**4.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.00**	**4.00**
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
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	1	0	2	0	0	0	0	0	3	2.20
Hourly Total	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	7	6.20
Hourly Average	**0.25**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.55**

Session Total	**1**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	35	34.20
Session Average	**0.08**	**0.00**	**2.83**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.92**	**2.85**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

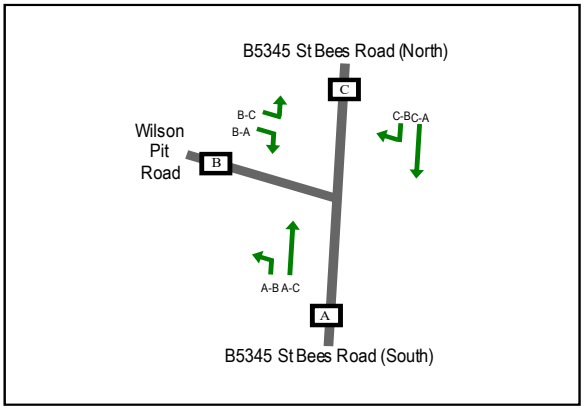
1600 - 1900 (Weekday PM Peak)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**10**	**0**	**1**	**0**	**0**	**0**	11	11.00
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**2.75**	**2.75**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	8	0	1	0	0	0	9	9.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
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**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
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**	**33**	**0**	**2**	**0**	**0**	**0**	35	35.00
Session Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.17**	**0.00**	**0.00**	**0.00**	**2.92**	**2.92**

Whitehaven
Classified Junction Count

Site 3 of 6
B5345 St Bees Road (North)
B5345 St Bees Road (South)
Wilson Pit Road



Lat/Long
lat 54.520953° lon -3.582956°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-A								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	0	7	6.20
0715 - 0730	0	1	2	0	0	1	0	1	5	5.90
0730 - 0745	0	0	4	0	2	0	0	0	6	6.00
0745 - 0800	0	0	10	0	2	0	0	1	13	14.00
Hourly Total	**1**	**1**	**22**	**0**	**4**	**1**	**0**	**2**	31	32.10
Hourly Average	**0.25**	**0.25**	**5.50**	**0.00**	**1.00**	**0.25**	**0.00**	**0.50**	**7.75**	**8.03**
0800 - 0815	0	0	12	0	2	1	0	0	15	15.50
0815 - 0830	0	0	19	0	4	0	0	0	23	23.00
0830 - 0845	0	0	12	0	1	0	0	0	13	13.00
0845 - 0900	0	0	22	0	3	1	0	0	26	26.50
Hourly Total	**0**	**0**	**65**	**0**	**10**	**2**	**0**	**0**	77	78.00
Hourly Average	**0.00**	**0.00**	**16.25**	**0.00**	**2.50**	**0.50**	**0.00**	**0.00**	**19.25**	**19.50**
0900 - 0915	0	0	12	0	3	1	0	0	16	16.50
0915 - 0930	0	3	12	0	1	0	0	0	16	14.20
0930 - 0945	0	0	3	0	1	1	1	0	6	7.80
0945 - 1000	0	0	15	0	5	1	0	0	21	21.50
Hourly Total	**0**	**3**	**42**	**0**	**10**	**3**	**1**	**0**	59	60.00
Hourly Average	**0.00**	**0.75**	**10.50**	**0.00**	**2.50**	**0.75**	**0.25**	**0.00**	**14.75**	**15.00**

Session Total	**1**	**4**	**129**	**0**	**24**	**6**	**1**	**2**	167	170.10
Session Average	**0.08**	**0.33**	**10.75**	**0.00**	**2.00**	**0.50**	**0.08**	**0.17**	**13.92**	**14.18**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

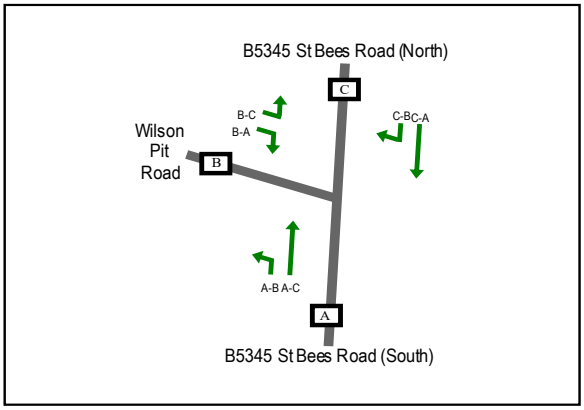
1600 - 1900 (Weekday PM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	28	0	2	0	0	0	30	30.00
1615 - 1630	0	0	20	0	4	0	0	0	24	24.00
1630 - 1645	0	1	27	0	1	0	0	0	29	28.40
1645 - 1700	0	1	31	0	3	0	0	0	35	34.40
Hourly Total	**0**	**2**	**106**	**0**	**10**	**0**	**0**	**0**	118	116.80
Hourly Average	**0.00**	**0.50**	**26.50**	**0.00**	**2.50**	**0.00**	**0.00**	**0.00**	**29.50**	**29.20**
1700 - 1715	0	0	24	0	2	1	0	0	27	27.50
1715 - 1730	0	0	34	0	2	0	0	0	36	36.00
1730 - 1745	0	0	18	0	3	0	0	0	21	21.00
1745 - 1800	0	0	31	0	1	0	0	0	32	32.00
Hourly Total	**0**	**0**	**107**	**0**	**8**	**1**	**0**	**0**	116	116.50
Hourly Average	**0.00**	**0.00**	**26.75**	**0.00**	**2.00**	**0.25**	**0.00**	**0.00**	**29.00**	**29.13**
1800 - 1815	0	0	16	0	2	0	0	0	18	18.00
1815 - 1830	0	0	7	0	1	0	0	0	8	8.00
1830 - 1845	0	0	11	0	1	0	0	0	12	12.00
1845 - 1900	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	**0**	**0**	**55**	**0**	**6**	**0**	**0**	**0**	61	61.00
Hourly Average	**0.00**	**0.00**	**13.75**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**15.25**	**15.25**

Session Total	**0**	**2**	**268**	**0**	**24**	**1**	**0**	**0**	295	294.30
Session Average	**0.00**	**0.17**	**22.33**	**0.00**	**2.00**	**0.08**	**0.00**	**0.00**	**24.58**	**24.53**

Whitehaven
Classified Junction Count

Site 3 of 6
B5345 St Bees Road (North)
B5345 St Bees Road (South)
Wilson Pit Road



Lat/Long
lat 54.520953° lon -3.582956°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	5	0	0	0	10	10.00
0715 - 0730	0	0	5	0	3	0	0	1	9	10.00
0730 - 0745	0	0	8	0	6	0	0	0	14	14.00
0745 - 0800	0	1	14	0	3	1	1	0	20	21.20
Hourly Total	**0**	**1**	**32**	**0**	**17**	**1**	**1**	**1**	53	55.20
Hourly Average	**0.00**	**0.25**	**8.00**	**0.00**	**4.25**	**0.25**	**0.25**	**0.25**	13.25	13.80
0800 - 0815	0	0	14	0	6	1	0	0	21	21.50
0815 - 0830	0	0	20	1	6	0	1	0	28	29.30
0830 - 0845	0	0	29	0	4	0	0	0	33	33.00
0845 - 0900	0	0	34	0	8	1	1	1	45	47.80
Hourly Total	**0**	**0**	**97**	**1**	**24**	**2**	**2**	**1**	127	131.60
Hourly Average	**0.00**	**0.00**	**24.25**	**0.25**	**6.00**	**0.50**	**0.50**	**0.25**	31.75	32.90
0900 - 0915	0	0	32	0	6	2	0	0	40	41.00
0915 - 0930	0	0	11	0	4	1	0	0	16	16.50
0930 - 0945	0	0	19	1	2	1	1	0	24	25.80
0945 - 1000	0	0	16	1	5	0	0	0	22	22.00
Hourly Total	**0**	**0**	**78**	**2**	**17**	**4**	**1**	**0**	102	105.30
Hourly Average	**0.00**	**0.00**	**19.50**	**0.50**	**4.25**	**1.00**	**0.25**	**0.00**	25.50	26.33

Session Total	**0**	**1**	**207**	**3**	**58**	**7**	**4**	**2**	282	292.10
Session Average	**0.00**	**0.08**	**17.25**	**0.25**	**4.83**	**0.58**	**0.33**	**0.17**	23.50	24.34

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

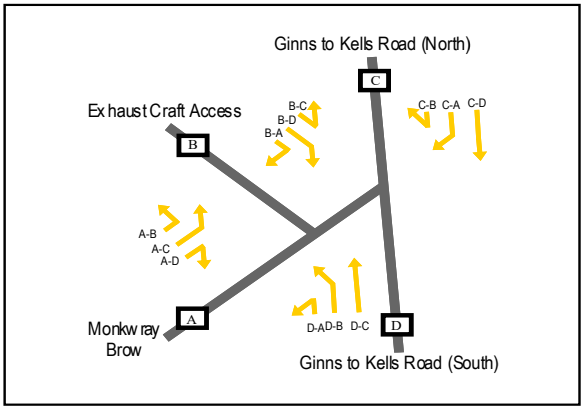
1600 - 1900 (Weekday PM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	27	0	8	0	0	0	35	35.00
1615 - 1630	0	0	42	0	7	1	0	0	50	50.50
1630 - 1645	0	0	47	0	7	0	1	0	55	56.30
1645 - 1700	0	0	46	0	8	0	0	0	54	54.00
Hourly Total	**0**	**0**	**162**	**0**	**30**	**1**	**1**	**0**	194	195.80
Hourly Average	**0.00**	**0.00**	**40.50**	**0.00**	**7.50**	**0.25**	**0.25**	**0.00**	48.50	48.95
1700 - 1715	0	0	38	0	7	0	0	0	45	45.00
1715 - 1730	0	0	44	0	5	0	0	0	49	49.00
1730 - 1745	0	0	36	1	3	0	0	0	40	40.00
1745 - 1800	0	0	40	0	3	0	0	0	43	43.00
Hourly Total	**0**	**0**	**158**	**1**	**18**	**0**	**0**	**0**	177	177.00
Hourly Average	**0.00**	**0.00**	**39.50**	**0.25**	**4.50**	**0.00**	**0.00**	**0.00**	44.25	44.25
1800 - 1815	0	0	45	0	6	0	0	0	51	51.00
1815 - 1830	0	0	26	0	2	0	0	0	28	28.00
1830 - 1845	0	0	21	0	3	0	0	0	24	24.00
1845 - 1900	0	0	32	0	0	0	0	0	32	32.00
Hourly Total	**0**	**0**	**124**	**0**	**11**	**0**	**0**	**0**	135	135.00
Hourly Average	**0.00**	**0.00**	**31.00**	**0.00**	**2.75**	**0.00**	**0.00**	**0.00**	33.75	33.75

Session Total	**0**	**0**	**444**	**1**	**59**	**1**	**1**	**0**	506	507.80
Session Average	**0.00**	**0.00**	**37.00**	**0.08**	**4.92**	**0.08**	**0.08**	**0.00**	42.17	42.32

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-B								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	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

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

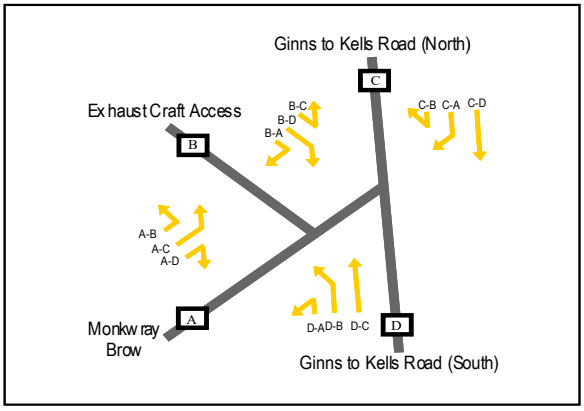
1600 - 1900 (Weekday PM Peak)

	Movement A-B								Original Data	
TIME	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

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-C								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	1	0	0	0	0	0	1	1.00
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	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	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	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	7	0	1	0	0	0	8	8.00
Session Average	0.00	0.00	0.58	0.00	0.08	0.00	0.00	0.00	0.67	0.67

Date
Thursday 10 March 2022

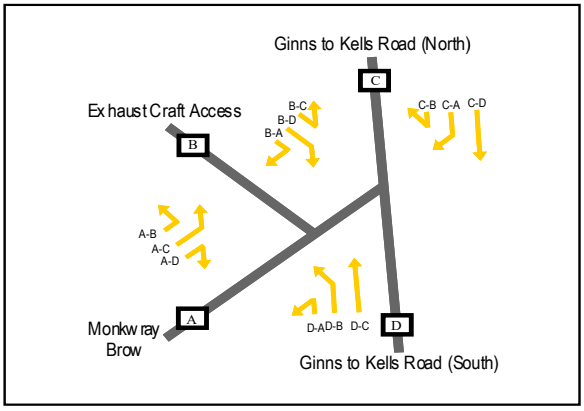
Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

	Movement A-C								Original Data	
TIME	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	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
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	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	11	0	0	0	0	0	11	11.00
Session Average	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.92	0.92

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-D								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	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**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

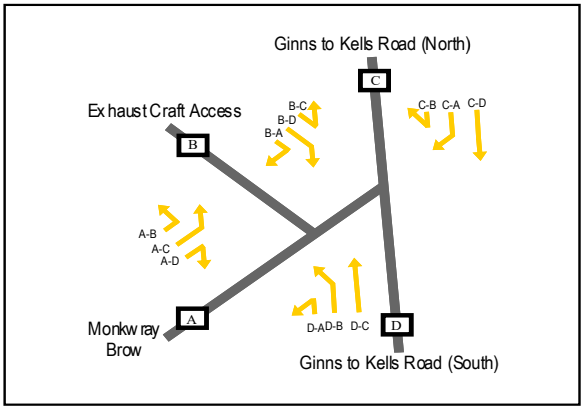
1600 - 1900 (Weekday PM Peak)

	Movement A-D								Original Data	
TIME	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

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-C								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	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	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	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	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	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

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

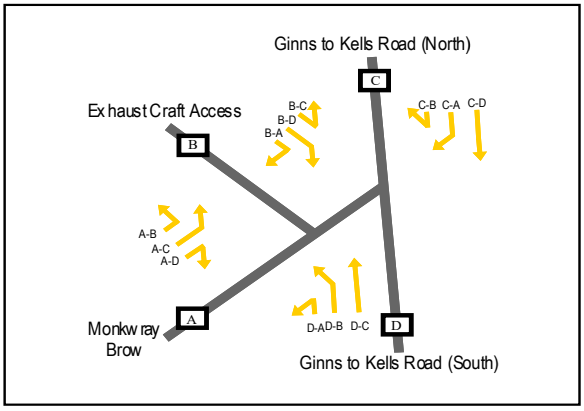
1600 - 1900 (Weekday PM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	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
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	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

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-D								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	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

Date
Thursday 10 March 2022

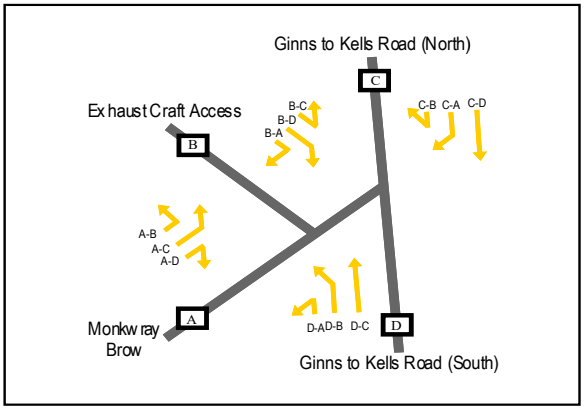
Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

	Movement B-D								Original Data	
TIME	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

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-A								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	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

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

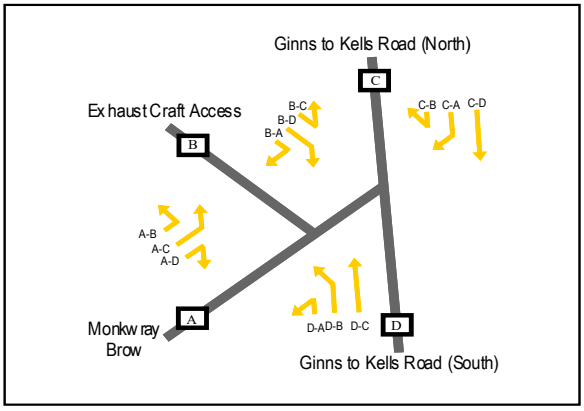
1600 - 1900 (Weekday PM Peak)

	Movement B-A								Original Data	
TIME	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

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-D								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	1	0	0	2	14	16.00
0715 - 0730	0	0	13	0	6	1	0	0	20	20.50
0730 - 0745	0	0	17	0	5	0	0	1	23	24.00
0745 - 0800	0	0	25	0	17	0	0	2	44	46.00
Hourly Total	0	0	66	0	29	1	0	5	101	106.50
Hourly Average	0.00	0.00	16.50	0.00	7.25	0.25	0.00	1.25	25.25	26.63
0800 - 0815	0	0	24	0	7	0	0	3	34	37.00
0815 - 0830	0	0	36	2	7	2	1	0	48	50.30
0830 - 0845	0	0	36	1	8	0	0	0	45	45.00
0845 - 0900	0	0	43	0	7	1	0	0	51	51.50
Hourly Total	0	0	139	3	29	3	1	3	178	183.80
Hourly Average	0.00	0.00	34.75	0.75	7.25	0.75	0.25	0.75	44.50	45.95
0900 - 0915	1	0	47	1	7	2	0	2	60	62.20
0915 - 0930	0	0	26	1	4	0	0	0	31	31.00
0930 - 0945	0	0	28	2	7	2	0	1	40	42.00
0945 - 1000	1	0	31	1	3	1	0	0	37	36.70
Hourly Total	2	0	132	5	21	5	0	3	168	171.90
Hourly Average	0.50	0.00	33.00	1.25	5.25	1.25	0.00	0.75	42.00	42.98
Session Total	2	0	337	8	79	9	1	11	447	462.20
Session Average	0.17	0.00	28.08	0.67	6.58	0.75	0.08	0.92	37.25	38.52

Date
Thursday 10 March 2022

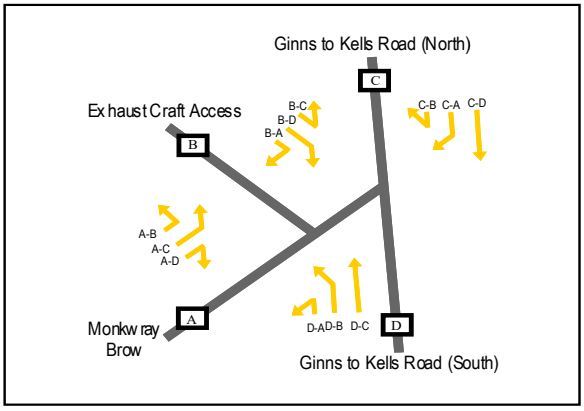
Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

	Movement C-D								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	58	0	6	0	0	1	65	66.00
1615 - 1630	0	0	61	0	4	0	0	0	65	65.00
1630 - 1645	0	1	57	0	3	0	0	1	62	62.40
1645 - 1700	0	0	66	1	4	0	0	1	72	73.00
Hourly Total	0	1	242	1	17	0	0	3	264	266.40
Hourly Average	0.00	0.25	60.50	0.25	4.25	0.00	0.00	0.75	66.00	66.60
1700 - 1715	0	0	59	1	9	0	0	2	71	73.00
1715 - 1730	0	2	50	0	5	0	0	0	57	55.80
1730 - 1745	0	0	52	0	5	0	0	0	57	57.00
1745 - 1800	0	0	52	0	2	0	0	1	55	56.00
Hourly Total	0	2	213	1	21	0	0	3	240	241.80
Hourly Average	0.00	0.50	53.25	0.25	5.25	0.00	0.00	0.75	60.00	60.45
1800 - 1815	0	0	63	0	4	0	0	0	67	67.00
1815 - 1830	0	2	59	0	5	0	0	0	66	64.80
1830 - 1845	0	0	49	0	5	0	0	0	54	54.00
1845 - 1900	0	0	38	0	2	0	0	0	40	40.00
Hourly Total	0	2	209	0	16	0	0	0	227	225.80
Hourly Average	0.00	0.50	52.25	0.00	4.00	0.00	0.00	0.00	56.75	56.45
Session Total	0	5	664	2	54	0	0	6	731	734.00
Session Average	0.00	0.42	55.33	0.17	4.50	0.00	0.00	0.50	60.92	61.17

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-A								Original Data	
TIME	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	1	0	2	0	0	0	3	3.00
0745 - 0800	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**5**	**1**	**2**	**0**	**0**	**0**	8	8.00
Hourly Average	**0.00**	**0.00**	**1.25**	**0.25**	**0.50**	**0.00**	**0.00**	**0.00**	**2.00**	**2.00**
0800 - 0815	0	0	7	0	1	0	0	0	8	8.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	5	0	0	0	0	0	5	5.00
0845 - 0900	0	0	11	0	3	0	0	0	14	14.00
Hourly Total	**0**	**0**	**24**	**0**	**5**	**0**	**0**	**0**	29	29.00
Hourly Average	**0.00**	**0.00**	**6.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**7.25**	**7.25**
0900 - 0915	0	0	9	1	3	0	0	0	13	13.00
0915 - 0930	0	0	6	0	0	0	0	0	6	6.00
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	**0**	**0**	**28**	**1**	**4**	**0**	**0**	**0**	33	33.00
Hourly Average	**0.00**	**0.00**	**7.00**	**0.25**	**1.00**	**0.00**	**0.00**	**0.00**	**8.25**	**8.25**

Session Total	**0**	**0**	**57**	**2**	**11**	**0**	**0**	**0**	70	70.00
Session Average	**0.00**	**0.00**	**4.75**	**0.17**	**0.92**	**0.00**	**0.00**	**0.00**	**5.83**	**5.83**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

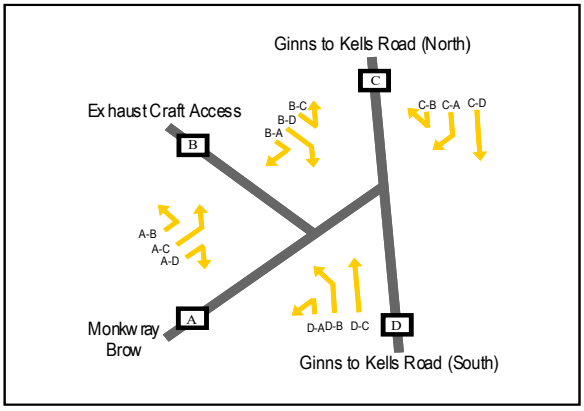
1600 - 1900 (Weekday PM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	12	0	1	0	0	0	14	13.40
1615 - 1630	0	0	8	0	4	0	0	0	12	12.00
1630 - 1645	0	0	9	0	2	0	0	0	11	11.00
1645 - 1700	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	**0**	**1**	**35**	**0**	**9**	**0**	**0**	**0**	45	44.40
Hourly Average	**0.00**	**0.25**	**8.75**	**0.00**	**2.25**	**0.00**	**0.00**	**0.00**	**11.25**	**11.10**
1700 - 1715	0	0	16	0	0	0	0	0	16	16.00
1715 - 1730	0	0	10	0	0	0	0	0	10	10.00
1730 - 1745	0	0	10	0	1	0	0	0	11	11.00
1745 - 1800	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	**0**	**0**	**46**	**0**	**1**	**0**	**0**	**0**	47	47.00
Hourly Average	**0.00**	**0.00**	**11.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**11.75**	**11.75**
1800 - 1815	0	0	12	0	1	0	0	0	13	13.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	14	0	0	0	0	0	14	14.00
1845 - 1900	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	**0**	**0**	**38**	**0**	**1**	**0**	**0**	**0**	39	39.00
Hourly Average	**0.00**	**0.00**	**9.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**9.75**	**9.75**

Session Total	**0**	**1**	**119**	**0**	**11**	**0**	**0**	**0**	131	130.40
Session Average	**0.00**	**0.08**	**9.92**	**0.00**	**0.92**	**0.00**	**0.00**	**0.00**	**10.92**	**10.87**

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-B								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	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Session Average	**0.00**	**0.00**	**0.17**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.17**	**0.17**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

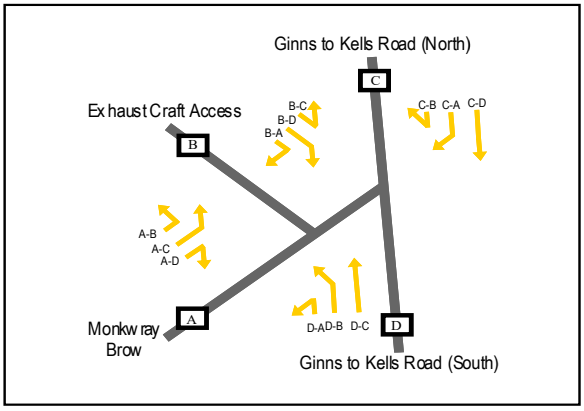
1600 - 1900 (Weekday PM Peak)

	Movement C-B								Original Data	
TIME	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	1	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**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	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**	**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**

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement D-A								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	1	0	0	0	0	0	1	1.00
0745 - 0800	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
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	6	0	0	0	0	0	6	6.00
0845 - 0900	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	18	0	0	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.50	0.00	0.00	0.00	0.00	0.00	4.50	4.50
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	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	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	23	0	0	0	0	0	23	23.00
Session Average	0.00	0.00	1.92	0.00	0.00	0.00	0.00	0.00	1.92	1.92

Date
Thursday 10 March 2022

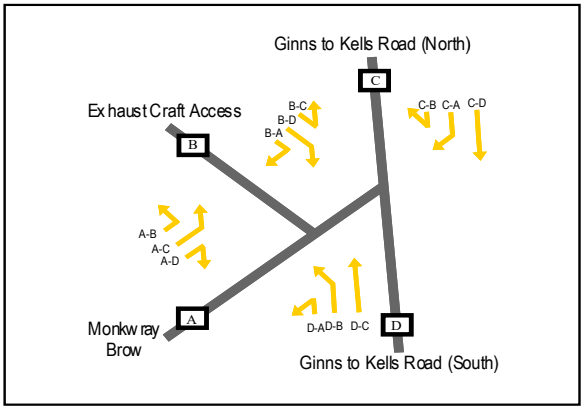
Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

	Movement D-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
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	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	13	0	1	0	0	0	14	14.00
Session Average	0.00	0.00	1.08	0.00	0.08	0.00	0.00	0.00	1.17	1.17

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement D-B								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	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

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

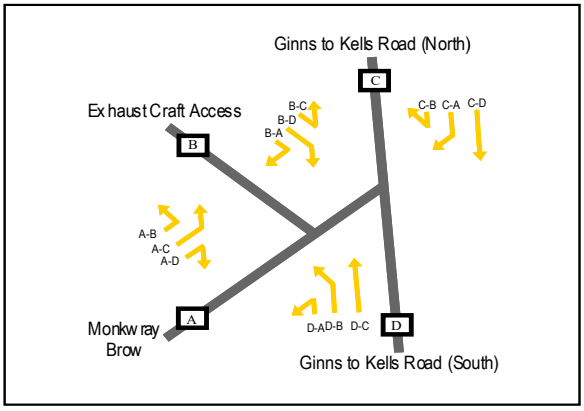
1600 - 1900 (Weekday PM Peak)

	Movement D-B								Original Data	
TIME	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

Whitehaven
Classified Junction Count

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement D-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	32	0	4	0	0	0	36	36.00
0715 - 0730	0	1	42	0	10	0	0	0	53	52.40
0730 - 0745	0	0	39	0	11	0	0	0	50	50.00
0745 - 0800	0	0	44	1	7	0	0	0	52	52.00
Hourly Total	0	1	157	1	32	0	0	0	191	190.40
Hourly Average	0.00	0.25	39.25	0.25	8.00	0.00	0.00	0.00	47.75	47.60
0800 - 0815	0	0	62	2	5	1	0	0	70	70.50
0815 - 0830	0	0	65	2	4	0	0	0	71	71.00
0830 - 0845	0	0	85	2	8	1	1	0	97	98.80
0845 - 0900	0	0	77	1	3	1	0	1	83	84.50
Hourly Total	0	0	289	7	20	3	1	1	321	324.80
Hourly Average	0.00	0.00	72.25	1.75	5.00	0.75	0.25	0.25	80.25	81.20
0900 - 0915	0	0	36	3	6	1	0	0	46	46.50
0915 - 0930	0	0	39	2	6	0	0	2	49	51.00
0930 - 0945	2	0	45	2	5	0	0	0	54	52.40
0945 - 1000	0	0	48	1	7	0	1	0	57	58.30
Hourly Total	2	0	168	8	24	1	1	2	206	208.20
Hourly Average	0.50	0.00	42.00	2.00	6.00	0.25	0.25	0.50	51.50	52.05

Session Total	2	1	614	16	76	4	2	3	718	723.40
Session Average	0.17	0.08	51.17	1.33	6.33	0.33	0.17	0.25	59.83	60.28

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

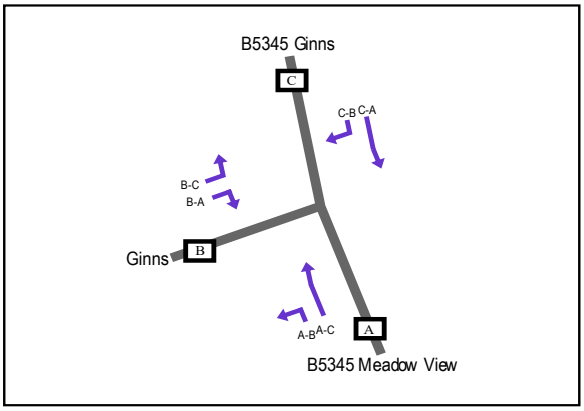
1600 - 1900 (Weekday PM Peak)

	Movement D-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	55	0	11	1	0	0	67	67.50
1615 - 1630	0	0	60	2	7	0	0	1	70	71.00
1630 - 1645	0	0	48	0	7	2	0	0	57	58.00
1645 - 1700	0	0	37	3	3	1	0	1	45	46.50
Hourly Total	0	0	200	5	28	4	0	2	239	243.00
Hourly Average	0.00	0.00	50.00	1.25	7.00	1.00	0.00	0.50	59.75	60.75
1700 - 1715	0	0	42	0	5	0	0	0	47	47.00
1715 - 1730	0	0	61	1	7	0	0	0	69	69.00
1730 - 1745	0	0	48	4	1	0	0	0	53	53.00
1745 - 1800	0	0	58	5	4	0	0	0	67	67.00
Hourly Total	0	0	209	10	17	0	0	0	236	236.00
Hourly Average	0.00	0.00	52.25	2.50	4.25	0.00	0.00	0.00	59.00	59.00
1800 - 1815	0	0	44	2	3	0	0	0	49	49.00
1815 - 1830	0	0	40	0	5	0	0	0	45	45.00
1830 - 1845	0	0	39	2	3	0	0	0	44	44.00
1845 - 1900	0	0	41	0	3	0	0	0	44	44.00
Hourly Total	0	0	164	4	14	0	0	0	182	182.00
Hourly Average	0.00	0.00	41.00	1.00	3.50	0.00	0.00	0.00	45.50	45.50

Session Total	0	0	573	19	59	4	0	2	657	661.00
Session Average	0.00	0.00	47.75	1.58	4.92	0.33	0.00	0.17	54.75	55.08

Whitehaven
Classified Junction Count

Site 5 of 6
B5345 Meadow View
Ginns
B5345 Ginns



Lat/Long
lat 54.540632° lon -3.589338°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-B								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	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	1	0	0	0	0	2	2.00
0845 - 0900	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	**0**	**0**	**4**	**1**	**2**	**0**	**0**	**0**	7	7.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.25**	**0.50**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	5	5.00
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**

Session Total	**0**	**0**	**10**	**1**	**2**	**0**	**0**	**0**	13	13.00
Session Average	**0.00**	**0.00**	**0.83**	**0.08**	**0.17**	**0.00**	**0.00**	**0.00**	**1.08**	**1.08**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

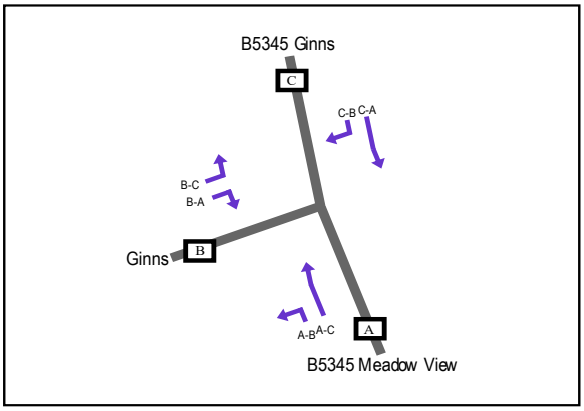
1600 - 1900 (Weekday PM Peak)

	Movement A-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**4**	**1**	**2**	**0**	**0**	**0**	7	7.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.25**	**0.50**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
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**
1800 - 1815	0	0	6	0	0	0	0	0	6	6.00
1815 - 1830	0	1	2	0	0	0	0	0	3	2.40
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**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	9	8.40
Hourly Average	**0.00**	**0.25**	**2.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.25**	**2.10**

Session Total	**0**	**1**	**16**	**1**	**2**	**0**	**0**	**0**	20	19.40
Session Average	**0.00**	**0.08**	**1.33**	**0.08**	**0.17**	**0.00**	**0.00**	**0.00**	**1.67**	**1.62**

Whitehaven
Classified Junction Count

Site 5 of 6
B5345 Meadow View
Ginns
B5345 Ginns



Lat/Long
lat 54.540632° lon -3.589338°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	17	0	1	0	0	0	18	18.00
0715 - 0730	0	1	17	0	6	0	0	2	26	27.40
0730 - 0745	0	0	21	0	4	0	0	1	26	27.00
0745 - 0800	0	0	35	1	5	0	0	2	43	45.00
Hourly Total	**0**	**1**	**90**	**1**	**16**	**0**	**0**	**5**	113	117.40
Hourly Average	**0.00**	**0.25**	**22.50**	**0.25**	**4.00**	**0.00**	**0.00**	**1.25**	28.25	29.35
0800 - 0815	0	0	41	1	4	0	0	0	46	46.00
0815 - 0830	0	1	35	0	7	0	0	1	44	44.40
0830 - 0845	0	0	47	0	7	0	0	1	55	56.00
0845 - 0900	0	1	51	1	5	0	0	0	58	57.40
Hourly Total	**0**	**2**	**174**	**2**	**23**	**0**	**0**	**2**	203	203.80
Hourly Average	**0.00**	**0.50**	**43.50**	**0.50**	**5.75**	**0.00**	**0.00**	**0.50**	50.75	50.95
0900 - 0915	0	0	46	1	5	0	0	1	53	54.00
0915 - 0930	0	0	31	2	7	2	0	1	43	45.00
0930 - 0945	0	2	27	2	8	0	0	1	40	39.80
0945 - 1000	1	1	30	1	5	2	0	0	40	39.60
Hourly Total	**1**	**3**	**134**	**6**	**25**	**4**	**0**	**3**	176	178.40
Hourly Average	**0.25**	**0.75**	**33.50**	**1.50**	**6.25**	**1.00**	**0.00**	**0.75**	44.00	44.60

Session Total	**1**	**6**	**398**	**9**	**64**	**4**	**0**	**10**	492	499.60
Session Average	**0.08**	**0.50**	**33.17**	**0.75**	**5.33**	**0.33**	**0.00**	**0.83**	41.00	41.63

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

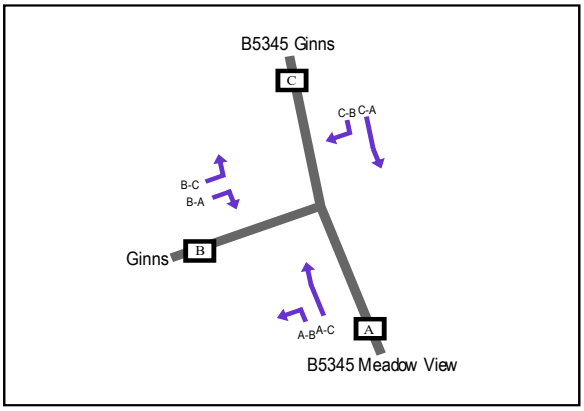
1600 - 1900 (Weekday PM Peak)

	Movement A-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	41	1	17	0	0	1	60	61.00
1615 - 1630	0	0	51	3	5	0	0	1	60	61.00
1630 - 1645	0	0	39	0	4	0	0	1	44	45.00
1645 - 1700	0	1	53	1	2	0	0	2	59	60.40
Hourly Total	**0**	**1**	**184**	**5**	**28**	**0**	**0**	**5**	223	227.40
Hourly Average	**0.00**	**0.25**	**46.00**	**1.25**	**7.00**	**0.00**	**0.00**	**1.25**	55.75	56.85
1700 - 1715	1	0	39	0	7	1	0	0	48	47.70
1715 - 1730	0	1	31	0	0	0	0	1	33	33.40
1730 - 1745	1	1	43	0	3	0	0	1	49	48.60
1745 - 1800	0	2	39	1	5	0	0	1	48	47.80
Hourly Total	**2**	**4**	**152**	**1**	**15**	**1**	**0**	**3**	178	177.50
Hourly Average	**0.50**	**1.00**	**38.00**	**0.25**	**3.75**	**0.25**	**0.00**	**0.75**	44.50	44.38
1800 - 1815	0	0	29	1	1	0	0	1	32	33.00
1815 - 1830	0	1	28	0	4	0	0	1	34	34.40
1830 - 1845	0	0	28	1	3	0	0	0	32	32.00
1845 - 1900	0	0	34	1	1	0	0	0	36	36.00
Hourly Total	**0**	**1**	**119**	**3**	**9**	**0**	**0**	**2**	134	135.40
Hourly Average	**0.00**	**0.25**	**29.75**	**0.75**	**2.25**	**0.00**	**0.00**	**0.50**	33.50	33.85

Session Total	**2**	**6**	**455**	**9**	**52**	**1**	**0**	**10**	535	540.30
Session Average	**0.17**	**0.50**	**37.92**	**0.75**	**4.33**	**0.08**	**0.00**	**0.83**	44.58	45.03

Whitehaven
Classified Junction Count

Site 5 of 6
B5345 Meadow View
Ginns
B5345 Ginns



Lat/Long
lat 54.540632° lon -3.589338°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	31	0	4	0	0	0	35	35.00
0715 - 0730	0	1	43	0	10	0	0	0	54	53.40
0730 - 0745	0	0	40	0	11	0	0	0	51	51.00
0745 - 0800	0	0	44	1	8	0	0	0	53	53.00
Hourly Total	0	1	158	1	33	0	0	0	193	192.40
Hourly Average	0.00	0.25	39.50	0.25	8.25	0.00	0.00	0.00	48.25	48.10
0800 - 0815	0	0	63	2	5	1	0	0	71	71.50
0815 - 0830	0	0	65	2	4	0	0	0	71	71.00
0830 - 0845	0	0	86	2	8	1	1	0	98	99.80
0845 - 0900	0	0	74	1	2	1	0	1	79	80.50
Hourly Total	0	0	288	7	19	3	1	1	319	322.80
Hourly Average	0.00	0.00	72.00	1.75	4.75	0.75	0.25	0.25	79.75	80.70
0900 - 0915	0	0	38	3	6	1	0	0	48	48.50
0915 - 0930	0	0	39	2	6	0	0	2	49	51.00
0930 - 0945	2	0	43	2	5	0	0	0	52	50.40
0945 - 1000	0	0	49	1	6	0	1	0	57	58.30
Hourly Total	2	0	169	8	23	1	1	2	206	208.20
Hourly Average	0.50	0.00	42.25	2.00	5.75	0.25	0.25	0.50	51.50	52.05

Session Total	2	1	615	16	75	4	2	3	718	723.40
Session Average	0.17	0.08	51.25	1.33	6.25	0.33	0.17	0.25	59.83	60.28

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

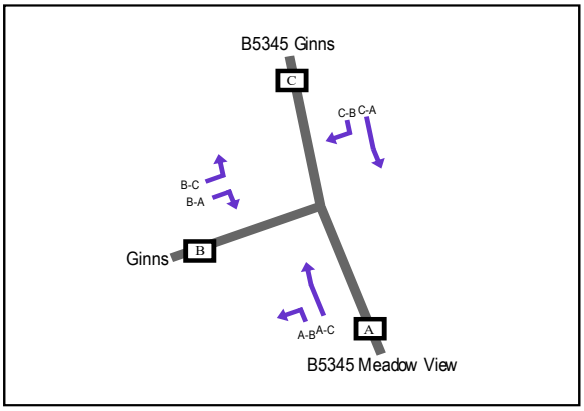
1600 - 1900 (Weekday PM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	53	0	11	1	0	0	65	65.50
1615 - 1630	0	0	60	2	8	0	0	1	71	72.00
1630 - 1645	0	0	47	0	7	1	0	0	55	55.50
1645 - 1700	0	0	38	2	2	1	0	1	44	45.50
Hourly Total	0	0	198	4	28	3	0	2	235	238.50
Hourly Average	0.00	0.00	49.50	1.00	7.00	0.75	0.00	0.50	58.75	59.63
1700 - 1715	0	0	45	0	5	0	0	0	50	50.00
1715 - 1730	0	0	61	1	6	0	0	0	68	68.00
1730 - 1745	0	0	48	4	1	0	0	0	53	53.00
1745 - 1800	0	0	55	5	3	0	0	0	63	63.00
Hourly Total	0	0	209	10	15	0	0	0	234	234.00
Hourly Average	0.00	0.00	52.25	2.50	3.75	0.00	0.00	0.00	58.50	58.50
1800 - 1815	0	0	45	2	3	0	0	0	50	50.00
1815 - 1830	0	0	39	0	5	0	0	0	44	44.00
1830 - 1845	0	0	38	2	3	0	0	0	43	43.00
1845 - 1900	0	0	40	0	3	0	0	0	43	43.00
Hourly Total	0	0	162	4	14	0	0	0	180	180.00
Hourly Average	0.00	0.00	40.50	1.00	3.50	0.00	0.00	0.00	45.00	45.00

Session Total	0	0	569	18	57	3	0	2	649	652.50
Session Average	0.00	0.00	47.42	1.50	4.75	0.25	0.00	0.17	54.08	54.38

Whitehaven
Classified Junction Count

Site 5 of 6
B5345 Meadow View
Ginns
B5345 Ginns



Lat/Long
lat 54.540632° lon -3.589338°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-A								Original Data	
TIME	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	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
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	2	0	0	0	0	0	2	2.00
0945 - 1000	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

Session Total	0	0	9	0	2	0	0	0	11	11.00
Session Average	0.00	0.00	0.75	0.00	0.17	0.00	0.00	0.00	0.92	0.92

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

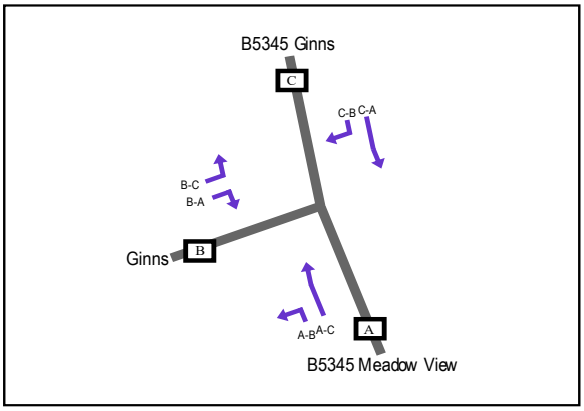
1600 - 1900 (Weekday PM Peak)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	1	0	0	1	0	0	2	2.50
1645 - 1700	0	0	0	1	1	0	0	0	2	2.00
Hourly Total	0	0	6	1	1	1	0	0	9	9.50
Hourly Average	0.00	0.00	1.50	0.25	0.25	0.25	0.00	0.00	2.25	2.38
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	1	0	0	0	2	2.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	6	0	2	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.00	2.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
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	1	0	0	0	0	0	1	1.00
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	16	1	3	1	0	0	21	21.50
Session Average	0.00	0.00	1.33	0.08	0.25	0.08	0.00	0.00	1.75	1.79

Whitehaven
Classified Junction Count

Site 5 of 6
B5345 Meadow View
Ginns
B5345 Ginns



Lat/Long
lat 54.540632° lon -3.589338°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	1	3	0	0	1	12	13.00
0715 - 0730	0	1	9	1	5	1	0	0	17	16.90
0730 - 0745	0	0	4	0	5	0	0	1	10	11.00
0745 - 0800	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	**0**	**1**	**33**	**2**	**15**	**1**	**0**	**2**	54	55.90
Hourly Average	**0.00**	**0.25**	**8.25**	**0.50**	**3.75**	**0.25**	**0.00**	**0.50**	13.50	13.98
0800 - 0815	0	0	14	1	11	0	0	1	27	28.00
0815 - 0830	0	0	17	0	8	0	0	1	26	27.00
0830 - 0845	0	0	23	0	12	0	0	2	37	39.00
0845 - 0900	0	0	45	2	8	0	0	0	55	55.00
Hourly Total	**0**	**0**	**99**	**3**	**39**	**0**	**0**	**4**	145	149.00
Hourly Average	**0.00**	**0.00**	**24.75**	**0.75**	**9.75**	**0.00**	**0.00**	**1.00**	36.25	37.25
0900 - 0915	0	0	38	1	5	1	0	1	46	47.50
0915 - 0930	0	0	32	1	6	0	0	0	39	39.00
0930 - 0945	0	0	31	1	8	2	1	2	45	49.30
0945 - 1000	0	1	41	4	7	2	0	0	55	55.40
Hourly Total	**0**	**1**	**142**	**7**	**26**	**5**	**1**	**3**	185	191.20
Hourly Average	**0.00**	**0.25**	**35.50**	**1.75**	**6.50**	**1.25**	**0.25**	**0.75**	46.25	47.80

Session Total	**0**	**2**	**274**	**12**	**80**	**6**	**1**	**9**	384	396.10
Session Average	**0.00**	**0.17**	**22.83**	**1.00**	**6.67**	**0.50**	**0.08**	**0.75**	32.00	33.01

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

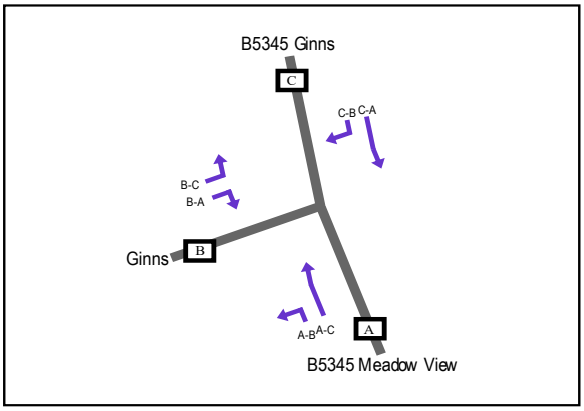
1600 - 1900 (Weekday PM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	52	0	4	0	0	1	57	58.00
1615 - 1630	0	0	59	1	12	0	0	0	72	72.00
1630 - 1645	0	1	75	0	5	0	0	1	82	82.40
1645 - 1700	0	3	58	2	4	0	0	0	67	65.20
Hourly Total	**0**	**4**	**244**	**3**	**25**	**0**	**0**	**2**	278	277.60
Hourly Average	**0.00**	**1.00**	**61.00**	**0.75**	**6.25**	**0.00**	**0.00**	**0.50**	69.50	69.40
1700 - 1715	0	0	50	0	5	1	0	1	57	58.50
1715 - 1730	0	0	61	1	2	0	0	0	64	64.00
1730 - 1745	0	1	44	3	4	0	0	1	53	53.40
1745 - 1800	0	0	46	1	1	0	0	0	48	48.00
Hourly Total	**0**	**1**	**201**	**5**	**12**	**1**	**0**	**2**	222	223.90
Hourly Average	**0.00**	**0.25**	**50.25**	**1.25**	**3.00**	**0.25**	**0.00**	**0.50**	55.50	55.98
1800 - 1815	0	1	39	1	3	0	0	0	44	43.40
1815 - 1830	2	0	33	0	0	0	0	0	35	33.40
1830 - 1845	0	1	32	0	3	0	0	1	37	37.40
1845 - 1900	0	0	46	1	1	0	0	0	48	48.00
Hourly Total	**2**	**2**	**150**	**2**	**7**	**0**	**0**	**1**	164	162.20
Hourly Average	**0.50**	**0.50**	**37.50**	**0.50**	**1.75**	**0.00**	**0.00**	**0.25**	41.00	40.55

Session Total	**2**	**7**	**595**	**10**	**44**	**1**	**0**	**5**	664	663.70
Session Average	**0.17**	**0.58**	**49.58**	**0.83**	**3.67**	**0.08**	**0.00**	**0.42**	55.33	55.31

Whitehaven
Classified Junction Count

Site 5 of 6
B5345 Meadow View
Ginns
B5345 Ginns



Lat/Long
lat 54.540632° lon -3.589338°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	1	0	0	2	15	17.00
0715 - 0730	0	0	14	0	6	1	0	0	21	21.50
0730 - 0745	0	0	18	0	7	0	0	1	26	27.00
0745 - 0800	0	0	27	1	17	0	0	2	47	49.00
Hourly Total	0	0	71	1	31	1	0	5	109	114.50
Hourly Average	0.00	0.00	17.75	0.25	7.75	0.25	0.00	1.25	27.25	28.63
0800 - 0815	0	0	30	0	8	0	0	3	41	44.00
0815 - 0830	0	0	37	2	8	2	1	0	50	52.30
0830 - 0845	0	0	40	0	8	0	0	0	48	48.00
0845 - 0900	0	0	52	0	8	1	0	0	61	61.50
Hourly Total	0	0	159	2	32	3	1	3	200	205.80
Hourly Average	0.00	0.00	39.75	0.50	8.00	0.75	0.25	0.75	50.00	51.45
0900 - 0915	1	0	55	2	10	2	0	2	72	74.20
0915 - 0930	0	0	31	1	4	0	0	0	36	36.00
0930 - 0945	0	0	33	2	7	2	0	1	45	47.00
0945 - 1000	1	0	37	1	4	1	0	0	44	43.70
Hourly Total	2	0	156	6	25	5	0	3	197	200.90
Hourly Average	0.50	0.00	39.00	1.50	6.25	1.25	0.00	0.75	49.25	50.23

Session Total	2	0	386	9	88	9	1	11	506	521.20
Session Average	0.17	0.00	32.17	0.75	7.33	0.75	0.08	0.92	42.17	43.43

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

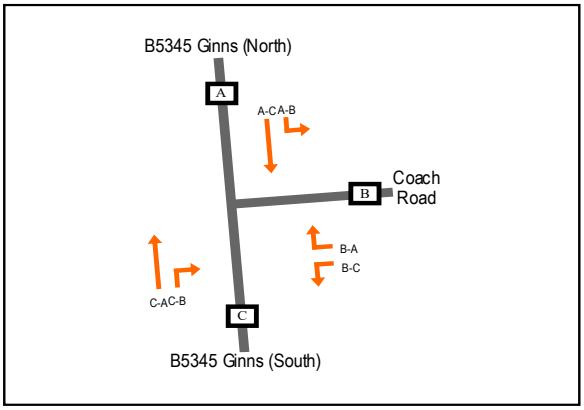
1600 - 1900 (Weekday PM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	69	0	7	0	0	1	78	78.40
1615 - 1630	0	0	68	0	8	0	0	0	76	76.00
1630 - 1645	0	1	65	0	4	0	0	1	71	71.40
1645 - 1700	0	0	71	0	6	0	0	1	78	79.00
Hourly Total	0	2	273	0	25	0	0	3	303	304.80
Hourly Average	0.00	0.50	68.25	0.00	6.25	0.00	0.00	0.75	75.75	76.20
1700 - 1715	0	0	73	1	9	0	0	2	85	87.00
1715 - 1730	0	2	59	0	5	0	0	0	66	64.80
1730 - 1745	0	0	61	0	6	0	0	0	67	67.00
1745 - 1800	0	0	62	0	2	0	0	1	65	66.00
Hourly Total	0	2	255	1	22	0	0	3	283	284.80
Hourly Average	0.00	0.50	63.75	0.25	5.50	0.00	0.00	0.75	70.75	71.20
1800 - 1815	0	0	69	0	5	0	0	0	74	74.00
1815 - 1830	0	1	61	0	5	0	0	0	67	66.40
1830 - 1845	0	0	63	0	5	0	0	0	68	68.00
1845 - 1900	0	0	46	0	2	0	0	0	48	48.00
Hourly Total	0	1	239	0	17	0	0	0	257	256.40
Hourly Average	0.00	0.25	59.75	0.00	4.25	0.00	0.00	0.00	64.25	64.10

Session Total	0	5	767	1	64	0	0	6	843	846.00
Session Average	0.00	0.42	63.92	0.08	5.33	0.00	0.00	0.50	70.25	70.50

Whitehaven
Classified Junction Count

Site 6 of 6
B5345 Ginns (North)
Coach Road
B5345 Ginns (South)



Lat/Long
lat 54.541051° lon -3.589417°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-B								Original Data	
TIME	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	4	0	0	0	0	0	4	4.00
0745 - 0800	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	**0**	**0**	**8**	**0**	**2**	**0**	**0**	**0**	10	10.00
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	2.50	2.50
0800 - 0815	0	0	9	0	1	0	0	0	10	10.00
0815 - 0830	0	0	10	0	3	0	0	0	13	13.00
0830 - 0845	0	0	13	0	3	0	0	0	16	16.00
0845 - 0900	0	0	17	0	3	0	0	0	20	20.00
Hourly Total	**0**	**0**	**49**	**0**	**10**	**0**	**0**	**0**	59	59.00
Hourly Average	**0.00**	**0.00**	**12.25**	**0.00**	**2.50**	**0.00**	**0.00**	**0.00**	14.75	14.75
0900 - 0915	0	0	21	0	6	0	0	0	27	27.00
0915 - 0930	0	0	14	0	3	0	0	0	17	17.00
0930 - 0945	0	0	16	0	4	1	0	0	21	21.50
0945 - 1000	0	0	21	1	2	0	0	0	24	24.00
Hourly Total	**0**	**0**	**72**	**1**	**15**	**1**	**0**	**0**	89	89.50
Hourly Average	**0.00**	**0.00**	**18.00**	**0.25**	**3.75**	**0.25**	**0.00**	**0.00**	22.25	22.38

Session Total	**0**	**0**	**129**	**1**	**27**	**1**	**0**	**0**	158	158.50
Session Average	**0.00**	**0.00**	**10.75**	**0.08**	**2.25**	**0.08**	**0.00**	**0.00**	13.17	13.21

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

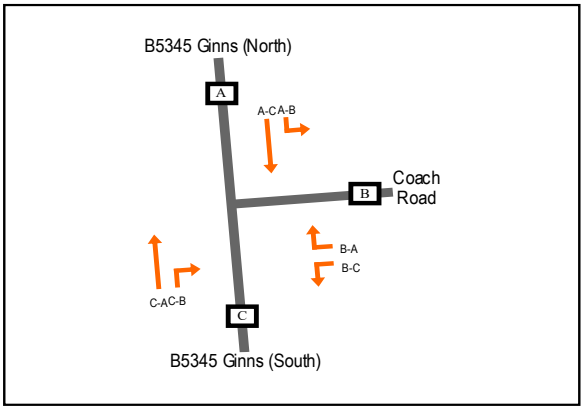
1600 - 1900 (Weekday PM Peak)

	Movement A-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	30	0	1	0	0	0	31	31.00
1615 - 1630	0	0	35	0	1	0	0	0	36	36.00
1630 - 1645	0	0	37	0	0	0	0	0	37	37.00
1645 - 1700	0	0	26	0	3	0	0	0	29	29.00
Hourly Total	**0**	**0**	**128**	**0**	**5**	**0**	**0**	**0**	133	133.00
Hourly Average	**0.00**	**0.00**	**32.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	33.25	33.25
1700 - 1715	0	0	25	0	1	0	0	0	26	26.00
1715 - 1730	0	0	26	0	0	0	0	0	26	26.00
1730 - 1745	0	0	22	0	1	0	0	0	23	23.00
1745 - 1800	0	0	41	1	0	0	0	0	42	42.00
Hourly Total	**0**	**0**	**114**	**1**	**2**	**0**	**0**	**0**	117	117.00
Hourly Average	**0.00**	**0.00**	**28.50**	**0.25**	**0.50**	**0.00**	**0.00**	**0.00**	29.25	29.25
1800 - 1815	0	0	15	0	2	0	0	0	17	17.00
1815 - 1830	0	0	25	0	0	0	0	0	25	25.00
1830 - 1845	0	0	25	0	3	0	0	0	28	28.00
1845 - 1900	0	0	26	0	1	0	1	0	28	29.30
Hourly Total	**0**	**0**	**91**	**0**	**6**	**0**	**1**	**0**	98	99.30
Hourly Average	**0.00**	**0.00**	**22.75**	**0.00**	**1.50**	**0.00**	**0.25**	**0.00**	24.50	24.83

Session Total	**0**	**0**	**333**	**1**	**13**	**0**	**1**	**0**	348	349.30
Session Average	**0.00**	**0.00**	**27.75**	**0.08**	**1.08**	**0.00**	**0.08**	**0.00**	29.00	29.11

Whitehaven
Classified Junction Count

Site 6 of 6
B5345 Ginns (North)
Coach Road
B5345 Ginns (South)



Lat/Long
lat 54.541051° lon -3.589417°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement A-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	1	3	0	0	3	23	26.00
0715 - 0730	0	0	18	0	9	2	0	0	29	30.00
0730 - 0745	0	0	14	0	8	0	0	2	24	26.00
0745 - 0800	0	0	32	0	12	0	0	2	46	48.00
Hourly Total	0	0	80	1	32	2	0	7	122	130.00
Hourly Average	0.00	0.00	20.00	0.25	8.00	0.50	0.00	1.75	30.50	32.50
0800 - 0815	0	0	34	1	16	0	0	4	55	59.00
0815 - 0830	0	0	40	0	12	2	1	1	56	59.30
0830 - 0845	0	0	45	0	14	0	0	2	61	63.00
0845 - 0900	0	0	63	2	11	0	0	0	76	76.00
Hourly Total	0	0	182	3	53	2	1	7	248	257.30
Hourly Average	0.00	0.00	45.50	0.75	13.25	0.50	0.25	1.75	62.00	64.33
0900 - 0915	1	0	75	2	10	2	0	3	93	96.20
0915 - 0930	0	0	44	2	8	0	0	0	54	54.00
0930 - 0945	0	0	50	1	7	2	1	3	64	69.30
0945 - 1000	1	1	71	4	8	2	0	0	87	86.60
Hourly Total	2	1	240	9	33	6	1	6	298	306.10
Hourly Average	0.50	0.25	60.00	2.25	8.25	1.50	0.25	1.50	74.50	76.53

Session Total	2	1	502	13	118	10	2	20	668	693.40
Session Average	0.17	0.08	41.83	1.08	9.83	0.83	0.17	1.67	55.67	57.78

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

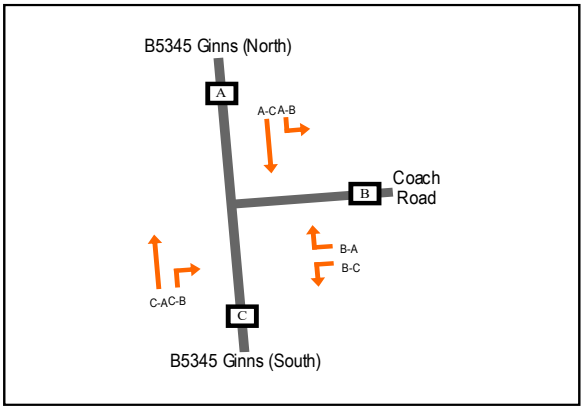
1600 - 1900 (Weekday PM Peak)

	Movement A-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	106	1	11	0	0	2	121	122.40
1615 - 1630	0	0	111	1	14	0	0	0	126	126.00
1630 - 1645	0	2	111	1	7	0	0	2	123	123.80
1645 - 1700	0	3	105	0	8	0	0	0	116	114.20
Hourly Total	0	6	433	3	40	0	0	4	486	486.40
Hourly Average	0.00	1.50	108.25	0.75	10.00	0.00	0.00	1.00	121.50	121.60
1700 - 1715	0	0	107	1	9	1	0	2	120	122.50
1715 - 1730	0	2	97	1	7	0	0	0	107	105.80
1730 - 1745	0	1	86	2	8	0	0	1	98	98.40
1745 - 1800	0	0	80	1	4	0	0	1	86	87.00
Hourly Total	0	3	370	5	28	1	0	4	411	413.70
Hourly Average	0.00	0.75	92.50	1.25	7.00	0.25	0.00	1.00	102.75	103.43
1800 - 1815	0	1	90	0	4	0	0	0	95	94.40
1815 - 1830	0	1	70	0	3	0	0	0	74	73.40
1830 - 1845	0	1	72	1	6	0	0	1	81	81.40
1845 - 1900	0	0	63	1	3	0	0	0	67	67.00
Hourly Total	0	3	295	2	16	0	0	1	317	316.20
Hourly Average	0.00	0.75	73.75	0.50	4.00	0.00	0.00	0.25	79.25	79.05

Session Total	0	12	1098	10	84	1	0	9	1214	1216.30
Session Average	0.00	1.00	91.50	0.83	7.00	0.08	0.00	0.75	101.17	101.36

Whitehaven
Classified Junction Count

Site 6 of 6
B5345 Ginns (North)
Coach Road
B5345 Ginns (South)



Lat/Long
lat 54.541051° lon -3.589417°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-C								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	0	1	5	1	2	0	0	0	9	8.40
0730 - 0745	0	0	7	1	5	0	0	0	13	13.00
0745 - 0800	0	0	10	0	6	0	0	0	16	16.00
Hourly Total	**0**	**1**	**24**	**2**	**14**	**0**	**0**	**0**	41	40.40
Hourly Average	**0.00**	**0.25**	**6.00**	**0.50**	**3.50**	**0.00**	**0.00**	**0.00**	10.25	10.10
0800 - 0815	0	0	10	0	3	0	0	0	13	13.00
0815 - 0830	0	0	15	1	4	0	0	0	20	20.00
0830 - 0845	0	0	17	0	6	0	0	0	23	23.00
0845 - 0900	0	0	34	1	5	1	0	0	41	41.50
Hourly Total	**0**	**0**	**76**	**2**	**18**	**1**	**0**	**0**	97	97.50
Hourly Average	**0.00**	**0.00**	**19.00**	**0.50**	**4.50**	**0.25**	**0.00**	**0.00**	24.25	24.38
0900 - 0915	0	0	21	1	6	1	0	0	29	29.50
0915 - 0930	0	0	14	2	2	2	0	0	20	21.00
0930 - 0945	0	0	14	1	6	0	0	0	21	21.00
0945 - 1000	0	0	7	0	4	1	0	0	12	12.50
Hourly Total	**0**	**0**	**56**	**4**	**18**	**4**	**0**	**0**	82	84.00
Hourly Average	**0.00**	**0.00**	**14.00**	**1.00**	**4.50**	**1.00**	**0.00**	**0.00**	20.50	21.00

Session Total	**0**	**1**	**156**	**8**	**50**	**5**	**0**	**0**	220	221.90
Session Average	**0.00**	**0.08**	**13.00**	**0.67**	**4.17**	**0.42**	**0.00**	**0.00**	18.33	18.49

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

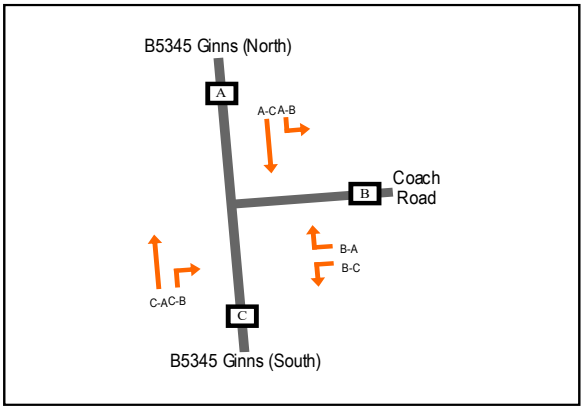
1600 - 1900 (Weekday PM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	21	0	2	0	0	0	23	23.00
1615 - 1630	0	0	17	0	2	0	0	0	19	19.00
1630 - 1645	0	0	26	0	2	0	0	0	28	28.00
1645 - 1700	0	0	23	0	4	0	0	1	28	29.00
Hourly Total	**0**	**0**	**87**	**0**	**10**	**0**	**0**	**1**	98	99.00
Hourly Average	**0.00**	**0.00**	**21.75**	**0.00**	**2.50**	**0.00**	**0.00**	**0.25**	24.50	24.75
1700 - 1715	0	0	16	0	3	0	0	1	20	21.00
1715 - 1730	0	0	22	1	1	0	0	0	24	24.00
1730 - 1745	0	0	20	0	2	0	0	0	22	22.00
1745 - 1800	0	0	26	0	0	0	0	0	26	26.00
Hourly Total	**0**	**0**	**84**	**1**	**6**	**0**	**0**	**1**	92	93.00
Hourly Average	**0.00**	**0.00**	**21.00**	**0.25**	**1.50**	**0.00**	**0.00**	**0.25**	23.00	23.25
1800 - 1815	0	0	23	0	2	0	0	0	25	25.00
1815 - 1830	0	0	22	0	2	0	0	0	24	24.00
1830 - 1845	0	0	19	0	2	0	0	0	21	21.00
1845 - 1900	0	0	26	0	2	0	0	0	28	28.00
Hourly Total	**0**	**0**	**90**	**0**	**8**	**0**	**0**	**0**	98	98.00
Hourly Average	**0.00**	**0.00**	**22.50**	**0.00**	**2.00**	**0.00**	**0.00**	**0.00**	24.50	24.50

Session Total	**0**	**0**	**261**	**1**	**24**	**0**	**0**	**2**	288	290.00
Session Average	**0.00**	**0.00**	**21.75**	**0.08**	**2.00**	**0.00**	**0.00**	**0.17**	24.00	24.17

Whitehaven
Classified Junction Count

Site 6 of 6
B5345 Ginns (North)
Coach Road
B5345 Ginns (South)



Lat/Long
lat 54.541051° lon -3.589417°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	4	0	0	0	5	5.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	6	0	1	0	0	0	7	7.00
0745 - 0800	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	19	0	7	0	0	0	26	26.00
Hourly Average	0.00	0.00	4.75	0.00	1.75	0.00	0.00	0.00	6.50	6.50
0800 - 0815	0	0	7	0	1	1	0	0	9	9.50
0815 - 0830	0	0	9	0	1	1	0	0	11	11.50
0830 - 0845	0	0	8	1	0	0	0	0	9	9.00
0845 - 0900	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	44	1	3	2	0	0	50	51.00
Hourly Average	0.00	0.00	11.00	0.25	0.75	0.50	0.00	0.00	12.50	12.75
0900 - 0915	0	0	13	1	1	0	0	0	15	15.00
0915 - 0930	0	0	13	1	0	0	0	0	14	14.00
0930 - 0945	0	0	10	0	2	0	0	0	12	12.00
0945 - 1000	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	0	51	2	3	0	0	0	56	56.00
Hourly Average	0.00	0.00	12.75	0.50	0.75	0.00	0.00	0.00	14.00	14.00

Session Total	0	0	114	3	13	2	0	0	132	133.00
Session Average	0.00	0.00	9.50	0.25	1.08	0.17	0.00	0.00	11.00	11.08

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

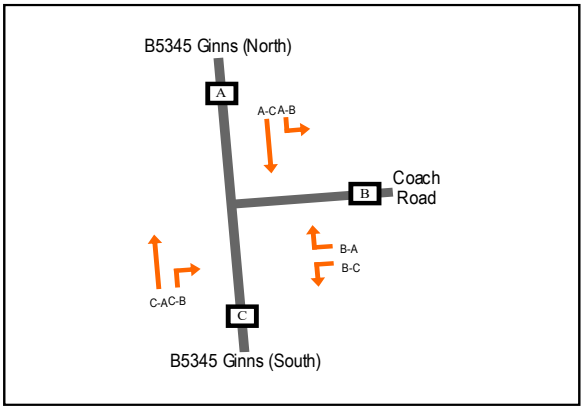
1600 - 1900 (Weekday PM Peak)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	12	0	1	0	0	0	13	13.00
1615 - 1630	0	0	9	0	2	0	0	0	11	11.00
1630 - 1645	0	0	5	0	2	0	1	0	8	9.30
1645 - 1700	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	38	0	5	0	1	0	44	45.30
Hourly Average	0.00	0.00	9.50	0.00	1.25	0.00	0.25	0.00	11.00	11.33
1700 - 1715	0	0	18	0	2	0	0	0	20	20.00
1715 - 1730	0	0	15	0	2	0	0	0	17	17.00
1730 - 1745	0	1	3	0	1	0	0	0	5	4.40
1745 - 1800	0	1	8	0	0	0	0	0	9	8.40
Hourly Total	0	2	44	0	5	0	0	0	51	49.80
Hourly Average	0.00	0.50	11.00	0.00	1.25	0.00	0.00	0.00	12.75	12.45
1800 - 1815	0	0	11	0	0	0	0	0	11	11.00
1815 - 1830	0	0	11	0	2	0	0	0	13	13.00
1830 - 1845	0	0	8	1	0	0	0	0	9	9.00
1845 - 1900	0	0	9	1	0	0	0	0	10	10.00
Hourly Total	0	0	39	2	2	0	0	0	43	43.00
Hourly Average	0.00	0.00	9.75	0.50	0.50	0.00	0.00	0.00	10.75	10.75

Session Total	0	2	121	2	12	0	1	0	138	138.10
Session Average	0.00	0.17	10.08	0.17	1.00	0.00	0.08	0.00	11.50	11.51

Whitehaven
Classified Junction Count

Site 6 of 6
B5345 Ginns (North)
Coach Road
B5345 Ginns (South)



Lat/Long
lat 54.541051° lon -3.589417°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	34	0	3	0	0	0	37	37.00
0715 - 0730	0	2	40	0	9	0	0	1	52	51.80
0730 - 0745	0	0	44	0	12	0	0	1	57	58.00
0745 - 0800	0	0	54	2	11	0	0	2	69	71.00
Hourly Total	0	2	172	2	35	0	0	4	215	217.80
Hourly Average	0.00	0.50	43.00	0.50	8.75	0.00	0.00	1.00	53.75	54.45
0800 - 0815	0	0	77	1	5	1	0	0	84	84.50
0815 - 0830	0	1	54	3	9	0	0	1	68	68.40
0830 - 0845	0	0	82	2	8	0	1	1	94	96.30
0845 - 0900	0	1	75	1	5	1	0	1	84	84.90
Hourly Total	0	2	288	7	27	2	1	3	330	334.10
Hourly Average	0.00	0.50	72.00	1.75	6.75	0.50	0.25	0.75	82.50	83.53
0900 - 0915	0	0	56	3	7	0	0	1	67	68.00
0915 - 0930	0	0	45	1	7	2	0	2	57	60.00
0930 - 0945	2	2	48	2	9	0	0	1	64	62.20
0945 - 1000	1	1	59	3	9	2	1	0	76	76.90
Hourly Total	3	3	208	9	32	4	1	4	264	267.10
Hourly Average	0.75	0.75	52.00	2.25	8.00	1.00	0.25	1.00	66.00	66.78

Session Total	3	7	668	18	94	6	2	11	809	819.00
Session Average	0.25	0.58	55.67	1.50	7.83	0.50	0.17	0.92	67.42	68.25

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

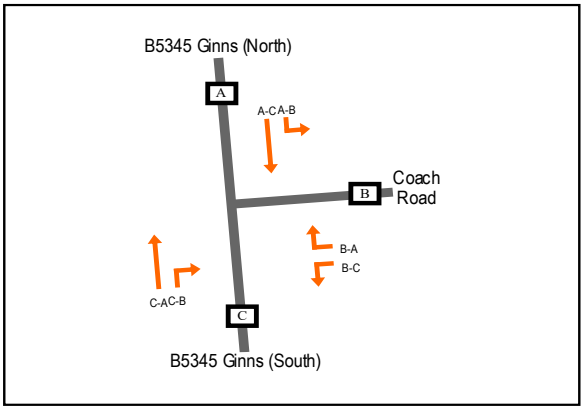
1600 - 1900 (Weekday PM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	62	1	24	1	0	1	89	90.50
1615 - 1630	0	0	72	3	10	0	0	2	87	89.00
1630 - 1645	0	0	54	2	9	1	0	1	67	68.50
1645 - 1700	0	1	57	2	4	1	0	3	68	70.90
Hourly Total	0	1	245	8	47	3	0	7	311	318.90
Hourly Average	0.00	0.25	61.25	2.00	11.75	0.75	0.00	1.75	77.75	79.73
1700 - 1715	1	0	63	1	9	1	0	0	75	74.70
1715 - 1730	0	0	62	2	5	0	0	1	70	71.00
1730 - 1745	1	1	73	2	2	0	0	1	80	79.60
1745 - 1800	0	2	61	5	4	0	0	1	73	72.80
Hourly Total	2	3	259	10	20	1	0	3	298	298.10
Hourly Average	0.50	0.75	64.75	2.50	5.00	0.25	0.00	0.75	74.50	74.53
1800 - 1815	0	0	54	1	4	0	0	1	60	61.00
1815 - 1830	0	0	33	1	6	0	0	1	41	42.00
1830 - 1845	0	1	48	1	5	0	0	0	55	54.40
1845 - 1900	0	0	46	1	4	0	0	0	51	51.00
Hourly Total	0	1	181	4	19	0	0	2	207	208.40
Hourly Average	0.00	0.25	45.25	1.00	4.75	0.00	0.00	0.50	51.75	52.10

Session Total	2	5	685	22	86	4	0	12	816	825.40
Session Average	0.17	0.42	57.08	1.83	7.17	0.33	0.00	1.00	68.00	68.78

Whitehaven
Classified Junction Count

Site 6 of 6
B5345 Ginns (North)
Coach Road
B5345 Ginns (South)



Lat/Long
lat 54.541051° lon -3.589417°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	0	1	0	0	0	17	17.00
0715 - 0730	0	0	18	0	7	0	0	1	26	27.00
0730 - 0745	0	0	18	0	3	0	0	0	21	21.00
0745 - 0800	0	0	22	0	3	0	0	0	25	25.00
Hourly Total	**0**	**0**	**74**	**0**	**14**	**0**	**0**	**1**	89	90.00
Hourly Average	**0.00**	**0.00**	**18.50**	**0.00**	**3.50**	**0.00**	**0.00**	**0.25**	22.25	22.50
0800 - 0815	0	0	30	1	3	0	0	0	34	34.00
0815 - 0830	0	0	44	0	2	0	0	0	46	46.00
0830 - 0845	0	0	54	1	5	1	0	0	61	61.50
0845 - 0900	0	0	47	0	5	0	0	0	52	52.00
Hourly Total	**0**	**0**	**175**	**2**	**15**	**1**	**0**	**0**	193	193.50
Hourly Average	**0.00**	**0.00**	**43.75**	**0.50**	**3.75**	**0.25**	**0.00**	**0.00**	48.25	48.38
0900 - 0915	0	0	29	0	5	1	0	0	35	35.50
0915 - 0930	0	0	24	3	6	0	0	1	34	35.00
0930 - 0945	0	0	25	2	3	0	0	0	30	30.00
0945 - 1000	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	**0**	**0**	**96**	**5**	**16**	**1**	**0**	**1**	119	120.50
Hourly Average	**0.00**	**0.00**	**24.00**	**1.25**	**4.00**	**0.25**	**0.00**	**0.25**	29.75	30.13

Session Total	**0**	**0**	**345**	**7**	**45**	**2**	**0**	**2**	401	404.00
Session Average	**0.00**	**0.00**	**28.75**	**0.58**	**3.75**	**0.17**	**0.00**	**0.17**	33.42	33.67

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

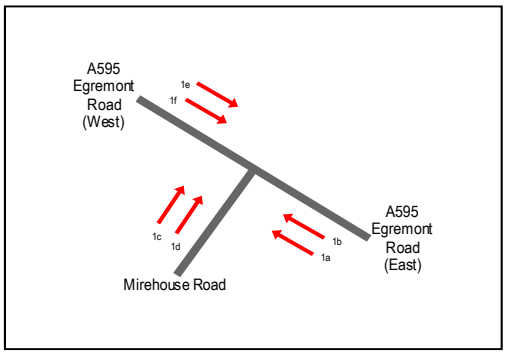
1600 - 1900 (Weekday PM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	32	0	2	0	0	0	34	34.00
1615 - 1630	0	0	40	0	5	0	0	0	45	45.00
1630 - 1645	0	0	31	1	1	0	0	0	33	33.00
1645 - 1700	0	0	30	0	1	0	0	0	31	31.00
Hourly Total	**0**	**0**	**133**	**1**	**9**	**0**	**0**	**0**	143	143.00
Hourly Average	**0.00**	**0.00**	**33.25**	**0.25**	**2.25**	**0.00**	**0.00**	**0.00**	35.75	35.75
1700 - 1715	0	0	26	0	4	0	0	0	30	30.00
1715 - 1730	0	1	30	0	2	0	0	0	33	32.40
1730 - 1745	0	0	19	1	2	0	0	0	22	22.00
1745 - 1800	0	0	33	0	2	0	0	0	35	35.00
Hourly Total	**0**	**1**	**108**	**1**	**10**	**0**	**0**	**0**	120	119.40
Hourly Average	**0.00**	**0.25**	**27.00**	**0.25**	**2.50**	**0.00**	**0.00**	**0.00**	30.00	29.85
1800 - 1815	0	0	22	1	2	0	0	0	25	25.00
1815 - 1830	0	0	29	2	2	0	0	0	33	33.00
1830 - 1845	0	0	25	0	0	0	0	0	25	25.00
1845 - 1900	0	0	28	0	0	0	0	0	28	28.00
Hourly Total	**0**	**0**	**104**	**3**	**4**	**0**	**0**	**0**	111	111.00
Hourly Average	**0.00**	**0.00**	**26.00**	**0.75**	**1.00**	**0.00**	**0.00**	**0.00**	27.75	27.75

Session Total	**0**	**1**	**345**	**5**	**23**	**0**	**0**	**0**	374	373.40
Session Average	**0.00**	**0.08**	**28.75**	**0.42**	**1.92**	**0.00**	**0.00**	**0.00**	31.17	31.12

Whitehaven
Queue Length Survey

Site 1 of 6
A595 Egremont Road (East)
Mirehouse Road
A595 Egremont Road (West)



Lat/Long
lat 54.524673° lon -3.565028°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	1a		1b		1c		1d		1e		1f	
	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies
0700 - 0705	0	0	3	0	0	0	5	0	6	0	1	0
	0	0	5	0	1	0	3	0	9	0	0	0
	1	0	1	0	4	0	2	1	6	0	0	0
	2	0	0	0	2	0	2	0	8	1	1	0
					0	0	2	0	0	0	0	0
0705 - 0710	6	1	1	0	0	0	1	0	15	0	0	0
	1	0	0	0	2	0	1	0	1	0	0	0
	2	0	0	0	0	0	2	0	10	0	0	0
	3	0	0	0	0	0	2	0	11	0	0	0
					1	0	0	0	7	0	0	0
0710 - 0715	0	0	2	0	2	0	3	0	1	1	0	0
	1	0	1	0	0	0	2	0	0	0	0	0
	0	0	0	0	2	0	1	0	11	0	0	0
									6	0	0	0
0715 - 0720	0	0	3	0	1	0	0	0	0	0	0	0
	1	0	0	0	0	0	1	0	15	0	1	0
	2	0	7	0	0	0	3	0	7	0	0	0
	0	0	2	0	0	0	1	0	6	0	0	0
					1	0	5	0	1	0	1	0
					1	0	2	0	10	1	0	0
0720 - 0725	1	0	3	0	1	0	2	0	6	0	3	0
	0	0	3	0	0	0	2	0	9	0	0	0
	0	0	4	0	1	0	1	0	10	0	1	0
	0	0	2	0	3	0	3	0	0	0	0	0

0725 - 0730	0	0	5	0	2	0	1	0	7	3	0	0
	0	0	3	0	4	1	0	0	6	1	0	0
	0	0	2	0	1	0	3	0	3	0	1	0
	0	0	2	0	1	0	2	0	6	2	0	0
	0	0	3	0	3	0	0	0				
0730 - 0735	1	0	2	0	4	0	1	0	1	0	0	0
	0	0	0	0	1	0	0	0	3	0	0	0
	0	0	2	0	1	0	0	0	3	0	0	0
					1	0	1	0	9	0	0	0
					4	0	5	0	8	0	1	0
					2	0	2	0				
0735 - 0740	1	0	6	0	0	0	4	0	2	0	4	0
	1	0	7	2	4	0	0	0	9	0	1	0
	1	0	7	0	3	0	1	1	8	1	0	0
					1	0	0	0	3	0	0	0
									5	0	0	0
0740 - 0745	0	0	6	0	3	0	0	0	7	1	1	0
	0	0	5	1	2	0	6	0	2	0	3	0
	0	0	14	0	0	0	1	0	7	0	0	0
	0	0	10	0	3	0	5	0	6	0	0	0
0745 - 0750	2	0	4	0	3	0	3	0	2	0	0	0
	0	0	6	0	2	0	0	0	3	0	0	0
	0	0	7	0	5	0	1	1	6	0	3	0
	1	0	2	1	5	0	0	0	8	0	2	0
	0	0	11	1	4	0	3	0	4	0	0	0
					6	0	2	0	1	0	0	0

0750 - 0755	0	0	10	0	1	0	2	0	0	0	0	1
	1	0	4	0	6	0	1	0	1	1	1	0
	1	0	5	0	4	0	0	0	7	0	1	0
	2	0	2	0	2	0	2	0	5	0	0	1
	1	0	3	0	1	0	1	0	8	1	3	0
									2	0	0	0
0755 - 0800	1	0	4	0	1	0	0	0	8	1	1	1
	0	0	4	0	3	0	7	0	9	0	0	0
	0	0	5	0	2	1	2	0	1	0	0	0
	0	0	4	0	3	0	2	0	3	0	0	1
	2	0	8	0	1	0	1	0	13	1	0	0
0800 - 0805	2	0	2	0	7	0	3	0	4	0	4	0
	1	0	1	0	0	0	2	0	7	0	0	0
	0	0	4	0	4	0	4	0	0	2	0	0
	0	0	5	0	1	0	1	0				
					0	0	1	0				
0805 - 0810	0	0	3	0	4	0	4	0	13	1	1	0
	0	0	16	0	0	0	4	0	0	0	1	0
	0	0	1	0	11	1	4	0	8	0	3	0
	0	0	16	1	1	0	1	0	7	0	1	0
0810 - 0815	0	0	4	1	8	0	4	0	6	0	2	1
	1	0	7	1	3	0	1	0	10	0	0	0
	0	0	3	1	2	0	1	0	2	0	2	0
	2	0	7	0	5	0	0	0	1	0	2	0
0815 - 0820	1	0	5	0	8	0	1	0	11	0	1	0
	0	0	7	1	0	0	2	0	7	0	0	0
	1	0	10	0	11	0	4	0	6	0	3	0
	0	0	7	3	4	0	2	0	1	0	2	1
					12	0	1	0				

0820 - 0825	2	0	3	0	4	0	2	0	12	0	1	0
	0	0	4	0	2	0	1	0	7	1	2	0
	2	0	7	1	1	0	1	0	0	0	1	0
	1	0	0	0					4	0	2	0
0825 - 0830	1	0	11	1	1	0	2	0	4	0	2	0
	2	0	5	0	7	0	4	0	8	0	3	0
	0	0	9	1	1	0	0	0	8	0	3	0
	1	0	2	0	4	0	0	0	1	0	2	0
									4	1	0	0
0830 - 0835	0	0	11	0	3	0	0	0	7	0	0	0
	4	0	4	0	2	1	2	0	2	0	7	0
	0	0	0	0	8	0	1	0	3	0	0	0
	1	0	4	0	3	0	0	0	12	3	1	0
	1	0	3	0								
0835 - 0840	1	0	3	0	1	0	2	0	6	0	3	0
	1	0	1	1	0	0	4	0	5	0	0	0
	1	0	7	0	6	0	3	0	2	0	2	0
	0	0	7	0	1	0	3	0	2	0	2	0
	0	0	3	1	6	0	0	0	9	1	1	0
0840 - 0845	1	0	6	0	3	0	4	0	3	0	1	0
	2	0	6	1	2	0	1	0	3	0	4	0
	1	0	12	0	4	0	2	0	6	0	4	1
	0	0	16	0	2	0	2	0	1	0	2	0
	1	0	4	1								
0845 - 0850	3	0	7	0	1	0	1	0	5	0	4	0
	2	0	5	1	2	0	2	0	3	0	2	0
	0	0	5	1	0	0	2	0	9	0	2	0
	4	0	3	0					1	1	6	0
	0	0	7	0								

0850 - 0855	1	0	7	1	7	0	4	0	3	0	3	1
	3	0	2	0	6	0	1	0	3	1	3	1
	0	0	10	0	1	0	0	0	9	0	4	1
	1	0	8	0	1	0	1	0	3	0	2	1
									4	0	1	0
0855 - 0900	0	0	8	0	3	0	0	0	1	0	2	0
	0	0	4	0	3	0	2	0	3	1	2	0
	3	0	8	0	1	0	0	0	0	0	2	0
	1	0	8	0	2	0	1	0	1	0	6	0
					1	1	0	0	4	1	2	0
0900 - 0905	2	0	3	1	0	0	3	0	2	0	3	0
	1	0	3	0	0	0	2	0	1	0	2	0
	2	0	4	0	1	0	0	0	4	0	1	0
	0	0	4	0	1	0	1	0	2	0	4	0
					0	0	1	0	1	0	2	0
									4	1	3	0
0905 - 0910	0	0	1	0	1	0	1	0	2	0	0	0
	1	0	6	1	3	0	0	0	5	2	1	0
	1	0	6	0	1	0	0	0	4	2	3	0
	0	0	5	0	1	0	0	0	2	0	4	0
	0	0	6	1	0	0	1	0	8	0	1	0
0910 - 0915	0	0	6	1	2	1	3	0	7	1	0	0
	0	0	3	0	1	0	1	0	3	0	0	0
	0	0	4	1	0	0	2	0	2	0	1	0
	0	0	0	0	2	0	1	0	1	0	0	0
	0	0	2	0	1	0	2	0	0	0	0	0
					2	0	2	0				

0915 - 0920	0	0	1	0	3	0	1	0	0	0	1	0
	0	0	9	1	0	0	3	0	6	1	2	0
	1	0	2	0	3	0	1	0	4	1	1	0
	2	0	4	0	2	0	0	0	4	1	2	0
					1	0	0	0				
0920 - 0925	1	0	9	0	2	0	1	0	7	0	3	0
	1	0	0	0	3	0	1	0	6	2	3	0
	1	0	5	0	0	0	2	0	2	1	2	0
					6	0	1	0	1	0	0	0
					1	0	0	0	9	1	1	0
0925 - 0930	1	0	1	1	1	0	1	0	3	0	0	0
	0	0	0	0	4	0	1	0	4	0	1	0
	0	0	8	0	1	0	2	0	3	0	0	0
	0	0	2	1	0	0	1	0	1	0	2	0
					2	0	2	0	5	0	1	1
					1	0	0	0	1	0	3	0
0930 - 0935	1	0	1	0	1	0	1	0	2	0	0	0
	1	0	6	1	0	0	1	0	1	1	1	0
	1	0	5	0	1	0	0	0	0	0	3	0
	0	0	4	0	0	0	1	0	3	1	0	0
					1	0	0	0	2	0	0	0
					1	0	3	0				
0935 - 0940	0	0	7	0	2	0	2	0	1	0	0	0
	0	0	7	0	4	1	0	0	1	1	1	0
	0	0	3	1	4	0	1	0	2	1	0	0
	0	0	9	0	1	0	1	0	1	0	1	0
									4	0	0	1
0940 - 0945	0	0	2	0	1	0	2	1	0	0	1	0
	1	0	2	1	0	0	1	0	2	0	1	0
	2	0	7	0	2	0	0	0	0	0	3	0
	0	0	1	0	0	0	3	0	5	0	0	0

0945 - 0950	0	0	1	0	0	0	1	0	6	0	0	0
	0	0	2	0	4	0	1	0	1	0	1	0
	1	0	10	1	1	0	2	0	3	0	3	0
	1	0	0	0	0	0	1	0	0	0	0	0
	2	0	0	0					2	0	1	0
									0	0	1	0
0950 - 0955	1	0	3	2	3	0	1	0	3	1	2	0
	0	0	7	0	1	0	2	0	2	0	1	0
	0	0	7	0	1	0	2	0	4	0	0	0
	3	0	3	0	1	0	1	0	3	1	2	0
0955 - 1000	0	0	5	0	3	0	0	0	1	0	2	0
	0	0	4	0	1	0	0	0	3	0	2	0
	0	0	4	0	0	0	3	0	7	1	3	0
	1	0	5	0	3	0	0	0	0	0	3	0
	0	0	1	0	1	0	0	0	3	0	1	0

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	1a		1b		1c		1d		1e		1f	
	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies
1600 - 1605	0	0	14	1	8	0	3	0	6	0	1	0
	1	0	14	0	3	0	5	0	3	0	3	0
	3	0	16	0	1	0	6	0	1	0	2	0
									4	0	4	0
1605 - 1610	0	0	17	0	3	0	2	0	7	0	1	0
	2	0	11	1	10	0	8	0	6	0	3	0
	1	0	15	1								

1610 - 1615	0	0	14	0	4	0	1	0	0	0	4	0
	2	0	14	1	5	0	3	0	5	0	4	0
	1	0	16	1	5	0	4	0	0	0	4	0
					7	1	4	0				
1615 - 1620	2	0	17	0	2	0	2	0	1	0	6	0
	4	0	20	0	5	0	2	0	4	0	5	0
	1	0	15	0	6	0	3	0	3	0	2	0
	0	0	13	2								
1620 - 1625	1	0	13	0	5	0	5	0	0	0	3	1
	1	0	19	0	3	0	1	0	5	0	5	0
	4	0	13	0	6	0	4	0	6	0	1	0
	2	0		0	7	0	5	0	2	0	7	0
1625 - 1630	2	0	22	0	6	0	3	0	5	0	3	0
	3	0	10	0	3	0	2	0	2	0	1	0
	0	0	9	0	4	0	3	0	1	0	2	0
	1	0	15	0					5	0	5	0
1630 - 1635	2	0	14	1	5	0	5	0	0	0	1	0
	2	0	10	0	1	0	5	0	9	0	10	0
	2	0	15	1	8	0	4	0				
1635 - 1640	2	0	18	1	4	0	3	1	9	0	5	0
	2	0	18	1	6	0	6	0	11	0	4	0
	3	1	19	1					4	0	9	0

									11	0	6	0
1640 - 1645	1	0	19	0	9	0	4	0	9	1	1	0
	0	0	20	0	2	0	6	0	9	0	8	0
	1	0	18	1	0	0	8	0	12	0	2	0
	0	0	0	0	5	0	11	0				
1645 - 1650	3	0	18	0	4	0	7	0	9	0	6	0
	1	0	22	0	1	0	3	0	6	0	4	0
	1	0	16	0	4	0	5	0	4	0	5	0
	1	0	18	0					5	0	10	0
1650 - 1655	0	0	11	0	7	0	6	0	8	0	10	0
	2	0	19	0	4	0	11	0	9	0	5	0
					3	0	8	0				
1655 - 1700	4	0	8	0	1	0	0	0	11	0	6	0
	1	0	4	1	2	0	5	0	6	0	3	0
	2	0	4	0	1	0	3	0	4	1	2	0
	0	0	3	0	1	0	2	0	4	0	3	0
					1	0	1	0	5	0	2	0
1700 - 1705	1	0	4	1	3	0	2	0	3	0	1	0
	2	0	4	0	2	0	1	1	7	0	2	0
	0	0	3	0	0	0	1	0	7	0	4	0
					6	0	4	0	7	0	5	0

1705 - 1710	1	0	3	0	0	0	2	0	7	1	0	0
	0	0	2	0	5	0	5	0	4	0	0	0
	0	0	15	1	3	0	1	0	5	0	4	0
	1	0	19	0	1	0	0	1	2	0	5	0
									5	0	10	0
1710 - 1715	2	0	11	1	11	0	3	0	0	0	5	0
	1	0	5	0	7	1	4	0	5	0	5	0
	0	0	9	0	2	0	2	0	1	0	5	0
	3	0	18	0								
	2	0	17	1								
1715 - 1720	1	0	7	0	1	0	1	0	1	0	4	0
	3	0	14	0	0	0	2	0	6	0	2	0
	1	0	17	0	1	0	1	0	9	0	3	0
	2	0	10	0	1	0	1	0	5	1	5	0
1720 - 1725	3	0	19	0	8	0	8	0	2	0	4	0
	2	0	13	0	5	0	2	0	1	0	2	0
	1	0	19	0	5	0	2	0	1	0	6	0
1725 - 1730	2	0	13	0	5	0	3	0	2	0	6	0
	0	0	1	0	1	0	0	0	1	0	2	0
	0	0	19	0	3	0	6	0	6	0	2	0
	1	0	12	0								
1730 - 1735	0	0	18	0	3	0	7	0	7	0	4	0
	3	0	12	0	2	0	2	0	1	0	0	0
	1	0	7	0	2	0	6	0				
	0	0	0	0								

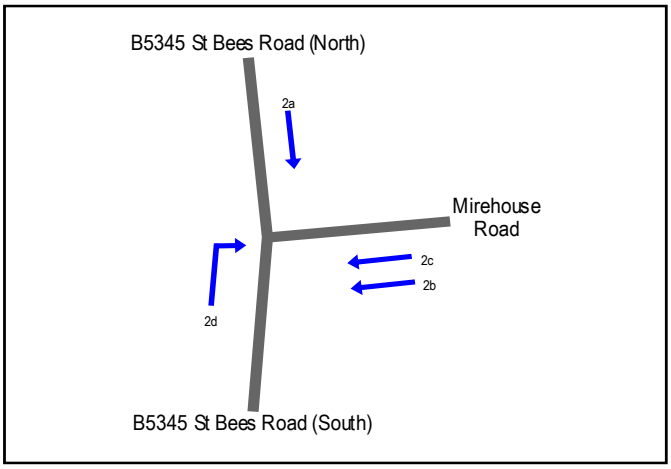
1735 - 1740	3	0	7	0	5	0	0	0	4	0	5	0
	0	0	11	1	3	0	3	0	4	0	5	0
	1	0	1	0					5	0	4	0
	0	0	4	1								
1740 - 1745	2	0	20	0	3	0	2	0	4	0	5	0
	2	0	11	0	8	0	5	0	1	0	5	0
	1	0	8	0	1	0	4	0	2	0	3	0
1745 - 1750	1	0	8	0	1	0	0	0	2	0	3	0
	0	0	8	0	0	0	2	0	2	1	2	0
	1	0	5	0	2	0	5	0	0	0	2	0
	0	0	6	0	3	0	3	0	2	0	1	0
	3	0	4	0	3	0	3	0	3	0	1	0
1750 - 1755	0	0	6	0	0	0	2	0	0	0	3	0
	1	0	2	0	3	0	4	0	0	0	1	0
	0	0	4	0	2	0	1	0	4	0	4	0
	2	0	8	0	0	0	2	0	1	0	4	0
					7	0	2	0				
1755 - 1800	3		5	0	2	0	0	0	1	0	1	0
	0		0	0	1	0	0	0	1	0	1	0
	2		4	0	1	0	2	0	1	0	2	0
	0		3	0	1	0	1	0	2	0	1	0
	1		4	1	1	0	1	0	1	0	0	0
	0		1	0	1	0	0	0	5	0	0	0
									5	0	3	0
1800 - 1805	1	0	2	0	1	0	4	0	0	0	5	0
	0	0	12	0	6	0	3	0	0	0	3	0

	2	0	1	0	2	0	0	0	2	0	6	0
	0	0	2	1	0	0	1	0	0	0	1	0
	0	0	3	0								
1805 - 1810	0	0	1	0	3	0	0	0	5	0	1	0
	0	0	1	0	1	0	0	0	0	0	1	0
	1	0	3	0	1	0	3	0	2	0	1	0
	2	0	1	0	0	0	1	0	2	0	3	0
	0	0	5	1	1	0	1	0	0	0	2	0
	0	0	3	1	2	0	1	0	1	0	2	0
1810 - 1815	0	0	6	0	3	0	3	0	0	0	1	0
	0	0	7	0	3	0	2	0	1	0	2	0
	0	0	6	0	1	0	3	0	3	0	0	0
	1	0	3	0	1	0	0	0	5	0	0	0
	0	0	4	1	1	0	0	0	7	0	3	0
1815 - 1820	0	0	5	0	4	0	8	0	1	0	2	0
	0	0	0	0	2	0	1	0	0	0	1	0
	1	0	2	0	4	0	5	0	5	0	1	0
	0	0	4	0	2	0	1	0				
					0	0	1	0				
1820 - 1825	1	0	0	0	4	0	0	0	0	0	0	0
	0	0	5	0	0	0	1	0	0	0	1	0
	1	0	2	0	3	0	3	0	4	0	3	0
	0	0	3	0	1	0	0	0	6	0	0	0
					2	0	0	0	0	0	3	0
									1	0	0	0
1825 - 1830	0	0	3	0	1	0	0	0	1	0	1	0
	2	0	3	0	1	0	0	0	6	0	1	0
	0	0	1	0	1	0	2	0	5	0	1	0
	0	0	3	1	1	0	0	0	1	0	1	0
	1	0	5	0	3	0	1	0	2	0	1	0
					0	0	2	0	0	0	1	0

1830 - 1835	1	0	7	0	2	0	1	0	2	0	2	0
	2	0	2	0	1	0	1	0	0	0	2	0
	0	0	6	0	0	0	1	0	1	0	0	0
	0	0	3	0	3	0	1	0	1	0	0	0
	0	0	1	0	3	0	0	0	5	0	1	0
	0	0	1	0								
1835 - 1840	0	0	0	0	3	0	0	0	6	0	3	0
	1	0	3	0	4	0	0	0	4	0	1	0
	1	0	2	1	2	0	3	0	1	0	1	0
	0	0	4	0	0	0	1	0	2	0	1	0
	0	0	2	0	0	0	1	0				
1840 - 1845	0	0	2	0	0	0	1	0	3	0	1	0
	0	0	2	0	1	0	1	0	3	0	2	0
	0	0	3	0	0	0	4	0	4	0	1	0
	0	0	1	0	0	0	1	0	6	0	0	0
	0	0	3	1	2	0	1	0	3	0	0	0
									2	0	4	0
1845 - 1850	1	0	6	1	0	0	1	0	1	0	2	0
	0	0	1	0	3	0	2	0	3	0	0	0
	0	0	2	0	0	0	1	0	2	0	4	0
	0	0	3	0	2	0	0	0	2	0	2	0
					1	0	2	0	3	0	3	0
					1	0	1	0				
1850 - 1855	1	0	4	0	0	0	1	0	0	0	5	0
	1	0	2	0	3	0	0	0	0	0	3	0
	1	0	3	0	1	0	0	0	3	0	2	0
	0	0	3	0	0	0	1	0	1	0	0	0
1855 - 1900	0	0	5	0	1	0	0	0	4	0	0	0
	0	0	2	0	1	0	0	0	2	0	1	0
	0	0	1	0	0	0	1	0	3	0	0	0
	0	0	6	0	0	0	1	0	1	0	3	0
					0	0	1	0	3	0	0	0
					2	0	0	0				

Whitehaven
Queue Length Survey

Site 2 of 6
B5345 St Bees Road (North)
Mirehouse Road
B5345 St Bees Road (South)



Lat/Long
lat 54.521745° lon -3.582861°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	2a		2b		2c		2d	
	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies
07:00:00	0	0	0	0	0	0	0	0
07:01:00	0	0	0	0	0	0	0	0
07:02:00	0	0	0	0	0	0	0	0
07:03:00	0	0	0	0	0	0	0	0
07:04:00	0	0	0	0	0	0	0	0
07:05:00	0	0	0	0	0	0	0	0
07:06:00	0	0	0	0	0	0	0	0
07:07:00	0	0	0	0	0	0	0	0
07:08:00	0	0	0	0	0	0	0	0
07:09:00	0	0	0	0	0	0	0	0
07:10:00	0	0	0	0	0	0	0	0
07:11:00	0	0	0	0	0	0	0	0
07:12:00	0	0	0	0	0	0	0	0
07:13:00	0	0	0	0	0	0	0	0
07:14:00	0	0	0	0	0	0	0	0
07:15:00	0	0	0	0	0	0	0	0
07:16:00	0	0	0	0	0	0	0	0
07:17:00	0	0	0	0	0	0	0	0
07:18:00	0	0	0	0	0	0	0	0
07:19:00	0	0	0	0	0	0	0	0
07:20:00	0	0	0	0	0	0	0	0
07:21:00	0	0	0	0	0	0	0	0
07:22:00	0	0	0	0	0	0	0	0
07:23:00	0	0	0	0	0	0	0	0
07:24:00	0	0	0	0	0	0	0	0
07:25:00	0	0	0	0	0	0	0	0
07:26:00	0	0	0	0	0	0	0	0
07:27:00	0	0	0	0	0	0	0	0
07:28:00	0	0	0	0	0	0	0	0
07:29:00	0	0	0	0	0	0	0	0
07:30:00	0	0	0	0	0	0	0	0
07:31:00	0	0	0	0	0	0	0	0
07:32:00	0	0	0	0	0	0	0	0
07:33:00	0	0	0	0	0	0	0	0
07:34:00	0	0	0	0	0	0	0	0
07:35:00	0	0	0	0	1	0	0	0
07:36:00	0	0	0	0	0	0	0	0
07:37:00	0	0	0	0	0	0	0	0
07:38:00	0	0	0	0	0	0	0	0
07:39:00	0	0	0	0	0	0	0	0
07:40:00	0	0	0	0	0	0	0	0
07:41:00	0	0	0	0	0	0	0	0
07:42:00	0	0	0	0	0	0	0	0
07:43:00	0	0	0	0	0	0	0	0
07:44:00	0	0	0	0	0	0	0	0
07:45:00	0	0	0	0	0	0	0	0
07:46:00	0	0	0	0	0	0	0	0
07:47:00	0	0	0	0	0	0	0	0
07:48:00	0	0	0	0	0	0	0	0
07:49:00	0	0	0	0	0	0	0	0
07:50:00	0	0	0	0	0	0	0	0
07:51:00	0	0	0	0	0	0	0	0
07:52:00	0	0	0	0	0	0	0	0
07:53:00	0	0	0	0	0	0	0	0
07:54:00	0	0	0	0	0	0	0	0
07:55:00	0	0	0	0	0	1	0	0
07:56:00	0	0	0	0	0	0	0	0

07:57:00	0	0	0	0	0	0	0	0
07:58:00	0	0	0	0	0	0	0	0
07:59:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**
08:00:00	0	0	0	0	0	0	0	0
08:01:00	0	0	0	0	0	0	0	0
08:02:00	0	0	0	0	0	0	0	0
08:03:00	0	0	0	0	0	0	0	0
08:04:00	0	0	0	0	0	0	0	0
08:05:00	0	0	0	0	0	0	0	0
08:06:00	0	0	0	0	0	0	0	0
08:07:00	0	0	0	0	0	0	0	0
08:08:00	0	0	0	0	0	0	0	0
08:09:00	0	0	0	0	0	0	0	0
08:10:00	0	0	0	0	0	0	0	0
08:11:00	0	0	0	0	0	0	0	0
08:12:00	0	0	0	0	0	0	0	0
08:13:00	0	0	0	0	0	0	0	0
08:14:00	0	0	0	0	0	0	0	0
08:15:00	0	0	0	0	0	0	0	0
08:16:00	0	0	0	0	0	0	0	0
08:17:00	0	0	0	0	0	0	0	0
08:18:00	0	0	0	0	1	0	0	0
08:19:00	0	0	0	0	0	0	0	0
08:20:00	0	0	0	0	0	0	0	0
08:21:00	0	0	0	0	0	0	0	0
08:22:00	0	0	0	0	0	0	0	0
08:23:00	0	0	0	0	1	0	0	0
08:24:00	0	0	0	0	0	0	0	0
08:25:00	0	0	0	0	0	0	0	0
08:26:00	0	0	0	0	0	0	0	0
08:27:00	0	0	0	0	0	0	0	0
08:28:00	0	0	0	0	0	0	0	0
08:29:00	0	0	0	0	0	0	0	0
08:30:00	0	0	0	0	0	0	0	0
08:31:00	0	0	0	0	0	0	0	0
08:32:00	0	0	0	0	1	0	0	0
08:33:00	0	0	0	0	0	0	0	0
08:34:00	0	0	0	0	2	0	0	0
08:35:00	0	0	0	0	0	0	0	0
08:36:00	0	0	0	0	1	0	0	0
08:37:00	0	0	0	0	0	0	0	0
08:38:00	0	0	0	0	0	0	0	0
08:39:00	0	0	0	0	0	0	0	0
08:40:00	0	0	0	0	0	0	0	0
08:41:00	0	0	0	0	0	0	0	0
08:42:00	0	0	0	0	0	0	0	0
08:43:00	0	0	0	0	0	0	0	0
08:44:00	0	0	0	0	0	0	0	0
08:45:00	0	0	0	0	1	0	0	0
08:46:00	0	0	0	0	0	0	0	0
08:47:00	0	0	0	0	0	0	0	0
08:48:00	0	0	0	0	1	0	0	0
08:49:00	0	0	0	0	0	0	0	0
08:50:00	0	0	0	0	0	0	0	0
08:51:00	0	0	0	0	0	0	0	0
08:52:00	0	0	0	0	0	0	0	0
08:53:00	0	0	0	0	0	0	0	0
08:54:00	0	0	0	0	0	0	0	0
08:55:00	0	0	0	0	0	0	0	0
08:56:00	0	0	0	0	0	0	0	0
08:57:00	0	0	0	0	0	0	0	0
08:58:00	0	0	0	0	0	0	0	0
08:59:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**
09:00:00	0	0	0	0	0	0	0	0
09:01:00	0	0	0	0	0	0	0	0
09:02:00	0	0	0	0	0	0	0	0
09:03:00	0	0	0	0	0	0	0	0
09:04:00	0	0	0	0	0	0	0	0
09:05:00	1	0	0	0	0	0	0	0
09:06:00	0	0	0	0	0	0	0	0
09:07:00	0	0	0	0	0	0	0	0
09:08:00	0	0	0	0	0	0	0	0
09:09:00	0	0	0	0	0	0	0	0
09:10:00	0	0	0	0	0	0	0	0
09:11:00	0	0	0	0	0	0	0	0
09:12:00	0	0	0	0	0	0	0	0
09:13:00	0	0	0	0	0	0	0	0
09:14:00	0	0	0	0	0	0	0	0
09:15:00	0	0	0	0	0	0	0	0
09:16:00	0	0	0	0	0	0	0	0
09:17:00	0	0	0	0	0	0	0	0
09:18:00	0	0	0	0	0	0	0	0

09:19:00	0	0	0	0	0	0	0	0
09:20:00	0	0	0	0	0	0	0	0
09:21:00	0	0	0	0	0	0	0	0
09:22:00	0	0	0	0	0	0	0	0
09:23:00	0	0	0	0	0	0	0	0
09:24:00	0	0	0	2	0	0	0	0
09:25:00	0	0	0	0	0	0	0	0
09:26:00	0	0	0	0	0	0	0	0
09:27:00	0	0	0	0	0	0	0	0
09:28:00	0	0	0	0	0	0	0	0
09:29:00	0	0	0	0	0	0	0	0
09:30:00	0	0	0	0	0	0	0	0
09:31:00	0	0	0	0	0	0	0	0
09:32:00	0	0	0	0	0	0	0	0
09:33:00	0	0	0	0	0	0	0	0
09:34:00	0	0	0	0	0	0	0	0
09:35:00	0	0	0	0	0	0	0	0
09:36:00	0	0	0	0	0	0	0	0
09:37:00	0	0	0	0	0	0	0	0
09:38:00	0	0	0	0	0	0	0	0
09:39:00	0	0	0	0	0	0	0	0
09:40:00	0	0	0	0	0	0	0	0
09:41:00	0	0	0	0	0	0	0	0
09:42:00	0	0	0	0	0	0	0	0
09:43:00	0	0	0	0	0	0	0	0
09:44:00	0	0	0	0	0	0	0	0
09:45:00	0	0	0	0	0	0	0	0
09:46:00	0	0	0	0	0	0	0	0
09:47:00	0	0	0	0	0	0	0	0
09:48:00	0	0	0	0	0	0	0	0
09:49:00	0	0	0	1	0	0	0	0
09:50:00	0	0	0	0	0	0	0	0
09:51:00	0	0	0	0	0	0	0	0
09:52:00	0	0	0	0	0	0	0	0
09:53:00	0	0	0	2	0	0	0	0
09:54:00	0	0	0	0	0	0	0	0
09:55:00	0	0	0	0	0	0	0	0
09:56:00	0	0	0	0	0	0	0	0
09:57:00	1	0	0	0	0	0	0	0
09:58:00	0	0	0	0	0	0	0	0
09:59:00	0	0	0	0	0	0	0	0
Hourly Average	**0.08**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	2a		2b		2c		2d	
	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies
16:00:00	0	0	0	0	0	0	0	0
16:01:00	0	0	0	0	0	0	0	0
16:02:00	0	0	0	0	0	0	0	0
16:03:00	0	0	0	0	0	0	0	0
16:04:00	0	0	0	0	0	0	0	0
16:05:00	0	0	0	0	0	0	0	0
16:06:00	2	0	0	0	0	0	7	0
16:07:00	0	0	0	0	0	0	0	0
16:08:00	0	0	0	0	0	0	0	0
16:09:00	0	0	0	0	0	0	0	0
16:10:00	0	0	0	0	0	0	0	0
16:11:00	0	0	0	0	1	0	0	0
16:12:00	0	0	0	0	0	0	0	0
16:13:00	0	0	0	0	0	0	0	0
16:14:00	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0
16:16:00	0	0	0	0	0	0	0	0
16:17:00	0	0	0	0	1	0	0	0
16:18:00	0	0	0	0	0	0	0	0
16:19:00	0	0	0	0	0	0	0	0
16:20:00	0	0	0	0	0	0	0	0
16:21:00	0	0	0	0	0	0	0	0
16:22:00	0	0	0	0	1	0	0	0

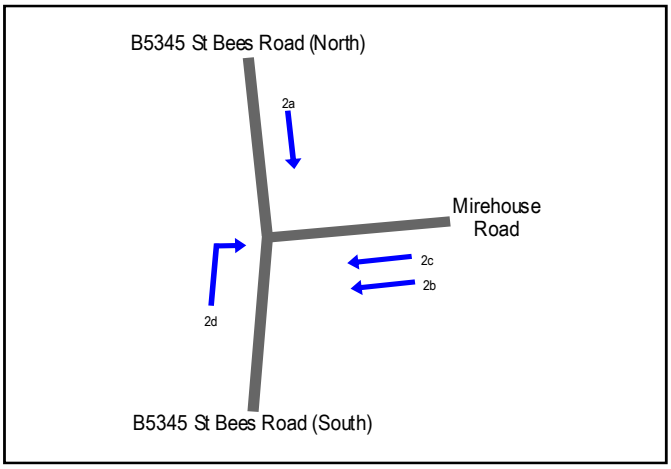
16:23:00	0	0	0	0	0	0	0	0
16:24:00	0	0	0	0	0	0	0	0
16:25:00	0	0	0	0	0	0	0	0
16:26:00	0	0	0	0	0	0	0	0
16:27:00	0	0	0	0	0	0	0	0
16:28:00	0	0	0	0	0	0	0	0
16:29:00	0	0	1	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0
16:31:00	0	0	0	0	0	0	0	0
16:32:00	0	0	0	0	1	0	0	0
16:33:00	0	0	0	0	1	0	0	0
16:34:00	0	0	0	0	0	0	0	0
16:35:00	0	0	0	0	0	0	0	0
16:36:00	0	0	0	0	0	0	0	0
16:37:00	1	0	0	0	3	0	0	0
16:38:00	0	0	0	0	1	0	0	0
16:39:00	0	0	0	0	0	0	0	0
16:40:00	0	0	0	0	0	0	0	0
16:41:00	0	0	0	0	0	0	0	0
16:42:00	1	0	0	0	2	0	0	0
16:43:00	0	0	0	0	0	0	0	0
16:44:00	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0
16:46:00	0	0	0	0	0	0	0	0
16:47:00	0	0	0	0	0	0	0	0
16:48:00	1	0	0	0	1	0	0	0
16:49:00	0	0	0	0	0	0	0	0
16:50:00	1	0	0	0	2	0	0	0
16:51:00	1	0	0	0	0	0	2	0
16:52:00	0	0	0	0	0	0	0	0
16:53:00	0	0	0	0	0	0	0	0
16:54:00	0	0	1	0	0	0	0	0
16:55:00	0	0	0	0	0	0	0	0
16:56:00	0	0	0	0	0	0	0	0
16:57:00	0	0	0	0	0	0	0	0
16:58:00	0	0	0	0	0	0	0	0
16:59:00	0	0	2	0	1	0	0	0
Hourly Average	**0.25**	**0.00**	**0.25**	**0.00**	**0.33**	**0.00**	**0.17**	**0.00**
17:00:00	0	0	0	0	0	0	0	0
17:01:00	0	0	0	0	0	0	0	0
17:02:00	0	0	0	0	0	0	0	0
17:03:00	0	0	0	0	0	0	0	0
17:04:00	0	0	0	0	0	0	0	0
17:05:00	1	0	0	0	2	0	0	0
17:06:00	0	0	0	0	0	0	0	0
17:07:00	0	0	0	0	0	0	0	0
17:08:00	0	0	0	0	0	0	0	0
17:09:00	0	0	0	0	0	0	0	0
17:10:00	0	0	0	0	0	0	0	0
17:11:00	0	0	0	0	0	0	0	0
17:12:00	0	0	0	0	0	0	0	0
17:13:00	0	0	0	0	0	0	0	0
17:14:00	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0
17:16:00	0	0	0	0	0	0	0	0
17:17:00	0	0	0	0	0	0	0	0
17:18:00	0	0	0	0	0	0	0	0
17:19:00	0	0	0	0	1	0	0	0
17:20:00	0	0	0	0	0	0	0	0
17:21:00	0	0	0	0	0	0	0	0
17:22:00	0	0	0	0	0	0	0	0
17:23:00	0	0	0	0	0	0	0	0
17:24:00	0	0	0	0	0	0	0	0
17:25:00	0	0	0	0	0	0	0	0
17:26:00	0	0	0	0	0	0	0	0
17:27:00	0	0	0	0	0	0	0	0
17:28:00	0	0	0	0	0	0	0	0
17:29:00	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0
17:31:00	0	0	0	0	0	0	0	0
17:32:00	0	0	0	0	0	0	0	0
17:33:00	0	0	0	0	0	0	0	0
17:34:00	0	0	0	0	0	0	0	0
17:35:00	0	0	0	0	0	0	0	0
17:36:00	0	0	0	0	0	0	0	0
17:37:00	0	0	0	0	0	0	0	0
17:38:00	0	0	0	0	0	0	0	0
17:39:00	0	0	0	0	0	0	0	0
17:40:00	0	0	0	0	0	0	0	0
17:41:00	0	0	0	0	0	0	0	0
17:42:00	0	0	0	0	0	0	0	0
17:43:00	0	0	0	0	0	0	0	0
17:44:00	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	2	0	0	0

17:46:00	0	0	0	0	0	0	0	0
17:47:00	0	0	0	0	0	0	0	0
17:48:00	0	0	1	0	0	0	0	0
17:49:00	0	0	0	0	0	0	0	0
17:50:00	0	0	0	0	0	0	0	0
17:51:00	0	0	0	0	0	0	0	0
17:52:00	0	0	0	0	0	0	0	0
17:53:00	0	0	0	0	0	0	0	0
17:54:00	0	0	0	0	1	0	0	0
17:55:00	0	0	0	0	0	0	0	0
17:56:00	0	0	0	0	0	0	0	0
17:57:00	0	0	0	0	0	0	0	0
17:58:00	0	0	0	0	0	0	0	0
17:59:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**
18:00:00	0	0	0	0	0	0	1	0
18:01:00	0	0	0	0	1	0	0	0
18:02:00	0	0	0	0	0	0	0	0
18:03:00	0	0	0	0	0	0	0	0
18:04:00	0	0	0	0	0	0	0	0
18:05:00	0	0	0	0	0	0	0	0
18:06:00	0	0	0	0	0	0	0	0
18:07:00	0	0	0	0	0	0	0	0
18:08:00	0	0	0	0	0	0	0	0
18:09:00	0	0	0	0	0	0	0	0
18:10:00	0	0	0	0	1	0	0	0
18:11:00	0	0	0	0	0	0	0	0
18:12:00	0	0	0	0	0	0	0	0
18:13:00	0	0	0	0	0	0	0	0
18:14:00	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0
18:16:00	0	0	0	0	0	0	0	0
18:17:00	0	0	0	0	0	0	0	0
18:18:00	0	0	0	0	0	0	0	0
18:19:00	0	0	0	0	0	0	0	0
18:20:00	0	0	0	0	0	0	0	0
18:21:00	0	0	0	0	0	0	0	0
18:22:00	0	0	0	0	0	0	0	0
18:23:00	0	0	0	0	0	0	0	0
18:24:00	0	0	0	0	0	0	0	0
18:25:00	0	0	0	0	0	0	0	0
18:26:00	0	0	0	0	0	0	0	0
18:27:00	0	0	0	0	0	0	0	0
18:28:00	0	0	0	0	0	0	0	0
18:29:00	0	0	0	0	1	0	0	0
18:30:00	0	0	0	0	0	0	0	0
18:31:00	0	0	0	0	0	0	0	0
18:32:00	0	0	0	0	0	0	0	0
18:33:00	0	0	0	0	0	0	0	0
18:34:00	0	0	0	0	0	0	1	0
18:35:00	0	0	0	0	0	0	0	0
18:36:00	0	0	0	0	0	0	0	0
18:37:00	0	0	0	0	0	0	0	0
18:38:00	0	0	0	0	0	0	0	0
18:39:00	0	0	0	0	0	0	0	0
18:40:00	0	0	0	0	0	0	0	0
18:41:00	2	0	0	0	0	0	0	0
18:42:00	0	0	0	0	0	0	0	0
18:43:00	0	0	0	0	0	0	0	0
18:44:00	0	0	0	0	0	0	0	0
18:45:00	0	0	0	0	0	0	0	0
18:46:00	0	0	0	0	0	0	0	0
18:47:00	0	0	0	0	0	0	0	0
18:48:00	0	0	0	0	0	0	0	0
18:49:00	0	0	0	0	0	0	0	0
18:50:00	0	0	0	0	1	0	0	0
18:51:00	0	0	0	0	0	0	0	0
18:52:00	0	0	0	0	0	0	0	0
18:53:00	0	0	0	0	0	0	0	0
18:54:00	0	0	0	0	0	0	0	0
18:55:00	0	0	0	0	0	0	0	0
18:56:00	0	0	0	0	0	0	0	0
18:57:00	0	0	0	0	0	0	0	0
18:58:00	0	0	0	0	0	0	0	0
18:59:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Whitehaven
Queue Length Survey

Site 2 of 6
B5345 St Bees Road (North)
Mirehouse Road
B5345 St Bees Road (South)



Lat/Long
lat 54.521745° lon -3.582861°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	2a		2b		2c		2d	
	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies
07:00 - 07:01	0	0	0	0	1	0	0	0
07:01 - 07:02	0	0	0	0	0	0	0	0
07:02 - 07:03	0	0	0	0	0	0	0	0
07:03 - 07:04	0	0	0	0	0	0	0	0
07:04 - 07:05	0	0	0	0	0	0	0	0
07:05 - 07:06	0	0	0	0	0	0	0	0
07:06 - 07:07	0	0	0	0	0	0	0	0
07:07 - 07:08	0	0	0	0	2	0	0	0
07:08 - 07:09	0	0	0	0	0	0	0	0
07:09 - 07:10	0	0	0	0	0	0	0	0
07:10 - 07:11	0	0	0	0	0	0	0	0
07:11 - 07:12	0	0	0	0	0	0	0	0
07:12 - 07:13	0	0	0	0	0	0	0	0
07:13 - 07:14	0	0	0	0	0	0	0	0
07:14 - 07:15	0	0	0	0	1	0	0	0
07:15 - 07:16	0	0	0	0	0	0	0	0
07:16 - 07:17	0	0	0	0	0	0	0	0
07:17 - 07:18	0	0	0	0	1	0	0	0
07:18 -07:19	0	0	0	0	0	0	0	0
07:19 - 07:20	0	0	0	0	0	0	0	0
07:20 - 07:21	0	0	0	0	0	0	0	0
07:21 - 07:22	0	0	0	0	0	0	0	0
07:22 - 07:23	0	0	0	0	0	0	0	0
07:23 - 07:24	0	0	0	0	0	0	0	0
07:24 - 07:25	0	0	0	0	0	0	0	0
07:25 - 07:26	1	0	0	0	0	0	0	0
07:26 - 07:27	0	0	0	0	1	0	0	0
07:27 - 07:28	0	0	0	0	0	0	0	0
07:28 - 07:29	0	0	0	0	1	0	0	0
07:29 - 07:30	0	0	0	0	0	0	0	0
07:30 - 07:31	0	0	0	0	0	0	0	0
07:31 - 07:32	0	0	0	0	1	0	0	0
07:32 - 07:33	0	0	0	0	0	0	0	0
07:33 - 07:34	0	0	0	0	0	0	0	0
07:34 - 07:35	0	0	0	0	0	0	0	0
07:35 - 07:36	0	0	0	0	1	0	0	0
07:36 - 07:37	0	0	0	0	0	0	0	0
07:37 - 07:38	0	0	0	0	0	0	0	0
07:38 - 07:39	0	0	0	0	1	0	0	0
07:39 - 07:40	0	0	0	0	0	0	0	0
07:40 - 07:41	0	0	0	0	0	0	0	0
07:41 - 07:42	0	0	0	0	1	0	0	0
07:42 - 07:43	0	0	1	0	0	0	0	0
07:43 - 07:44	0	0	0	0	1	0	0	0
07:44 - 07:45	0	0	0	0	1	0	0	0
07:45- 07:46	0	0	0	0	0	0	0	0
07:46 - 07:47	0	0	0	0	0	0	0	0
07:47 - 07:48	0	0	0	0	2	0	0	0
07:48 - 07:49	0	0	0	0	1	0	0	0
07:49 - 07:50	1	0	0	0	0	0	0	0
07:50 - 07:51	0	0	0	0	1	0	0	0
07:51 - 07:52	0	0	0	0	0	0	0	0
07:52 - 07:53	0	0	0	0	0	0	0	0
07:53 - 07:54	0	0	0	0	0	0	0	0
07:54 - 07:55	1	0	0	0	3	0	2	0
07:55 - 07:56	0	0	1	0	0	1	0	0
07:56 - 07:57	0	0	0	0	1	0	0	0

07:57 - 07:58	0	0	0	0	0	0	0	0
07:58 - 07:59	0	0	0	0	0	0	0	0
07:59 - 08:00	0	0	0	0	0	0	0	0
Hourly Average	**0.17**	**0.00**	**0.08**	**0.00**	**0.50**	**0.08**	**0.17**	**0.00**
08:00 - 08:01	0	0	0	0	1	0	0	0
08:01 - 08:02	0	0	0	0	0	0	0	0
08:02 - 08:03	0	0	0	0	0	0	0	0
08:03 - 08:04	0	0	0	0	0	0	0	0
08:04 - 08:05	0	0	0	0	0	0	0	0
08:05 - 08:06	0	0	0	0	0	0	0	0
08:06 - 08:07	1	0	0	0	0	0	0	0
08:07 - 08:08	0	0	0	0	1	0	0	0
08:08 - 08:09	2	0	0	0	0	0	1	0
08:09 - 08:10	0	0	0	0	1	0	0	0
08:10 - 08:11	0	0	0	0	0	0	0	0
08:11 - 08:12	2	0	0	0	1	0	0	0
08:12 - 08:13	0	0	0	0	0	0	0	0
08:13 - 08:14	0	0	0	0	0	0	0	0
08:14 - 08:15	0	0	0	0	1	0	0	0
08:15 - 08:16	1	0	0	0	0	0	0	0
08:16 - 08:17	0	0	0	0	0	0	0	0
08:17 - 08:18	1	0	0	0	0	0	0	0
08:18 - 08:19	0	0	0	0	1	0	1	0
08:19 - 08:20	0	0	0	0	0	0	0	0
08:20 - 08:21	0	0	0	0	0	0	0	0
08:21 - 08:22	1	0	1	0	0	0	0	0
08:22 - 08:23	0	0	0	0	1	0	0	0
08:23 - 08:24	1	0	0	0	1	0	0	0
08:24 - 08:25	0	0	1	0	1	0	0	0
08:25 - 08:26	0	0	0	0	0	0	1	0
08:26 - 08:27	0	0	0	0	0	0	0	0
08:27 - 08:28	0	0	0	0	4	0	0	0
08:28 - 08:29	0	0	0	0	1	0	0	0
08:29 - 08:30	0	0	0	0	2	0	0	0
08:30 - 08:31	0	0	0	0	0	0	1	0
08:31 - 08:32	0	0	0	0	2	0	0	0
08:32 - 08:33	0	0	0	0	0	0	0	0
08:33 - 08:34	0	0	0	0	0	0	0	0
08:34 - 08:35	0	0	0	0	2	0	0	0
08:35 - 08:36	0	0	0	0	0	0	2	0
08:36 - 08:37	0	0	0	0	0	0	0	0
08:37 - 08:38	0	0	0	0	0	0	0	0
08:38 - 08:39	0	0	0	0	0	0	0	0
08:39 - 08:40	0	0	0	0	1	0	0	0
08:40 - 08:41	0	0	0	0	0	0	0	0
08:41 - 08:42	0	0	0	0	1	0	0	0
08:42 - 08:43	0	0	0	0	0	0	0	0
08:43 - 08:44	1	0	0	0	0	0	0	0
08:44 - 08:45	1	0	0	0	0	0	0	0
08:45 - 08:46	0	0	2	0	1	0	0	0
08:46 - 08:47	0	0	0	0	3	0	0	0
08:47 - 08:48	0	0	0	0	1	0	0	0
08:48 - 08:49	0	0	0	0	1	0	0	0
08:49 - 08:50	0	0	0	0	0	0	0	0
08:50 - 08:51	1	0	0	0	1	0	0	0
08:51 - 08:52	0	0	0	0	1	0	0	0
08:52 - 08:53	0	0	0	0	1	0	0	0
08:53 - 08:54	0	0	0	0	1	0	0	0
08:54 - 08:55	1	0	0	0	0	1	0	0
08:55 - 08:56	0	0	0	0	0	0	0	0
08:56 - 08:57	0	0	0	0	1	0	0	0
08:57 - 08:58	0	0	0	0	0	0	0	0
08:58 - 08:59	0	0	0	0	1	0	0	0
08:59 - 09:00	1	0	2	0	1	0	0	0
Hourly Average	**0.25**	**0.00**	**0.17**	**0.00**	**0.67**	**0.08**	**0.00**	**0.00**
09:00 - 09:01	0	0	1	0	0	0	0	0
09:01 - 09:02	0	0	1	0	1	0	0	0
09:02 - 09:03	0	0	0	0	0	0	0	0
09:03 - 09:04	0	0	1	0	2	0	0	0
09:04 - 09:05	0	0	0	0	0	0	0	0
09:05 - 09:06	1	0	0	0	1	0	1	0
09:06 - 09:07	0	0	0	0	0	0	0	0
09:07 - 09:08	0	0	0	0	0	0	0	0
09:08 - 09:09	0	0	0	0	0	0	0	0
09:09 - 09:10	0	0	0	0	0	0	0	0
09:10 - 09:11	0	0	0	0	0	0	0	0
09:11 - 09:12	0	0	0	0	1	0	0	0
09:12 - 09:13	0	0	0	0	1	0	0	0
09:13 - 09:14	0	0	0	0	0	0	0	0
09:14 - 09:15	0	0	0	0	0	0	0	0
09:15 - 09:16	0	0	0	0	0	0	0	0
09:16 - 09:17	0	0	2	0	0	0	0	0
09:17 - 09:18	0	0	0	0	0	0	0	0
09:18 - 09:19	0	0	0	0	0	0	0	0

09:19 - 09:20	0	0	0	0	0	0	0	0
09:20 - 09:21	0	0	0	0	0	0	0	0
09:21 - 09:22	1	0	0	0	0	0	0	0
09:22 - 09:23	0	0	0	0	1	0	0	0
09:23 - 09:24	0	0	0	0	0	0	0	0
09:24 - 09:25	2	0	0	0	2	0	0	0
09:25 - 09:26	0	0	0	0	1	0	0	0
09:26 - 09:27	0	0	0	0	0	0	0	0
09:27 - 09:28	0	0	0	0	1	0	0	0
09:28 - 09:29	0	0	0	0	0	0	0	0
09:29 - 09:30	0	0	0	0	0	0	0	0
09:30 - 09:31	0	0	0	0	0	0	0	0
09:31 - 09:32	0	0	0	0	0	0	0	0
09:32 - 09:33	0	0	0	0	1	0	0	0
09:33 - 09:34	0	0	0	0	0	0	0	0
09:34 - 09:35	1	0	0	0	0	0	1	0
09:35 - 09:36	0	0	0	0	0	0	0	0
09:36 - 09:37	0	0	0	0	0	0	0	0
09:37 - 09:38	0	0	0	0	0	0	0	0
09:38 - 09:39	0	0	0	0	0	0	0	0
09:39 - 09:40	0	0	0	0	1	0	0	0
09:40 - 09:41	0	0	0	0	0	0	0	0
09:41 - 09:42	0	0	0	0	0	0	0	0
09:42 - 09:43	0	0	0	0	0	0	0	0
09:43 - 09:44	1	0	0	0	1	0	0	0
09:44 - 09:45	0	0	1	0	0	0	0	0
09:45 - 09:46	0	0	0	0	0	0	0	0
09:46 - 09:47	0	0	1	0	1	0	0	0
09:47 - 09:48	0	0	0	0	1	0	0	0
09:48 - 09:49	1	0	0	0	1	0	0	0
09:49 - 09:50	0	0	0	0	1	0	0	0
09:50 - 09:51	1	0	0	0	0	0	0	0
09:51 - 09:52	0	0	3	0	0	0	0	0
09:52 - 09:53	0	0	0	0	2	0	0	0
09:53 - 09:54	0	0	0	0	2	0	0	0
09:54 - 09:55	1	0	0	0	1	0	0	0
09:55 - 09:56	0	0	1	0	0	0	0	0
09:56 - 09:57	0	0	0	0	1	0	0	0
09:57 - 09:58	0	0	1	0	0	0	0	0
09:58 - 09:59	0	0	2	0	0	0	0	0
09:59 - 10:00	0	0	0	0	0	0	0	0
Hourly Average	**0.25**	**0.00**	**0.58**	**0.00**	**0.67**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	2a		2b		2c		2d	
	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies
16:00 - 16:01	0	0	1	0	0	0	0	0
16:01 - 16:02	1	0	0	0	1	0	0	0
16:02 - 16:03	0	0	1	0	1	0	0	0
16:03 - 16:04	2	0	0	0	0	0	0	0
16:04 - 16:05	0	0	0	0	0	0	0	0
16:05 - 16:06	1	0	0	0	1	0	6	0
16:06 - 16:07	2	0	0	0	0	0	9	0
16:07 - 16:08	0	0	0	0	0	0	0	0
16:08 - 16:09	0	0	0	0	1	0	1	0
16:09 - 16:10	0	0	0	0	1	0	0	0
16:10 - 16:11	0	0	0	0	1	0	0	0
16:11 - 16:12	1	0	0	0	1	0	0	0
16:12 - 16:13	0	0	0	0	1	0	0	0
16:13 - 16:14	0	0	0	0	1	1	0	0
16:14 - 16:15	0	0	0	0	0	0	0	0
16:15 - 16:16	0	0	0	0	2	0	0	0
16:16 - 16:17	0	0	0	0	1	0	0	0
16:17 - 16:18	1	0	1	0	3	0	0	0
16:18 - 16:19	0	0	0	0	0	0	0	0
16:19 - 16:20	0	0	0	0	1	0	0	0
16:20 - 16:21	0	0	0	0	1	0	0	0
16:21 - 16:22	0	0	0	0	1	0	1	0
16:22 - 16:23	0	0	0	0	2	0	0	0

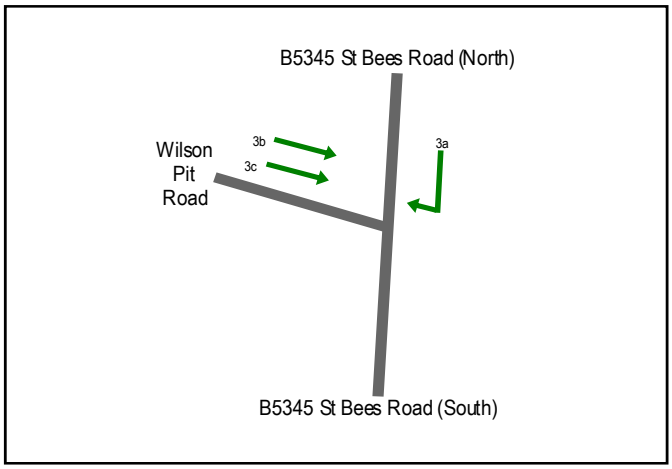
16:23 - 16:24	0	0	0	0	1	1	0	0
16:24 - 16:25	0	0	0	0	2	0	0	0
16:25 - 16:26	0	0	1	0	6	0	0	0
16:26 - 16:27	0	0	2	0	0	0	0	0
16:27 - 16:28	0	0	0	0	1	0	0	0
16:28 - 16:29	0	0	0	0	0	0	0	0
16:29 - 16:30	3	0	1	0	0	0	0	0
16:30 - 16:31	0	0	0	0	0	0	0	0
16:31 - 16:32	1	0	0	0	1	0	0	0
16:32 - 16:33	2	0	1	0	2	0	0	0
16:33 - 16:34	0	0	0	0	1	0	0	0
16:34 - 16:35	0	0	2	0	1	0	0	0
16:35 - 16:36	1	0	0	0	0	0	0	0
16:36 - 16:37	2	0	1	0	3	0	4	0
16:37 - 16:38	1	0	0	0	3	0	0	0
16:38 - 16:39	0	0	1	0	0	0	0	0
16:39 - 16:40	3	0	0	0	1	0	1	0
16:40 - 16:41	0	0	0	0	0	0	0	0
16:41 - 16:42	0	0	1	0	2	0	0	0
16:42 - 16:43	1	0	3	0	2	0	0	0
16:43 - 16:44	0	0	0	0	1	0	0	0
16:44 - 16:45	0	0	1	0	1	0	0	0
16:45 - 16:46	1	0	0	0	0	0	0	0
16:46 - 16:47	0	0	0	0	1	0	0	0
16:47 - 16:48	1	0	0	0	1	0	1	0
16:48 - 16:49	1	0	0	0	1	0	0	0
16:49 - 16:50	0	0	0	0	2	0	0	0
16:50 - 16:51	2	0	3	0	2	0	0	0
16:51 - 16:52	3	0	0	0	2	0	2	0
16:52 - 16:53	0	0	0	0	1	0	0	0
16:53 - 16:54	0	0	1	0	0	0	0	0
16:54 - 16:55	0	0	2	0	1	0	0	0
16:55 - 16:56	1	0	0	0	1	0	0	0
16:56 - 16:57	1	0	1	0	2	0	1	0
16:57 - 16:58	0	0	1	0	1	0	0	0
16:58 - 16:59	0	0	0	0	1	0	0	0
16:59 - 17:00	1	0	2	0	1	0	0	0
Hourly Average	**0.75**	**0.00**	**0.83**	**0.00**	**1.25**	**0.00**	**0.25**	**0.00**
17:00 - 17:01	0	0	0	0	0	0	0	0
17:01 - 17:02	0	0	0	0	0	0	0	0
17:02 - 17:03	0	0	0	0	1	0	0	0
17:03 - 17:04	0	0	0	0	0	0	0	0
17:04 - 17:05	0	0	0	0	2	0	4	0
17:05 - 17:06	1	0	1	0	2	0	0	0
17:06 - 17:07	0	0	1	0	1	0	0	0
17:07 - 17:08	0	0	0	0	0	0	0	0
17:08 - 17:09	1	0	0	0	0	0	0	0
17:09 - 17:10	0	0	0	0	0	0	0	0
17:10 - 17:11	2	0	1	0	3	0	0	0
17:11 - 17:12	2	0	0	0	1	0	0	0
17:12 - 17:13	0	0	0	0	1	0	0	0
17:13 - 17:14	0	0	1	0	2	0	0	0
17:14 - 17:15	0	0	0	0	1	0	0	0
17:15 - 17:16	0	0	0	0	0	0	0	0
17:16 - 17:17	0	0	1	0	1	0	0	0
17:17 - 17:18	0	0	0	0	1	0	0	0
17:18 - 17:19	2	0	0	0	1	0	1	0
17:19 - 17:20	0	0	0	0	1	0	0	0
17:20 - 17:21	0	0	1	0	0	0	0	0
17:21 - 17:22	1	0	0	0	1	0	2	0
17:22 - 17:23	0	0	2	0	1	0	0	0
17:23 - 17:24	0	0	0	0	0	0	0	0
17:24 - 17:25	0	0	0	0	0	0	0	0
17:25 - 17:26	0	0	5	0	0	0	0	0
17:26 - 17:27	0	0	0	0	0	0	0	0
17:27 - 17:28	0	0	0	0	0	0	0	0
17:28 - 17:29	0	0	0	0	1	0	0	0
17:29 - 17:30	0	0	0	0	0	0	0	0
17:30 - 17:31	0	0	0	0	0	0	4	0
17:31 - 17:32	0	0	2	0	0	0	1	0
17:32 - 17:33	0	0	0	0	1	0	0	0
17:33 - 17:34	0	0	0	0	1	0	0	0
17:34 - 17:35	0	0	0	0	1	0	0	0
17:35 - 17:36	0	0	0	0	1	0	0	0
17:36 - 17:37	0	0	0	0	1	0	0	0
17:37 - 17:38	1	0	1	0	0	0	0	0
17:38 - 17:39	0	0	0	0	1	0	0	0
17:39 - 17:40	2	0	0	0	1	0	0	0
17:40 - 17:41	0	0	0	0	1	0	0	0
17:41 - 17:42	0	0	0	0	1	0	0	0
17:42 - 17:43	0	0	4	0	1	0	0	0
17:43 - 17:44	0	0	0	0	0	0	0	0
17:44 - 17:45	1	0	0	0	2	0	0	0
17:45 - 17:46	0	0	4	0	2	0	0	0

17:46 - 17:47	0	0	0	0	0	0	0	0
17:47 - 17:48	0	0	0	0	1	0	0	0
17:48 - 17:49	0	0	1	0	0	0	0	0
17:49 - 17:50	0	0	0	0	0	0	0	0
17:50 - 17:51	0	0	0	0	1	0	0	0
17:51 - 17:52	0	0	0	0	1	0	0	0
17:52 - 17:53	0	0	0	0	1	0	0	0
17:53 - 17:54	0	0	0	0	0	0	0	0
17:54 - 17:55	0	0	0	0	1	0	0	0
17:55 - 17:56	0	0	2	0	1	0	0	0
17:56 - 17:57	0	0	0	0	0	0	0	0
17:57 - 17:58	0	0	0	0	0	0	0	0
17:58 - 17:59	0	0	0	0	0	0	0	0
17:59 - 18:00	0	0	2	0	1	0	0	0
Hourly Average	**0.00**	**0.00**	**0.42**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**
18:00 - 18:01	0	0	1	0	2	0	1	0
18:01 - 18:02	0	0	0	0	1	0	0	0
18:02 - 18:03	0	0	0	0	1	0	1	0
18:03 - 18:04	0	0	0	0	1	0	0	0
18:04 - 18:05	0	0	0	0	0	0	0	0
18:05 - 18:06	0	0	0	0	0	0	0	0
18:06 - 18:07	0	0	0	0	0	0	0	0
18:07 - 18:08	0	0	0	0	1	0	0	0
18:08 - 18:09	0	0	0	0	0	0	0	0
18:09 - 18:10	0	0	0	0	1	0	0	0
18:10 - 18:11	1	0	1	0	1	0	0	0
18:11 - 18:12	0	0	0	0	0	0	0	0
18:12 - 18:13	0	0	0	0	1	0	0	0
18:13 - 18:14	2	0	2	0	0	0	3	0
18:14 - 18:15	0	0	0	0	0	0	0	0
18:15 - 18:16	0	0	0	0	1	0	0	0
18:16 - 18:17	0	0	0	0	1	0	0	0
18:17 - 18:18	0	0	0	0	0	0	0	0
18:18 - 18:19	0	0	0	0	2	0	0	0
18:19 - 18:20	1	0	0	0	1	0	0	0
18:20 - 18:21	0	0	0	0	0	0	0	0
18:21 - 18:22	0	0	0	0	0	0	0	0
18:22 - 18:23	0	0	0	0	1	0	0	0
18:23 - 18:24	0	0	0	0	1	0	0	0
18:24 - 18:25	0	0	0	0	0	0	0	0
18:25 - 18:26	0	0	0	0	2	0	0	0
18:26 - 18:27	0	0	0	0	0	0	0	0
18:27 - 18:28	0	0	0	0	0	0	0	0
18:28 - 18:29	0	0	0	0	0	0	0	0
18:29 - 18:30	0	0	3	0	1	0	2	0
18:30 - 18:31	0	0	0	0	0	0	0	0
18:31 - 18:32	0	0	0	0	0	0	0	0
18:32 - 18:33	0	0	1	0	0	0	0	0
18:33 - 18:34	0	0	0	0	0	0	0	0
18:34 - 18:35	0	0	0	0	0	0	2	0
18:35 - 18:36	0	0	0	0	0	0	0	0
18:36 - 18:37	1	0	0	0	1	0	0	0
18:37 - 18:38	0	0	0	0	1	0	0	0
18:38 - 18:39	1	0	0	0	0	0	1	0
18:39 - 18:40	0	0	0	0	0	0	0	0
18:40 - 18:41	2	0	0	0	0	0	0	0
18:41 - 18:42	0	0	0	0	0	0	0	0
18:42 - 18:43	0	0	0	0	0	0	0	0
18:43 - 18:44	0	0	0	0	0	0	0	0
18:44 - 18:45	0	0	0	0	1	0	0	0
18:45 - 18:46	0	0	0	0	2	0	0	0
18:46 - 18:47	1	0	2	0	0	0	0	0
18:47 - 18:48	0	0	0	0	1	0	0	0
18:48 - 18:49	0	0	0	0	0	0	0	0
18:49 - 18:50	0	0	1	0	1	0	0	0
18:50 - 18:51	0	0	1	0	1	0	0	0
18:51 - 18:52	0	0	0	0	2	0	0	0
18:52 - 18:53	0	0	0	0	1	0	0	0
18:53 - 18:54	0	0	0	0	0	0	0	0
18:54 - 18:55	0	0	0	0	1	0	0	0
18:55 - 18:56	0	0	0	0	1	0	0	0
18:56 - 18:57	0	0	0	0	1	0	0	0
18:57 - 18:58	0	0	0	0	1	0	1	0
18:58 - 18:59	0	0	0	0	0	0	0	0
18:59 - 19:00	0	0	1	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.75**	**0.00**	**0.08**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Whitehaven
Queue Length Survey

Site 3 of 6
B5345 St Bees Road (North)
B5345 St Bees Road (South)
Wilson Pit Road



Lat/Long
lat 54.520953° lon -3.582956°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	3a		3b		3c	
	Lights	Heavies	Lights	Heavies	Lights	Heavies
07:00 - 07:01	0	0	0	0	0	0
07:01 - 07:02	0	0	0	0	0	0
07:02 - 07:03	0	0	0	0	0	0
07:03 - 07:04	0	0	0	0	0	0
07:04 - 07:05	0	0	0	0	0	0
07:05 - 07:06	0	0	1	0	1	0
07:06 - 07:07	0	0	0	0	0	0
07:07 - 07:08	0	0	0	0	0	0
07:08 - 07:09	0	0	0	0	1	0
07:09 - 07:10	0	0	0	0	0	0
07:10 - 07:11	0	0	2	0	0	0
07:11 - 07:12	0	0	0	0	0	0
07:12 - 07:13	0	0	0	0	0	0
07:13 - 07:14	0	0	0	0	0	0
07:14 - 07:15	0	0	0	0	0	0
07:15 - 07:16	0	0	0	0	0	0
07:16 - 07:17	0	0	0	0	0	0
07:17 - 07:18	0	0	0	0	0	0
07:18 -07:19	0	0	0	0	0	0
07:19 - 07:20	0	0	1	0	0	0
07:20 - 07:21	0	0	0	0	0	0
07:21 - 07:22	0	0	0	0	0	0
07:22 - 07:23	0	0	0	0	0	0
07:23 - 07:24	0	0	1	0	0	0
07:24 - 07:25	0	0	1	0	0	0
07:25 - 07:26	0	0	1	0	0	0
07:26 - 07:27	0	0	0	0	0	0
07:27 - 07:28	1	0	0	0	0	0
07:28 - 07:29	0	0	0	0	1	0
07:29 - 07:30	0	0	0	0	0	0
07:30 - 07:31	0	0	1	0	1	0
07:31 - 07:32	0	0	0	0	0	0
07:32 - 07:33	0	0	0	0	0	0
07:33 - 07:34	0	0	0	0	0	0
07:34 - 07:35	0	0	0	0	0	0
07:35 - 07:36	0	0	1	0	0	0
07:36 - 07:37	0	0	0	0	0	0
07:37 - 07:38	0	0	0	0	0	0
07:38 - 07:39	0	0	0	0	0	0
07:39 - 07:40	1	0	0	0	0	0
07:40 - 07:41	0	0	0	0	0	0
07:41 - 07:42	0	0	0	0	0	0
07:42 - 07:43	0	0	3	0	0	0
07:43 - 07:44	0	0	0	0	0	0
07:44 - 07:45	0	0	1	0	0	0
07:45- 07:46	0	0	1	0	0	0
07:46 - 07:47	0	0	0	0	0	0
07:47 - 07:48	0	0	0	0	0	0
07:48 - 07:49	0	0	0	0	0	0
07:49 - 07:50	2	0	0	0	0	0
07:50 - 07:51	0	0	0	0	0	0
07:51 - 07:52	0	0	4	0	0	0
07:52 - 07:53	0	0	0	0	0	0
07:53 - 07:54	0	0	0	0	0	0
07:54 - 07:55	1	1	6	0	0	0
07:55 - 07:56	0	0	0	0	0	0
07:56 - 07:57	0	0	0	0	0	0

07:57 - 07:58	0	0	0	0	0	0
07:58 - 07:59	1	0	3	0	1	0
07:59 - 08:00	0	0	0	0	1	0
Hourly Average	**0.33**	**0.08**	**1.08**	**0.00**	**0.17**	**0.00**
08:00 - 08:01	0	0	0	0	1	0
08:01 - 08:02	1	0	0	0	0	0
08:02 - 08:03	0	0	0	0	0	0
08:03 - 08:04	0	0	0	0	0	0
08:04 - 08:05	0	0	0	0	0	0
08:05 - 08:06	0	0	2	0	0	0
08:06 - 08:07	0	0	0	0	0	0
08:07 - 08:08	0	0	1	0	0	0
08:08 - 08:09	1	0	0	0	0	0
08:09 - 08:10	0	0	0	0	0	0
08:10 - 08:11	0	0	0	0	0	0
08:11 - 08:12	0	0	1	0	0	0
08:12 - 08:13	0	0	4	0	0	0
08:13 - 08:14	0	0	0	0	0	0
08:14 - 08:15	0	0	1	0	0	0
08:15 - 08:16	1	0	0	0	0	0
08:16 - 08:17	0	0	0	0	0	0
08:17 - 08:18	0	0	1	0	1	0
08:18 - 08:19	0	0	0	0	0	0
08:19 - 08:20	0	0	0	0	0	0
08:20 - 08:21	0	0	0	0	0	0
08:21 - 08:22	0	0	0	0	1	0
08:22 - 08:23	0	0	1	0	0	0
08:23 - 08:24	0	0	0	0	0	0
08:24 - 08:25	0	0	0	0	0	0
08:25 - 08:26	0	0	1	0	0	0
08:26 - 08:27	0	0	0	0	0	0
08:27 - 08:28	0	0	0	0	0	0
08:28 - 08:29	0	0	0	0	0	0
08:29 - 08:30	0	0	0	0	1	0
08:30 - 08:31	0	0	1	0	0	0
08:31 - 08:32	0	0	3	1	1	0
08:32 - 08:33	0	0	0	0	1	0
08:33 - 08:34	0	0	0	0	1	0
08:34 - 08:35	0	0	2	0	0	0
08:35 - 08:36	6	0	0	0	0	0
08:36 - 08:37	1	0	0	0	0	0
08:37 - 08:38	0	0	0	0	0	0
08:38 - 08:39	0	0	0	0	0	0
08:39 - 08:40	0	0	1	0	1	0
08:40 - 08:41	1	0	0	0	0	0
08:41 - 08:42	0	0	0	0	0	0
08:42 - 08:43	1	0	0	0	0	0
08:43 - 08:44	0	0	1	0	1	0
08:44 - 08:45	0	0	0	0	0	0
08:45 - 08:46	0	0	0	0	0	0
08:46 - 08:47	0	0	0	0	1	0
08:47 - 08:48	0	0	6	0	0	0
08:48 - 08:49	0	0	1	0	0	0
08:49 - 08:50	0	0	0	0	0	0
08:50 - 08:51	0	0	0	0	0	0
08:51 - 08:52	0	0	0	0	0	0
08:52 - 08:53	0	0	0	0	0	0
08:53 - 08:54	0	0	0	0	0	0
08:54 - 08:55	0	0	0	0	0	0
08:55 - 08:56	0	0	0	0	0	0
08:56 - 08:57	0	0	0	0	0	0
08:57 - 08:58	0	0	0	0	0	0
08:58 - 08:59	0	0	0	0	0	0
08:59 - 09:00	0	0	0	0	2	0
Hourly Average	**0.00**	**0.00**	**0.08**	**0.00**	**0.17**	**0.00**
09:00 - 09:01	0	0	0	0	0	0
09:01 - 09:02	0	0	0	0	0	0
09:02 - 09:03	0	0	0	0	0	0
09:03 - 09:04	0	0	1	0	0	0
09:04 - 09:05	1	0	0	0	0	0
09:05 - 09:06	2	0	1	0	1	0
09:06 - 09:07	0	0	0	0	0	0
09:07 - 09:08	0	0	4	1	0	0
09:08 - 09:09	0	0	0	0	0	0
09:09 - 09:10	0	0	2	0	0	0
09:10 - 09:11	0	0	0	0	0	0
09:11 - 09:12	0	0	0	0	0	0
09:12 - 09:13	0	0	0	0	0	0
09:13 - 09:14	0	0	2	0	1	0
09:14 - 09:15	0	0	1	0	0	0
09:15 - 09:16	0	0	0	0	0	0
09:16 - 09:17	0	0	3	1	0	0
09:17 - 09:18	0	0	0	0	0	0
09:18 - 09:19	0	0	2	0	0	0

09:19 - 09:20	0	0	0	0	0	0
09:20 - 09:21	0	0	0	0	0	0
09:21 - 09:22	0	0	0	0	0	0
09:22 - 09:23	0	0	0	0	0	0
09:23 - 09:24	0	0	0	0	0	0
09:24 - 09:25	1	0	0	0	0	0
09:25 - 09:26	0	0	0	0	0	0
09:26 - 09:27	0	0	0	0	0	0
09:27 - 09:28	0	0	0	0	0	0
09:28 - 09:29	0	0	1	0	0	0
09:29 - 09:30	0	0	0	0	0	0
09:30 - 09:31	0	0	0	0	0	0
09:31 - 09:32	0	0	0	0	0	0
09:32 - 09:33	0	0	0	0	0	0
09:33 - 09:34	0	0	0	0	0	0
09:34 - 09:35	0	0	0	0	0	0
09:35 - 09:36	0	0	0	0	0	0
09:36 - 09:37	0	0	0	0	0	0
09:37 - 09:38	0	0	0	0	0	0
09:38 - 09:39	0	0	0	0	0	0
09:39 - 09:40	0	0	0	0	0	0
09:40 - 09:41	0	0	0	0	0	0
09:41 - 09:42	0	0	0	0	1	0
09:42 - 09:43	0	0	0	0	0	0
09:43 - 09:44	0	0	0	0	0	0
09:44 - 09:45	0	0	0	0	0	0
09:45 - 09:46	0	0	0	0	0	0
09:46 - 09:47	0	0	0	0	0	0
09:47 - 09:48	0	0	0	0	0	0
09:48 - 09:49	0	0	3	1	0	0
09:49 - 09:50	1	0	0	0	0	0
09:50 - 09:51	0	0	0	0	0	0
09:51 - 09:52	0	0	0	0	0	0
09:52 - 09:53	1	0	0	0	0	0
09:53 - 09:54	0	0	0	0	1	0
09:54 - 09:55	0	0	0	0	0	0
09:55 - 09:56	0	0	0	0	1	0
09:56 - 09:57	0	0	0	0	0	0
09:57 - 09:58	0	0	0	0	0	0
09:58 - 09:59	0	0	0	0	0	0
09:59 - 10:00	1	0	0	0	0	0
Hourly Average	**0.25**	**0.00**	**0.25**	**0.08**	**0.17**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	3a		3b		3c	
	Lights	Heavies	Lights	Heavies	Lights	Heavies
16:00 - 16:01	0	0	0	0	1	0
16:01 - 16:02	0	0	0	0	0	0
16:02 - 16:03	0	0	0	0	0	0
16:03 - 16:04	0	0	2	0	1	0
16:04 - 16:05	0	0	0	0	0	0
16:05 - 16:06	0	0	6	0	0	0
16:06 - 16:07	2	0	1	0	0	0
16:07 - 16:08	0	0	0	0	0	0
16:08 - 16:09	1	0	6	0	0	0
16:09 - 16:10	0	0	0	0	0	0
16:10 - 16:11	1	0	0	0	0	0
16:11 - 16:12	0	0	0	0	0	0
16:12 - 16:13	0	0	1	0	1	0
16:13 - 16:14	0	0	1	0	0	0
16:14 - 16:15	1	0	0	0	0	0
16:15 - 16:16	1	0	0	0	0	0
16:16 - 16:17	0	0	1	0	0	0
16:17 - 16:18	2	0	0	0	0	0
16:18 - 16:19	0	0	0	0	0	0
16:19 - 16:20	0	0	1	0	0	0
16:20 - 16:21	1	0	1	0	0	0
16:21 - 16:22	0	0	0	0	0	0
16:22 - 16:23	0	0	1	0	0	0

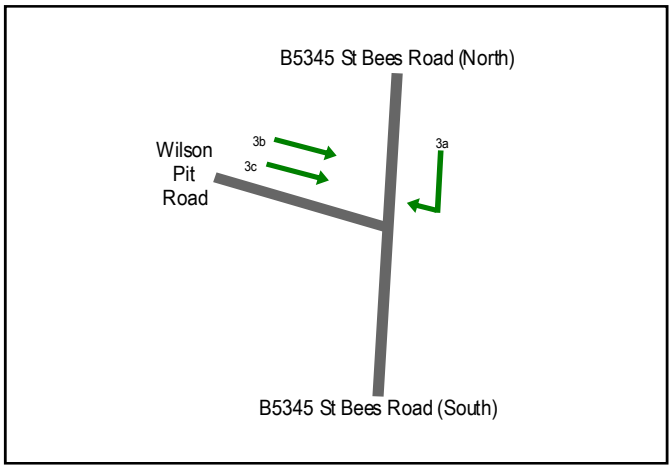
16:23 - 16:24	0	0	0	0	0	0
16:24 - 16:25	0	0	0	0	0	0
16:25 - 16:26	0	0	1	0	1	0
16:26 - 16:27	5	0	1	0	0	0
16:27 - 16:28	2	0	0	0	0	0
16:28 - 16:29	0	0	0	0	0	0
16:29 - 16:30	0	0	0	0	1	0
16:30 - 16:31	0	0	0	0	1	0
16:31 - 16:32	0	0	1	0	1	0
16:32 - 16:33	0	0	1	0	0	0
16:33 - 16:34	0	0	0	0	0	0
16:34 - 16:35	1	0	0	0	0	0
16:35 - 16:36	1	0	0	0	0	0
16:36 - 16:37	0	0	0	0	0	0
16:37 - 16:38	3	0	2	0	0	0
16:38 - 16:39	0	0	0	0	0	0
16:39 - 16:40	0	0	2	0	0	0
16:40 - 16:41	0	0	1	0	0	0
16:41 - 16:42	0	0	3	0	0	0
16:42 - 16:43	0	0	1	0	0	0
16:43 - 16:44	1	0	0	0	0	0
16:44 - 16:45	0	0	0	0	1	0
16:45 - 16:46	1	0	0	0	0	0
16:46 - 16:47	0	0	0	0	0	0
16:47 - 16:48	0	0	1	0	1	0
16:48 - 16:49	4	0	0	0	0	0
16:49 - 16:50	0	0	0	0	0	0
16:50 - 16:51	0	0	1	0	1	0
16:51 - 16:52	0	0	0	0	0	0
16:52 - 16:53	1	0	1	0	0	0
16:53 - 16:54	0	0	0	0	0	0
16:54 - 16:55	1	0	2	0	0	0
16:55 - 16:56	0	0	0	0	0	0
16:56 - 16:57	0	0	0	0	0	0
16:57 - 16:58	0	0	0	0	0	0
16:58 - 16:59	0	0	0	0	0	0
16:59 - 17:00	0	0	1	0	0	0
Hourly Average	**0.50**	**0.00**	**0.42**	**0.00**	**0.08**	**0.00**
17:00 - 17:01	0	0	1	0	0	0
17:01 - 17:02	0	0	0	0	0	0
17:02 - 17:03	0	0	1	0	0	0
17:03 - 17:04	1	0	0	0	0	0
17:04 - 17:05	0	0	0	0	0	0
17:05 - 17:06	0	0	0	0	0	0
17:06 - 17:07	0	0	0	0	0	0
17:07 - 17:08	0	0	1	0	0	0
17:08 - 17:09	0	0	1	0	0	0
17:09 - 17:10	0	0	0	0	0	0
17:10 - 17:11	0	0	0	0	0	0
17:11 - 17:12	0	0	0	0	0	0
17:12 - 17:13	0	0	0	0	0	0
17:13 - 17:14	0	0	0	0	0	0
17:14 - 17:15	0	0	0	0	0	0
17:15 - 17:16	0	0	0	0	1	0
17:16 - 17:17	0	0	0	0	0	0
17:17 - 17:18	0	0	0	0	0	0
17:18 - 17:19	1	0	3	0	1	0
17:19 - 17:20	2	0	0	0	0	0
17:20 - 17:21	0	0	0	0	2	0
17:21 - 17:22	0	0	0	0	0	0
17:22 - 17:23	0	0	0	0	0	0
17:23 - 17:24	0	0	0	0	0	0
17:24 - 17:25	0	0	0	0	0	0
17:25 - 17:26	1	0	0	0	2	0
17:26 - 17:27	0	0	0	0	0	0
17:27 - 17:28	0	0	0	0	0	0
17:28 - 17:29	0	0	0	0	0	0
17:29 - 17:30	0	0	0	0	0	0
17:30 - 17:31	0	0	0	0	1	0
17:31 - 17:32	0	0	0	0	0	0
17:32 - 17:33	0	0	0	0	0	0
17:33 - 17:34	0	0	0	0	0	0
17:34 - 17:35	0	0	0	0	0	0
17:35 - 17:36	0	0	1	0	0	0
17:36 - 17:37	0	0	0	0	0	0
17:37 - 17:38	1	0	3	0	0	0
17:38 - 17:39	1	0	3	0	0	0
17:39 - 17:40	0	0	0	0	0	0
17:40 - 17:41	1	0	0	0	0	0
17:41 - 17:42	0	0	0	0	1	0
17:42 - 17:43	1	0	2	0	1	0
17:43 - 17:44	0	0	0	0	0	0
17:44 - 17:45	2	0	1	0	1	0
17:45 - 17:46	0	0	0	0	0	0

17:46 - 17:47	0	0	1	0	0	0
17:47 - 17:48	0	0	0	0	0	0
17:48 - 17:49	1	0	0	0	0	0
17:49 - 17:50	0	0	0	0	2	0
17:50 - 17:51	0	0	1	0	1	0
17:51 - 17:52	0	0	1	0	0	0
17:52 - 17:53	0	0	0	0	0	0
17:53 - 17:54	3	0	0	0	1	0
17:54 - 17:55	0	0	0	0	0	0
17:55 - 17:56	0	0	0	0	0	0
17:56 - 17:57	0	0	0	0	0	0
17:57 - 17:58	0	0	0	0	1	0
17:58 - 17:59	0	0	0	0	0	0
17:59 - 18:00	0	0	0	0	0	0
Hourly Average	**0.33**	**0.00**	**0.17**	**0.00**	**0.42**	**0.00**
18:00 - 18:01	0	0	0	0	1	0
18:01 - 18:02	0	0	0	0	0	0
18:02 - 18:03	0	0	0	0	0	0
18:03 - 18:04	1	0	0	0	0	0
18:04 - 18:05	0	0	0	0	0	0
18:05 - 18:06	0	0	0	0	0	0
18:06 - 18:07	0	0	0	0	0	0
18:07 - 18:08	1	0	3	0	0	0
18:08 - 18:09	0	0	0	0	0	0
18:09 - 18:10	0	0	0	0	0	0
18:10 - 18:11	0	0	0	0	0	0
18:11 - 18:12	0	0	0	0	0	0
18:12 - 18:13	0	0	0	0	0	0
18:13 - 18:14	0	0	0	0	0	0
18:14 - 18:15	0	0	0	0	0	0
18:15 - 18:16	1	0	0	0	0	0
18:16 - 18:17	0	0	0	0	0	0
18:17 - 18:18	0	0	0	0	0	0
18:18 - 18:19	0	0	0	0	0	0
18:19 - 18:20	0	0	1	0	0	0
18:20 - 18:21	0	0	0	0	0	0
18:21 - 18:22	0	0	0	0	0	0
18:22 - 18:23	3	0	1	0	0	0
18:23 - 18:24	0	0	1	0	1	0
18:24 - 18:25	0	0	0	0	0	0
18:25 - 18:26	0	0	0	0	0	0
18:26 - 18:27	0	0	0	0	0	0
18:27 - 18:28	0	0	0	0	0	0
18:28 - 18:29	0	0	0	0	0	0
18:29 - 18:30	1	0	0	0	0	0
18:30 - 18:31	1	0	0	0	0	0
18:31 - 18:32	0	0	0	0	0	0
18:32 - 18:33	0	0	0	0	0	0
18:33 - 18:34	0	0	0	0	0	0
18:34 - 18:35	0	0	0	0	0	0
18:35 - 18:36	1	0	0	0	0	0
18:36 - 18:37	0	0	0	0	0	0
18:37 - 18:38	2	0	0	0	0	0
18:38 - 18:39	1	0	0	0	0	0
18:39 - 18:40	0	0	0	0	0	0
18:40 - 18:41	0	0	4	0	0	0
18:41 - 18:42	0	0	0	0	0	0
18:42 - 18:43	0	0	1	0	1	0
18:43 - 18:44	0	0	0	0	0	0
18:44 - 18:45	0	0	0	0	0	0
18:45 - 18:46	0	0	0	0	0	0
18:46 - 18:47	0	0	0	0	0	0
18:47 - 18:48	1	0	0	0	0	0
18:48 - 18:49	2	0	0	0	0	0
18:49 - 18:50	0	0	0	0	0	0
18:50 - 18:51	0	0	0	0	0	0
18:51 - 18:52	0	0	0	0	0	0
18:52 - 18:53	0	0	0	0	0	0
18:53 - 18:54	1	0	0	0	0	0
18:54 - 18:55	0	0	0	0	0	0
18:55 - 18:56	0	0	0	0	1	0
18:56 - 18:57	0	0	0	0	1	0
18:57 - 18:58	1	0	0	0	0	0
18:58 - 18:59	0	0	1	0	0	0
18:59 - 19:00	1	0	0	0	0	0
Hourly Average	**0.42**	**0.00**	**0.08**	**0.00**	**0.17**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Whitehaven
Queue Length Survey

Site 3 of 6
B5345 St Bees Road (North)
B5345 St Bees Road (South)
Wilson Pit Road



Lat/Long
lat 54.520953° lon -3.582956°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	3a		3b		3c	
	Lights	Heavies	Lights	Heavies	Lights	Heavies
07:00:00	0	0	0	0	0	0
07:01:00	0	0	0	0	0	0
07:02:00	0	0	0	0	0	0
07:03:00	0	0	0	0	0	0
07:04:00	0	0	0	0	0	0
07:05:00	0	0	0	0	0	0
07:06:00	0	0	0	0	0	0
07:07:00	0	0	0	0	0	0
07:08:00	0	0	0	0	0	0
07:09:00	0	0	0	0	0	0
07:10:00	0	0	0	0	0	0
07:11:00	0	0	0	0	0	0
07:12:00	0	0	0	0	0	0
07:13:00	0	0	0	0	0	0
07:14:00	0	0	0	0	0	0
07:15:00	0	0	0	0	0	0
07:16:00	0	0	0	0	0	0
07:17:00	0	0	0	0	0	0
07:18:00	0	0	0	0	0	0
07:19:00	0	0	0	0	0	0
07:20:00	0	0	0	0	0	0
07:21:00	0	0	0	0	0	0
07:22:00	0	0	0	0	0	0
07:23:00	0	0	0	0	0	0
07:24:00	0	0	0	0	0	0
07:25:00	0	0	0	0	0	0
07:26:00	0	0	0	0	0	0
07:27:00	0	0	0	0	0	0
07:28:00	0	0	0	0	0	0
07:29:00	0	0	0	0	0	0
07:30:00	0	0	0	0	0	0
07:31:00	0	0	0	0	0	0
07:32:00	0	0	0	0	0	0
07:33:00	0	0	0	0	0	0
07:34:00	0	0	0	0	0	0
07:35:00	0	0	0	0	0	0
07:36:00	0	0	0	0	0	0
07:37:00	0	0	0	0	0	0
07:38:00	0	0	0	0	0	0
07:39:00	0	0	0	0	0	0
07:40:00	0	0	0	0	0	0
07:41:00	0	0	0	0	0	0
07:42:00	0	0	0	0	0	0
07:43:00	0	0	0	0	0	0
07:44:00	0	0	0	0	0	0
07:45:00	0	0	0	0	0	0
07:46:00	0	0	0	0	0	0
07:47:00	0	0	0	0	0	0
07:48:00	0	0	0	0	0	0
07:49:00	0	0	0	0	0	0
07:50:00	0	0	0	0	0	0
07:51:00	0	0	0	0	0	0
07:52:00	0	0	0	0	0	0
07:53:00	0	0	0	0	0	0
07:54:00	0	0	0	0	0	0
07:55:00	0	0	0	0	0	0
07:56:00	0	0	0	0	0	0

07:57:00	0	0	0	0	0	0
07:58:00	0	0	0	0	0	0
07:59:00	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
08:00:00	0	0	0	0	0	0
08:01:00	0	0	0	0	0	0
08:02:00	0	0	0	0	0	0
08:03:00	0	0	0	0	0	0
08:04:00	0	0	0	0	0	0
08:05:00	0	0	0	0	0	0
08:06:00	0	0	0	0	0	0
08:07:00	0	0	0	0	0	0
08:08:00	0	0	0	0	0	0
08:09:00	0	0	0	0	0	0
08:10:00	0	0	0	0	0	0
08:11:00	0	0	0	0	0	0
08:12:00	0	0	0	0	0	0
08:13:00	0	0	0	0	0	0
08:14:00	0	0	0	0	0	0
08:15:00	0	0	0	0	0	0
08:16:00	0	0	0	0	0	0
08:17:00	0	0	0	0	0	0
08:18:00	0	0	0	0	0	0
08:19:00	0	0	0	0	0	0
08:20:00	0	0	0	0	0	0
08:21:00	0	0	0	0	0	0
08:22:00	0	0	0	0	0	0
08:23:00	0	0	0	0	0	0
08:24:00	0	0	0	0	0	0
08:25:00	0	0	0	0	0	0
08:26:00	0	0	0	0	0	0
08:27:00	0	0	0	0	0	0
08:28:00	0	0	0	0	0	0
08:29:00	0	0	0	0	0	0
08:30:00	0	0	0	0	0	0
08:31:00	0	0	0	0	0	0
08:32:00	0	0	0	0	0	0
08:33:00	0	0	0	0	0	0
08:34:00	0	0	0	0	0	0
08:35:00	0	0	0	0	0	0
08:36:00	0	0	0	0	0	0
08:37:00	0	0	0	0	0	0
08:38:00	0	0	0	0	0	0
08:39:00	0	0	0	0	0	0
08:40:00	0	0	0	0	0	0
08:41:00	0	0	0	0	0	0
08:42:00	0	0	0	0	0	0
08:43:00	0	0	0	0	0	0
08:44:00	0	0	0	0	0	0
08:45:00	0	0	0	0	0	0
08:46:00	0	0	0	0	0	0
08:47:00	0	0	0	0	0	0
08:48:00	0	0	0	0	0	0
08:49:00	0	0	0	0	0	0
08:50:00	0	0	0	0	0	0
08:51:00	0	0	0	0	0	0
08:52:00	0	0	0	0	0	0
08:53:00	0	0	0	0	0	0
08:54:00	0	0	0	0	0	0
08:55:00	0	0	0	0	0	0
08:56:00	0	0	0	0	0	0
08:57:00	0	0	0	0	0	0
08:58:00	0	0	0	0	0	0
08:59:00	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
09:00:00	0	0	0	0	0	0
09:01:00	0	0	0	0	0	0
09:02:00	0	0	0	0	0	0
09:03:00	0	0	0	0	0	0
09:04:00	0	0	0	0	0	0
09:05:00	0	0	0	0	0	0
09:06:00	0	0	0	0	0	0
09:07:00	0	0	0	0	0	0
09:08:00	0	0	0	0	0	0
09:09:00	0	0	0	0	0	0
09:10:00	0	0	0	0	0	0
09:11:00	0	0	0	0	0	0
09:12:00	0	0	0	0	0	0
09:13:00	0	0	0	0	0	0
09:14:00	0	0	0	0	0	0
09:15:00	0	0	0	0	0	0
09:16:00	0	0	0	0	0	0
09:17:00	0	0	0	0	0	0
09:18:00	0	0	0	0	0	0

09:19:00	0	0	0	0	0	0
09:20:00	0	0	0	0	0	0
09:21:00	0	0	0	0	0	0
09:22:00	0	0	0	0	0	0
09:23:00	0	0	0	0	0	0
09:24:00	0	0	0	0	0	0
09:25:00	0	0	0	0	0	0
09:26:00	0	0	0	0	0	0
09:27:00	0	0	0	0	0	0
09:28:00	0	0	0	0	0	0
09:29:00	0	0	0	0	0	0
09:30:00	0	0	0	0	0	0
09:31:00	0	0	0	0	0	0
09:32:00	0	0	0	0	0	0
09:33:00	0	0	0	0	0	0
09:34:00	0	0	0	0	0	0
09:35:00	0	0	0	0	0	0
09:36:00	0	0	0	0	0	0
09:37:00	0	0	0	0	0	0
09:38:00	0	0	0	0	0	0
09:39:00	0	0	0	0	0	0
09:40:00	0	0	0	0	0	0
09:41:00	0	0	0	0	0	0
09:42:00	0	0	0	0	0	0
09:43:00	0	0	0	0	0	0
09:44:00	0	0	0	0	0	0
09:45:00	0	0	0	0	0	0
09:46:00	0	0	0	0	0	0
09:47:00	0	0	0	0	0	0
09:48:00	0	0	0	0	0	0
09:49:00	0	0	0	0	0	0
09:50:00	0	0	0	0	0	0
09:51:00	0	0	0	0	0	0
09:52:00	0	0	0	0	0	0
09:53:00	0	0	0	0	0	0
09:54:00	0	0	0	0	0	0
09:55:00	0	0	0	0	0	0
09:56:00	0	0	0	0	0	0
09:57:00	0	0	0	0	0	0
09:58:00	0	0	0	0	0	0
09:59:00	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	3a		3b		3c	
	Lights	Heavies	Lights	Heavies	Lights	Heavies
16:00:00	0	0	0	0	0	0
16:01:00	0	0	0	0	0	0
16:02:00	0	0	0	0	0	0
16:03:00	0	0	0	0	0	0
16:04:00	0	0	0	0	0	0
16:05:00	0	0	0	0	0	0
16:06:00	0	0	0	0	0	0
16:07:00	0	0	0	0	0	0
16:08:00	0	0	0	0	0	0
16:09:00	0	0	0	0	0	0
16:10:00	0	0	0	0	0	0
16:11:00	0	0	0	0	0	0
16:12:00	0	0	0	0	0	0
16:13:00	0	0	0	0	0	0
16:14:00	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0
16:16:00	0	0	0	0	0	0
16:17:00	0	0	0	0	0	0
16:18:00	0	0	0	0	0	0
16:19:00	0	0	0	0	0	0
16:20:00	0	0	0	0	0	0
16:21:00	0	0	0	0	0	0
16:22:00	0	0	0	0	0	0

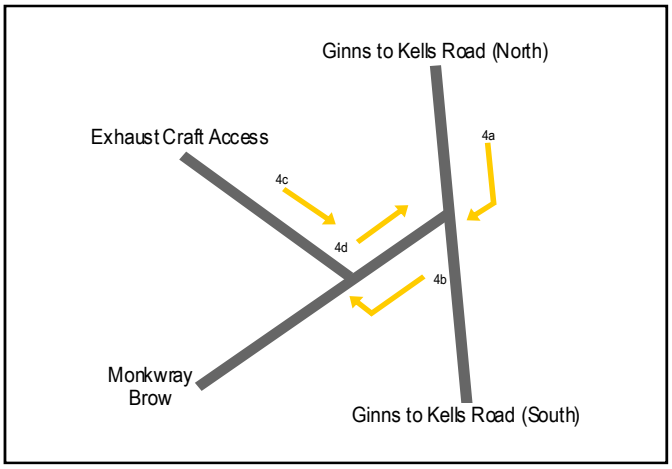
16:23:00	0	0	0	0	0	0
16:24:00	0	0	0	0	0	0
16:25:00	0	0	0	0	0	0
16:26:00	0	0	0	0	0	0
16:27:00	0	0	0	0	0	0
16:28:00	0	0	0	0	0	0
16:29:00	0	0	0	0	0	0
16:30:00	0	0	0	0	1	0
16:31:00	0	0	0	0	0	0
16:32:00	0	0	1	0	0	0
16:33:00	0	0	0	0	0	0
16:34:00	0	0	0	0	0	0
16:35:00	0	0	0	0	0	0
16:36:00	0	0	0	0	0	0
16:37:00	0	0	0	0	0	0
16:38:00	0	0	0	0	0	0
16:39:00	0	0	0	0	0	0
16:40:00	0	0	0	0	0	0
16:41:00	0	0	0	0	0	0
16:42:00	0	0	0	0	0	0
16:43:00	0	0	0	0	0	0
16:44:00	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0
16:46:00	0	0	0	0	0	0
16:47:00	0	0	0	0	0	0
16:48:00	0	0	0	0	0	0
16:49:00	0	0	0	0	0	0
16:50:00	0	0	0	0	0	0
16:51:00	0	0	0	0	0	0
16:52:00	0	0	0	0	0	0
16:53:00	0	0	0	0	0	0
16:54:00	0	0	0	0	0	0
16:55:00	0	0	0	0	0	0
16:56:00	0	0	0	0	0	0
16:57:00	0	0	0	0	0	0
16:58:00	0	0	0	0	0	0
16:59:00	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
17:00:00	0	0	1	0	0	0
17:01:00	0	0	0	0	0	0
17:02:00	0	0	0	0	0	0
17:03:00	0	0	0	0	0	0
17:04:00	0	0	0	0	0	0
17:05:00	0	0	0	0	0	0
17:06:00	0	0	0	0	0	0
17:07:00	0	0	0	0	0	0
17:08:00	0	0	0	0	0	0
17:09:00	0	0	0	0	0	0
17:10:00	0	0	0	0	0	0
17:11:00	0	0	0	0	0	0
17:12:00	0	0	0	0	0	0
17:13:00	0	0	0	0	0	0
17:14:00	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0
17:16:00	0	0	0	0	0	0
17:17:00	0	0	0	0	0	0
17:18:00	0	0	0	0	0	0
17:19:00	0	0	0	0	0	0
17:20:00	0	0	0	0	0	0
17:21:00	0	0	0	0	0	0
17:22:00	0	0	0	0	0	0
17:23:00	0	0	0	0	0	0
17:24:00	0	0	0	0	0	0
17:25:00	0	0	0	0	0	0
17:26:00	0	0	0	0	0	0
17:27:00	0	0	0	0	0	0
17:28:00	0	0	0	0	0	0
17:29:00	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0
17:31:00	0	0	0	0	0	0
17:32:00	0	0	0	0	0	0
17:33:00	0	0	0	0	0	0
17:34:00	0	0	0	0	0	0
17:35:00	0	0	0	0	0	0
17:36:00	0	0	0	0	0	0
17:37:00	0	0	0	0	0	0
17:38:00	0	0	3	0	0	0
17:39:00	0	0	0	0	0	0
17:40:00	0	0	0	0	0	0
17:41:00	0	0	0	0	0	0
17:42:00	0	0	0	0	1	0
17:43:00	0	0	0	0	0	0
17:44:00	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0

17:46:00	0	0	0	0	0	0
17:47:00	0	0	0	0	0	0
17:48:00	0	0	0	0	0	0
17:49:00	0	0	0	0	0	0
17:50:00	0	0	0	0	0	0
17:51:00	0	0	0	0	0	0
17:52:00	0	0	0	0	0	0
17:53:00	0	0	0	0	0	0
17:54:00	0	0	0	0	0	0
17:55:00	0	0	0	0	0	0
17:56:00	0	0	0	0	0	0
17:57:00	0	0	0	0	0	0
17:58:00	0	0	0	0	0	0
17:59:00	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
18:00:00	0	0	0	0	0	0
18:01:00	0	0	0	0	0	0
18:02:00	0	0	0	0	0	0
18:03:00	0	0	0	0	0	0
18:04:00	0	0	0	0	0	0
18:05:00	0	0	0	0	0	0
18:06:00	0	0	0	0	0	0
18:07:00	0	0	0	0	0	0
18:08:00	0	0	0	0	0	0
18:09:00	0	0	0	0	0	0
18:10:00	0	0	0	0	0	0
18:11:00	0	0	0	0	0	0
18:12:00	0	0	0	0	0	0
18:13:00	0	0	0	0	0	0
18:14:00	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0
18:16:00	0	0	0	0	0	0
18:17:00	0	0	0	0	0	0
18:18:00	0	0	0	0	0	0
18:19:00	0	0	0	0	0	0
18:20:00	0	0	0	0	0	0
18:21:00	0	0	0	0	0	0
18:22:00	0	0	0	0	0	0
18:23:00	0	0	0	0	0	0
18:24:00	0	0	0	0	0	0
18:25:00	0	0	0	0	0	0
18:26:00	0	0	0	0	0	0
18:27:00	0	0	0	0	0	0
18:28:00	0	0	0	0	0	0
18:29:00	0	0	0	0	0	0
18:30:00	0	0	0	0	0	0
18:31:00	0	0	0	0	0	0
18:32:00	0	0	0	0	0	0
18:33:00	0	0	0	0	0	0
18:34:00	0	0	0	0	0	0
18:35:00	0	0	0	0	0	0
18:36:00	0	0	0	0	0	0
18:37:00	0	0	0	0	0	0
18:38:00	0	0	0	0	0	0
18:39:00	0	0	0	0	0	0
18:40:00	0	0	0	0	0	0
18:41:00	0	0	0	0	0	0
18:42:00	0	0	0	0	0	0
18:43:00	0	0	0	0	0	0
18:44:00	0	0	0	0	0	0
18:45:00	0	0	0	0	0	0
18:46:00	0	0	0	0	0	0
18:47:00	0	0	0	0	0	0
18:48:00	0	0	0	0	0	0
18:49:00	0	0	0	0	0	0
18:50:00	0	0	0	0	0	0
18:51:00	0	0	0	0	0	0
18:52:00	0	0	0	0	0	0
18:53:00	0	0	0	0	0	0
18:54:00	0	0	0	0	0	0
18:55:00	0	0	0	0	0	0
18:56:00	0	0	0	0	0	0
18:57:00	0	0	0	0	0	0
18:58:00	0	0	0	0	0	0
18:59:00	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Whitehaven
Queue Length Survey

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	4a		4b		4c		4d	
	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies
07:00:00	0	0	0	0	0	0	0	0
07:01:00	0	0	0	0	0	0	0	0
07:02:00	0	0	0	0	0	0	0	0
07:03:00	0	0	0	0	0	0	0	0
07:04:00	0	0	0	0	0	0	0	0
07:05:00	0	0	0	0	0	0	0	0
07:06:00	0	0	0	0	0	0	0	0
07:07:00	0	0	0	0	0	0	0	0
07:08:00	0	0	0	0	0	0	0	0
07:09:00	0	0	0	0	0	0	0	0
07:10:00	0	0	0	0	0	0	0	0
07:11:00	0	0	0	0	0	0	0	0
07:12:00	0	0	0	0	0	0	0	0
07:13:00	0	0	0	0	0	0	0	0
07:14:00	0	0	0	0	0	0	0	0
07:15:00	0	0	0	0	0	0	0	0
07:16:00	0	0	0	0	0	0	0	0
07:17:00	0	0	0	0	0	0	0	0
07:18:00	0	0	0	0	0	0	0	0
07:19:00	0	0	0	0	0	0	0	0
07:20:00	0	0	0	0	0	0	0	0
07:21:00	0	0	0	0	0	0	0	0
07:22:00	0	0	0	0	0	0	0	0
07:23:00	0	0	0	0	0	0	0	0
07:24:00	0	0	0	0	0	0	0	0
07:25:00	0	0	0	0	0	0	0	0
07:26:00	0	0	0	0	0	0	0	0
07:27:00	0	0	0	0	0	0	0	0
07:28:00	0	0	0	0	0	0	0	0
07:29:00	0	0	0	0	0	0	0	0
07:30:00	0	0	0	0	0	0	0	0
07:31:00	0	0	0	0	0	0	0	0
07:32:00	0	0	0	0	0	0	0	0
07:33:00	0	0	0	0	0	0	0	0
07:34:00	0	0	0	0	0	0	0	0
07:35:00	0	0	0	0	0	0	0	0
07:36:00	0	0	0	0	0	0	0	0
07:37:00	0	0	0	0	0	0	0	0
07:38:00	0	0	0	0	0	0	0	0
07:39:00	0	0	0	0	0	0	0	0
07:40:00	0	0	0	0	0	0	0	0
07:41:00	0	0	0	0	0	0	0	0
07:42:00	0	0	0	0	0	0	0	0
07:43:00	0	0	0	0	0	0	0	0
07:44:00	0	0	0	0	0	0	0	0
07:45:00	0	0	0	0	0	0	0	0
07:46:00	0	0	0	0	0	0	0	0
07:47:00	0	0	0	0	0	0	0	0
07:48:00	0	0	0	0	0	0	0	0
07:49:00	0	0	0	0	0	0	0	0
07:50:00	0	0	0	0	0	0	0	0
07:51:00	0	0	0	0	0	0	0	0
07:52:00	0	0	0	0	0	0	0	0
07:53:00	0	0	0	0	0	0	0	0
07:54:00	0	0	0	0	0	0	0	0
07:55:00	0	0	0	0	0	0	0	0
07:56:00	0	0	0	0	0	0	0	0

07:57:00	0	0	0	0	0	0	0	0
07:58:00	0	0	0	0	0	0	0	0
07:59:00	0	0	0	0	0	0	1	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**
08:00:00	0	0	0	0	0	0	0	0
08:01:00	0	0	0	0	0	0	0	0
08:02:00	0	0	0	0	0	0	0	0
08:03:00	0	0	0	0	0	0	0	0
08:04:00	0	0	0	0	0	0	0	0
08:05:00	0	0	0	0	0	0	0	0
08:06:00	0	0	0	0	0	0	0	0
08:07:00	0	0	0	0	0	0	0	0
08:08:00	0	0	0	0	0	0	0	0
08:09:00	0	0	0	0	0	0	0	0
08:10:00	0	0	0	0	0	0	0	0
08:11:00	0	0	0	0	0	0	0	0
08:12:00	0	0	0	0	0	0	0	0
08:13:00	0	0	0	0	0	0	0	0
08:14:00	0	0	0	0	0	0	0	0
08:15:00	0	0	0	0	0	0	0	0
08:16:00	0	0	0	0	0	0	0	0
08:17:00	0	0	0	0	0	0	0	0
08:18:00	0	0	0	0	0	0	0	0
08:19:00	0	0	0	0	0	0	0	0
08:20:00	0	0	0	0	0	0	0	0
08:21:00	0	0	0	0	0	0	0	0
08:22:00	0	0	0	0	0	0	0	0
08:23:00	0	0	0	0	0	0	0	0
08:24:00	0	0	0	0	0	0	0	0
08:25:00	0	0	0	0	0	0	0	0
08:26:00	0	0	0	0	0	0	0	0
08:27:00	0	0	0	0	0	0	0	0
08:28:00	0	0	0	0	0	0	0	0
08:29:00	0	0	0	0	0	0	0	0
08:30:00	0	0	0	0	0	0	0	0
08:31:00	0	0	0	0	0	0	0	0
08:32:00	0	0	0	0	0	0	0	0
08:33:00	0	0	0	0	0	0	0	0
08:34:00	0	0	0	0	0	0	0	0
08:35:00	0	0	0	0	0	0	0	0
08:36:00	0	0	0	0	0	0	0	0
08:37:00	0	0	0	0	0	0	0	0
08:38:00	0	0	0	0	0	0	0	0
08:39:00	0	0	0	0	0	0	0	0
08:40:00	0	0	0	0	0	0	1	0
08:41:00	0	0	0	0	0	0	0	0
08:42:00	0	0	0	0	0	0	0	0
08:43:00	0	0	0	0	0	0	0	0
08:44:00	0	0	0	0	0	0	0	0
08:45:00	0	0	0	0	0	0	0	0
08:46:00	0	0	0	0	0	0	0	0
08:47:00	0	0	0	0	0	0	0	0
08:48:00	0	0	0	0	0	0	0	0
08:49:00	0	0	0	0	0	0	0	0
08:50:00	0	0	0	0	0	0	0	0
08:51:00	0	0	0	0	0	0	0	0
08:52:00	0	0	0	0	0	0	0	0
08:53:00	0	0	0	0	0	0	0	0
08:54:00	0	0	0	0	0	0	0	0
08:55:00	0	0	0	0	0	0	0	0
08:56:00	0	0	0	0	0	0	0	0
08:57:00	0	0	0	0	0	0	0	0
08:58:00	0	0	0	0	0	0	0	0
08:59:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
09:00:00	0	0	0	0	0	0	0	0
09:01:00	0	0	0	0	0	0	0	0
09:02:00	0	0	0	0	0	0	0	0
09:03:00	0	0	0	0	0	0	0	0
09:04:00	0	0	0	0	0	0	0	0
09:05:00	0	0	0	0	0	0	0	0
09:06:00	0	0	0	0	0	0	0	0
09:07:00	0	0	0	0	0	0	0	0
09:08:00	0	0	0	0	0	0	0	0
09:09:00	0	0	0	0	0	0	0	0
09:10:00	0	0	0	0	0	0	0	0
09:11:00	0	0	0	0	0	0	0	0
09:12:00	0	0	0	0	0	0	0	0
09:13:00	0	0	0	0	0	0	0	0
09:14:00	0	0	0	0	0	0	0	0
09:15:00	0	0	0	0	0	0	0	0
09:16:00	0	0	0	0	0	0	0	0
09:17:00	0	0	0	0	0	0	0	0
09:18:00	0	0	0	0	0	0	0	0

09:19:00	0	0	0	0	0	0	0	0
09:20:00	0	0	0	0	0	0	0	0
09:21:00	0	0	0	0	0	0	0	0
09:22:00	0	0	0	0	0	0	0	0
09:23:00	0	0	0	0	0	0	0	0
09:24:00	0	0	0	0	0	0	0	0
09:25:00	0	0	0	0	0	0	0	0
09:26:00	0	0	0	0	0	0	0	0
09:27:00	0	0	0	0	0	0	0	0
09:28:00	0	0	0	0	0	0	0	0
09:29:00	0	0	0	0	0	0	0	0
09:30:00	0	0	0	0	0	0	0	0
09:31:00	0	0	0	0	0	0	0	0
09:32:00	0	0	0	0	0	0	0	0
09:33:00	0	0	0	0	0	0	0	0
09:34:00	0	0	0	0	0	0	0	0
09:35:00	0	0	0	0	0	0	0	0
09:36:00	0	0	0	0	0	0	0	0
09:37:00	0	0	0	0	0	0	0	0
09:38:00	0	0	0	0	0	0	0	0
09:39:00	0	0	0	0	0	0	0	0
09:40:00	0	0	0	0	0	0	0	0
09:41:00	0	0	0	0	0	0	0	0
09:42:00	0	0	0	0	0	0	0	0
09:43:00	0	0	0	0	0	0	0	0
09:44:00	0	0	0	0	0	0	0	0
09:45:00	0	0	0	0	0	0	0	0
09:46:00	0	0	0	0	0	0	0	0
09:47:00	0	0	0	0	0	0	0	0
09:48:00	0	0	0	0	0	0	0	0
09:49:00	0	0	0	0	0	0	0	0
09:50:00	0	0	0	0	0	0	0	0
09:51:00	0	0	0	0	0	0	0	0
09:52:00	0	0	0	0	0	0	0	0
09:53:00	0	0	0	0	0	0	0	0
09:54:00	0	0	0	0	0	0	0	0
09:55:00	0	0	0	0	0	0	0	0
09:56:00	0	0	0	0	0	0	0	0
09:57:00	0	0	0	0	0	0	0	0
09:58:00	0	0	0	0	0	0	0	0
09:59:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	4a		4b		4c		4d	
	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies
16:00:00	0	0	0	0	0	0	0	0
16:01:00	0	0	0	0	0	0	0	0
16:02:00	0	0	0	0	0	0	0	0
16:03:00	0	0	0	0	0	0	0	0
16:04:00	0	0	0	0	0	0	0	0
16:05:00	0	0	0	0	0	0	0	0
16:06:00	0	0	0	0	0	0	0	0
16:07:00	0	0	0	0	0	0	0	0
16:08:00	0	0	0	0	0	0	0	0
16:09:00	0	0	0	0	0	0	0	0
16:10:00	0	0	0	0	0	0	0	0
16:11:00	0	0	0	0	0	0	0	0
16:12:00	0	0	0	0	0	0	0	0
16:13:00	0	0	0	0	0	0	0	0
16:14:00	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0
16:16:00	0	0	0	0	0	0	0	0
16:17:00	0	0	0	0	0	0	0	0
16:18:00	0	0	0	0	0	0	0	0
16:19:00	0	0	0	0	0	0	0	0
16:20:00	0	0	0	0	0	0	0	0
16:21:00	0	0	0	0	0	0	0	0
16:22:00	0	0	0	0	0	0	0	0

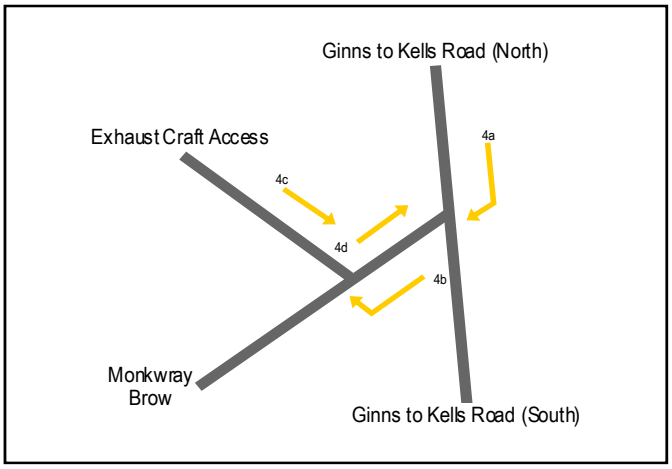
16:23:00	0	0	0	0	0	0	0	0
16:24:00	0	0	0	0	0	0	0	0
16:25:00	0	0	0	0	0	0	0	0
16:26:00	1	0	0	0	0	0	0	0
16:27:00	0	0	0	0	0	0	0	0
16:28:00	0	0	0	0	0	0	0	0
16:29:00	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0
16:31:00	0	0	0	0	0	0	0	0
16:32:00	0	0	0	0	0	0	0	0
16:33:00	0	0	0	0	0	0	0	0
16:34:00	0	0	0	0	0	0	0	0
16:35:00	0	0	0	0	0	0	0	0
16:36:00	0	0	0	0	0	0	0	0
16:37:00	0	0	0	0	0	0	0	0
16:38:00	0	0	0	0	0	0	0	0
16:39:00	0	0	0	0	0	0	0	0
16:40:00	0	0	0	0	0	0	0	0
16:41:00	0	0	0	0	0	0	0	0
16:42:00	0	0	0	0	0	0	0	0
16:43:00	0	0	0	0	0	0	0	0
16:44:00	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0
16:46:00	0	0	0	0	0	0	0	0
16:47:00	0	0	0	0	0	0	0	0
16:48:00	0	0	0	0	0	0	0	0
16:49:00	0	0	0	0	0	0	0	0
16:50:00	0	0	0	0	0	0	0	0
16:51:00	0	0	0	0	0	0	0	0
16:52:00	0	0	0	0	0	0	0	0
16:53:00	0	0	0	0	0	0	0	0
16:54:00	0	0	0	0	0	0	0	0
16:55:00	0	0	0	0	0	0	0	0
16:56:00	0	0	0	0	0	0	0	0
16:57:00	0	0	0	0	0	0	0	0
16:58:00	0	0	0	0	0	0	0	0
16:59:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
17:00:00	0	0	0	0	0	0	0	0
17:01:00	0	0	0	0	0	0	0	0
17:02:00	0	0	0	0	0	0	0	0
17:03:00	0	0	0	0	0	0	0	0
17:04:00	0	0	0	0	0	0	0	0
17:05:00	0	0	0	0	0	0	0	0
17:06:00	0	0	0	0	0	0	0	0
17:07:00	0	0	0	0	0	0	0	0
17:08:00	0	0	0	0	0	0	0	0
17:09:00	0	0	0	0	0	0	0	0
17:10:00	0	0	0	0	0	0	0	0
17:11:00	0	0	0	0	0	0	0	0
17:12:00	0	0	0	0	0	0	0	0
17:13:00	0	0	0	0	0	0	0	0
17:14:00	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0
17:16:00	0	0	0	0	0	0	0	0
17:17:00	0	0	0	0	0	0	0	0
17:18:00	0	0	0	0	0	0	0	0
17:19:00	0	0	0	0	0	0	0	0
17:20:00	0	0	0	0	0	0	0	0
17:21:00	0	0	0	0	0	0	0	0
17:22:00	0	0	0	0	0	0	0	0
17:23:00	0	0	0	0	0	0	0	0
17:24:00	0	0	0	0	0	0	0	0
17:25:00	0	0	0	0	0	0	0	0
17:26:00	0	0	0	0	0	0	0	0
17:27:00	0	0	0	0	0	0	0	0
17:28:00	0	0	0	0	0	0	0	0
17:29:00	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0
17:31:00	0	0	0	0	0	0	0	0
17:32:00	0	0	0	0	0	0	0	0
17:33:00	0	0	0	0	0	0	0	0
17:34:00	0	0	0	0	0	0	0	0
17:35:00	0	0	0	0	0	0	0	0
17:36:00	0	0	0	0	0	0	0	0
17:37:00	0	0	0	0	0	0	0	0
17:38:00	0	0	0	0	0	0	0	0
17:39:00	0	0	0	0	0	0	0	0
17:40:00	0	0	0	0	0	0	0	0
17:41:00	0	0	0	0	0	0	0	0
17:42:00	0	0	0	0	0	0	0	0
17:43:00	0	0	0	0	0	0	0	0
17:44:00	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0

17:46:00	0	0	0	0	0	0	0	0
17:47:00	0	0	0	0	0	0	0	0
17:48:00	0	0	0	0	0	0	0	0
17:49:00	0	0	0	0	0	0	0	0
17:50:00	0	0	0	0	0	0	0	0
17:51:00	0	0	0	0	0	0	0	0
17:52:00	0	0	0	0	0	0	0	0
17:53:00	0	0	0	0	0	0	0	0
17:54:00	0	0	0	0	0	0	0	0
17:55:00	0	0	0	0	0	0	0	0
17:56:00	0	0	0	0	0	0	0	0
17:57:00	0	0	0	0	0	0	0	0
17:58:00	0	0	0	0	0	0	0	0
17:59:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
18:00:00	0	0	0	0	0	0	0	0
18:01:00	0	0	0	0	0	0	0	0
18:02:00	0	0	0	0	0	0	0	0
18:03:00	0	0	0	0	0	0	0	0
18:04:00	0	0	0	0	0	0	0	0
18:05:00	0	0	0	0	0	0	0	0
18:06:00	0	0	0	0	0	0	0	0
18:07:00	0	0	0	0	0	0	0	0
18:08:00	0	0	0	0	0	0	0	0
18:09:00	0	0	0	0	0	0	0	0
18:10:00	0	0	0	0	0	0	0	0
18:11:00	0	0	0	0	0	0	0	0
18:12:00	0	0	0	0	0	0	0	0
18:13:00	0	0	0	0	0	0	0	0
18:14:00	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0
18:16:00	0	0	0	0	0	0	0	0
18:17:00	0	0	0	0	0	0	0	0
18:18:00	0	0	0	0	0	0	0	0
18:19:00	0	0	0	0	0	0	0	0
18:20:00	0	0	0	0	0	0	0	0
18:21:00	0	0	0	0	0	0	0	0
18:22:00	0	0	0	0	0	0	0	0
18:23:00	0	0	0	0	0	0	0	0
18:24:00	0	0	0	0	0	0	0	0
18:25:00	0	0	0	0	0	0	0	0
18:26:00	0	0	0	0	0	0	0	0
18:27:00	0	0	0	0	0	0	0	0
18:28:00	0	0	0	0	0	0	0	0
18:29:00	0	0	0	0	0	0	0	0
18:30:00	0	0	0	0	0	0	0	0
18:31:00	0	0	0	0	0	0	0	0
18:32:00	0	0	0	0	0	0	0	0
18:33:00	0	0	0	0	0	0	0	0
18:34:00	0	0	0	0	0	0	0	0
18:35:00	0	0	0	0	0	0	0	0
18:36:00	0	0	0	0	0	0	0	0
18:37:00	0	0	0	0	0	0	0	0
18:38:00	0	0	0	0	0	0	0	0
18:39:00	0	0	0	0	0	0	0	0
18:40:00	0	0	0	0	0	0	0	0
18:41:00	0	0	0	0	0	0	0	0
18:42:00	0	0	0	0	0	0	0	0
18:43:00	0	0	0	0	0	0	0	0
18:44:00	0	0	0	0	0	0	0	0
18:45:00	0	0	0	0	0	0	0	0
18:46:00	0	0	0	0	0	0	0	0
18:47:00	0	0	0	0	0	0	0	0
18:48:00	0	0	0	0	0	0	0	0
18:49:00	0	0	0	0	0	0	0	0
18:50:00	0	0	0	0	0	0	0	0
18:51:00	0	0	0	0	0	0	0	0
18:52:00	0	0	0	0	0	0	0	0
18:53:00	0	0	0	0	0	0	0	0
18:54:00	0	0	0	0	0	0	0	0
18:55:00	0	0	0	0	0	0	0	0
18:56:00	0	0	0	0	0	0	0	0
18:57:00	0	0	0	0	0	0	0	0
18:58:00	0	0	0	0	0	0	0	0
18:59:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Whitehaven
Queue Length Survey

Site 4 of 6
Ginns to Kells Road (North)
Ginns to Kells Road (South)
Monkwray Brow
Exhaust Craft Access



Lat/Long
lat 54.540559° lon -3.589528°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	4a		4b		4c		4d	
	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies
07:00 - 07:01	0	0	0	0	0	0	0	0
07:01 - 07:02	0	0	0	0	0	0	0	0
07:02 - 07:03	0	0	0	0	0	0	0	0
07:03 - 07:04	0	0	0	0	0	0	0	0
07:04 - 07:05	0	0	0	0	0	0	0	0
07:05 - 07:06	0	0	0	0	0	0	0	0
07:06 - 07:07	0	0	0	0	0	0	0	0
07:07 - 07:08	0	0	0	0	0	0	0	0
07:08 - 07:09	0	0	0	0	0	0	0	0
07:09 - 07:10	0	0	0	0	0	0	0	0
07:10 - 07:11	0	0	0	0	0	0	0	0
07:11 - 07:12	0	0	0	0	0	0	0	0
07:12 - 07:13	0	0	0	0	0	0	0	0
07:13 - 07:14	0	0	0	0	0	0	0	0
07:14 - 07:15	0	0	0	0	0	0	0	0
07:15 - 07:16	0	0	0	0	0	0	0	0
07:16 - 07:17	0	0	0	0	0	0	0	0
07:17 - 07:18	0	0	0	0	0	0	0	0
07:18 -07:19	0	0	0	0	0	0	0	0
07:19 - 07:20	0	0	0	0	0	0	0	0
07:20 - 07:21	0	0	0	0	0	0	0	0
07:21 - 07:22	0	0	0	0	0	0	0	0
07:22 - 07:23	0	0	0	0	0	0	0	0
07:23 - 07:24	0	0	0	0	0	0	0	0
07:24 - 07:25	0	0	0	0	0	0	0	0
07:25 - 07:26	0	0	0	0	0	0	0	0
07:26 - 07:27	0	0	0	0	0	0	0	0
07:27 - 07:28	0	0	0	0	1	0	1	0
07:28 - 07:29	0	0	0	0	0	0	0	0
07:29 - 07:30	0	0	0	0	0	0	0	0
07:30 - 07:31	0	0	0	0	0	0	0	0
07:31 - 07:32	0	0	0	0	0	0	0	0
07:32 - 07:33	0	0	0	0	0	0	0	0
07:33 - 07:34	0	0	0	0	0	0	0	0
07:34 - 07:35	0	0	0	0	0	0	0	0
07:35 - 07:36	0	0	0	0	0	0	0	0
07:36 - 07:37	0	0	0	0	0	0	0	0
07:37 - 07:38	0	0	0	0	0	0	0	0
07:38 - 07:39	0	0	0	0	0	0	0	0
07:39 - 07:40	0	0	0	0	0	0	0	0
07:40 - 07:41	0	0	0	0	0	0	0	0
07:41 - 07:42	0	0	0	0	0	0	0	0
07:42 - 07:43	0	0	0	0	0	0	0	0
07:43 - 07:44	0	0	0	0	0	0	0	0
07:44 - 07:45	0	0	0	0	0	0	0	0
07:45- 07:46	0	0	0	0	0	0	0	0
07:46 - 07:47	0	0	0	0	0	0	0	0
07:47 - 07:48	0	0	0	0	0	0	0	0
07:48 - 07:49	0	0	0	0	0	0	0	0
07:49 - 07:50	0	0	0	0	0	0	1	0
07:50 - 07:51	0	0	0	0	0	0	0	0
07:51 - 07:52	0	0	0	0	0	0	0	0
07:52 - 07:53	0	0	0	0	0	0	0	0
07:53 - 07:54	0	0	0	0	0	0	0	0
07:54 - 07:55	0	0	0	0	0	0	0	0
07:55 - 07:56	0	0	0	0	0	0	0	0
07:56 - 07:57	0	0	0	0	0	0	0	0

07:57 - 07:58	0	0	0	0	0	0	0	0
07:58 - 07:59	0	0	0	0	0	0	0	0
07:59 - 08:00	0	0	0	0	0	0	1	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.17**	**0.00**
08:00 - 08:01	0	0	0	0	0	0	1	0
08:01 - 08:02	0	0	0	0	0	0	0	0
08:02 - 08:03	0	0	0	0	0	0	0	0
08:03 - 08:04	0	0	0	0	0	0	0	0
08:04 - 08:05	0	0	0	0	0	0	0	0
08:05 - 08:06	0	0	0	0	0	0	0	0
08:06 - 08:07	0	0	0	0	0	0	0	0
08:07 - 08:08	0	0	0	0	0	0	0	0
08:08 - 08:09	0	0	0	0	0	0	0	0
08:09 - 08:10	0	0	0	0	0	0	0	0
08:10 - 08:11	0	0	0	0	0	0	0	0
08:11 - 08:12	0	0	0	0	0	0	0	0
08:12 - 08:13	0	0	0	0	0	0	0	0
08:13 - 08:14	0	0	0	0	0	0	0	0
08:14 - 08:15	0	0	0	0	0	0	0	0
08:15 - 08:16	0	0	0	0	0	0	0	0
08:16 - 08:17	0	0	0	0	0	0	0	0
08:17 - 08:18	0	0	0	0	0	0	0	0
08:18 - 08:19	0	0	0	0	0	0	0	0
08:19 - 08:20	0	0	0	0	0	0	0	0
08:20 - 08:21	0	0	0	0	0	0	0	0
08:21 - 08:22	0	0	0	0	0	0	0	0
08:22 - 08:23	0	0	0	0	0	0	0	0
08:23 - 08:24	0	0	0	0	0	0	0	0
08:24 - 08:25	0	0	0	0	0	0	0	0
08:25 - 08:26	0	0	0	0	0	0	0	0
08:26 - 08:27	0	0	0	0	0	0	0	0
08:27 - 08:28	0	0	0	0	0	0	0	0
08:28 - 08:29	0	0	0	0	0	0	0	0
08:29 - 08:30	0	0	0	0	0	0	0	0
08:30 - 08:31	0	0	0	0	0	0	0	0
08:31 - 08:32	0	0	0	0	0	0	0	0
08:32 - 08:33	0	0	0	0	0	0	0	0
08:33 - 08:34	0	0	0	0	0	0	0	0
08:34 - 08:35	0	0	0	0	0	0	0	0
08:35 - 08:36	0	0	0	0	0	0	0	0
08:36 - 08:37	0	0	0	0	0	0	0	0
08:37 - 08:38	0	0	0	0	0	0	0	0
08:38 - 08:39	0	0	0	0	0	0	0	0
08:39 - 08:40	0	0	0	0	0	0	1	0
08:40 - 08:41	0	0	0	0	0	0	1	0
08:41 - 08:42	0	0	0	0	0	0	0	0
08:42 - 08:43	0	0	0	0	0	0	0	0
08:43 - 08:44	0	0	0	0	0	0	0	0
08:44 - 08:45	0	0	0	0	0	0	0	0
08:45 - 08:46	0	0	0	0	0	0	0	0
08:46 - 08:47	0	0	0	0	0	0	0	0
08:47 - 08:48	0	0	0	0	0	0	0	0
08:48 - 08:49	0	0	0	0	0	0	0	0
08:49 - 08:50	0	0	0	0	0	0	0	0
08:50 - 08:51	0	0	0	0	0	0	0	0
08:51 - 08:52	0	0	0	0	0	0	0	0
08:52 - 08:53	0	0	0	0	0	0	0	0
08:53 - 08:54	0	0	0	0	0	0	0	0
08:54 - 08:55	0	0	0	0	0	0	0	0
08:55 - 08:56	0	0	0	0	0	0	0	0
08:56 - 08:57	0	0	0	0	0	0	0	0
08:57 - 08:58	0	0	0	0	0	0	0	0
08:58 - 08:59	0	0	0	0	0	0	0	0
08:59 - 09:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
09:00 - 09:01	0	0	0	0	0	0	0	0
09:01 - 09:02	0	0	0	0	0	0	0	0
09:02 - 09:03	0	0	0	0	0	0	0	0
09:03 - 09:04	0	0	0	0	0	0	0	0
09:04 - 09:05	0	0	0	0	0	0	0	0
09:05 - 09:06	0	0	0	0	0	0	0	0
09:06 - 09:07	0	0	0	0	0	0	0	0
09:07 - 09:08	0	0	0	0	0	0	0	0
09:08 - 09:09	0	0	0	0	0	0	0	0
09:09 - 09:10	0	0	0	0	0	0	0	0
09:10 - 09:11	0	0	0	0	0	0	0	0
09:11 - 09:12	0	0	0	0	0	0	0	0
09:12 - 09:13	0	0	0	0	0	0	1	0
09:13 - 09:14	0	0	0	0	0	0	1	0
09:14 - 09:15	0	0	0	0	0	0	0	0
09:15 - 09:16	0	0	0	0	0	0	0	0
09:16 - 09:17	0	0	0	0	0	0	0	0
09:17 - 09:18	0	0	0	0	0	0	0	0
09:18 - 09:19	0	0	0	0	0	0	0	0

09:19 - 09:20	0	0	0	0	0	0	0	0
09:20 - 09:21	0	0	0	0	0	0	0	0
09:21 - 09:22	0	0	0	0	0	0	0	0
09:22 - 09:23	0	0	0	0	0	0	0	0
09:23 - 09:24	0	0	0	0	0	0	0	0
09:24 - 09:25	0	0	0	0	0	0	0	0
09:25 - 09:26	0	0	0	0	0	0	0	0
09:26 - 09:27	0	0	0	0	0	0	0	0
09:27 - 09:28	0	0	0	0	0	0	0	0
09:28 - 09:29	0	0	0	0	0	0	0	0
09:29 - 09:30	0	0	0	0	0	0	0	0
09:30 - 09:31	0	0	0	0	0	0	0	0
09:31 - 09:32	0	0	0	0	0	0	0	0
09:32 - 09:33	0	0	0	0	0	0	0	0
09:33 - 09:34	0	0	0	0	0	0	0	0
09:34 - 09:35	0	0	0	0	0	0	0	0
09:35 - 09:36	0	0	0	0	0	0	0	0
09:36 - 09:37	0	0	0	0	0	0	0	0
09:37 - 09:38	0	0	0	0	0	0	0	0
09:38 - 09:39	0	0	0	0	0	0	0	0
09:39 - 09:40	0	0	0	0	0	0	0	0
09:40 - 09:41	1	0	0	0	0	0	0	0
09:41 - 09:42	0	0	0	0	0	0	0	0
09:42 - 09:43	0	0	0	0	0	0	0	0
09:43 - 09:44	0	0	0	0	0	0	0	0
09:44 - 09:45	0	0	0	0	0	0	0	0
09:45 - 09:46	0	0	0	0	0	0	0	0
09:46 - 09:47	0	0	0	0	0	0	0	0
09:47 - 09:48	0	0	0	0	0	0	0	0
09:48 - 09:49	0	0	0	0	0	0	0	0
09:49 - 09:50	0	0	0	0	0	0	0	0
09:50 - 09:51	0	0	0	0	0	0	0	0
09:51 - 09:52	0	0	0	0	0	0	0	0
09:52 - 09:53	0	0	0	0	0	0	0	0
09:53 - 09:54	0	0	0	0	0	0	0	0
09:54 - 09:55	1	0	0	0	0	0	0	0
09:55 - 09:56	0	0	0	0	0	0	0	0
09:56 - 09:57	0	0	0	0	0	0	0	0
09:57 - 09:58	0	0	0	0	0	0	0	0
09:58 - 09:59	0	0	0	0	0	0	0	0
09:59 - 10:00	0	0	0	0	0	0	0	0
Hourly Average	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	4a		4b		4c		4d	
	Lights	Heavies	Lights	Heavies	Lights	Heavies	Lights	Heavies
16:00 - 16:01	0	0	0	0	0	0	0	0
16:01 - 16:02	0	0	0	0	0	0	0	0
16:02 - 16:03	0	0	0	0	0	0	0	0
16:03 - 16:04	0	0	0	0	0	0	0	0
16:04 - 16:05	0	0	0	0	0	0	1	0
16:05 - 16:06	0	0	0	0	0	0	0	0
16:06 - 16:07	0	0	0	0	0	0	0	0
16:07 - 16:08	0	0	0	0	0	0	0	0
16:08 - 16:09	0	0	0	0	0	0	0	0
16:09 - 16:10	0	0	0	0	0	0	0	0
16:10 - 16:11	0	0	0	0	0	0	0	0
16:11 - 16:12	0	0	0	0	0	0	0	0
16:12 - 16:13	0	0	0	0	0	0	0	0
16:13 - 16:14	0	0	0	0	0	0	0	0
16:14 - 16:15	0	0	0	0	0	0	0	0
16:15 - 16:16	0	0	0	0	0	0	0	0
16:16 - 16:17	0	0	0	0	0	0	0	0
16:17 - 16:18	0	0	0	0	0	0	0	0
16:18 - 16:19	0	0	0	0	0	0	0	0
16:19 - 16:20	0	0	0	0	0	0	0	0
16:20 - 16:21	0	0	0	0	0	0	0	0
16:21 - 16:22	0	0	0	0	0	0	0	0
16:22 - 16:23	0	0	0	0	0	0	0	0

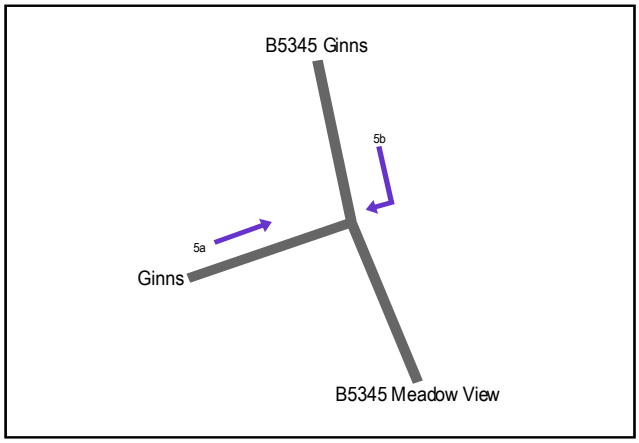
16:23 - 16:24	0	0	0	0	0	0	0	0
16:24 - 16:25	0	0	0	0	0	0	0	0
16:25 - 16:26	1	0	0	0	0	0	0	0
16:26 - 16:27	0	0	0	0	0	0	0	0
16:27 - 16:28	0	0	0	0	0	0	0	0
16:28 - 16:29	0	0	0	0	0	0	0	0
16:29 - 16:30	0	0	0	0	0	0	0	0
16:30 - 16:31	0	0	0	0	0	0	0	0
16:31 - 16:32	0	0	0	0	0	0	0	0
16:32 - 16:33	0	0	0	0	0	0	0	0
16:33 - 16:34	0	0	0	0	0	0	0	0
16:34 - 16:35	0	0	0	0	0	0	0	0
16:35 - 16:36	0	0	0	0	0	0	0	0
16:36 - 16:37	0	0	0	0	0	0	0	0
16:37 - 16:38	0	0	0	0	0	0	0	0
16:38 - 16:39	0	0	0	0	0	0	0	0
16:39 - 16:40	0	0	0	0	0	0	0	0
16:40 - 16:41	0	0	0	0	0	0	0	0
16:41 - 16:42	0	0	0	0	0	0	0	0
16:42 - 16:43	0	0	0	0	0	0	0	0
16:43 - 16:44	0	0	0	0	0	0	0	0
16:44 - 16:45	0	0	0	0	0	0	0	0
16:45 - 16:46	0	0	0	0	0	0	0	0
16:46 - 16:47	0	0	0	0	0	0	0	0
16:47 - 16:48	0	0	0	0	0	0	0	0
16:48 - 16:49	0	0	0	0	0	0	0	0
16:49 - 16:50	0	0	0	0	0	0	0	0
16:50 - 16:51	0	0	0	0	0	0	0	0
16:51 - 16:52	0	0	0	0	0	0	0	0
16:52 - 16:53	0	0	0	0	0	0	0	0
16:53 - 16:54	0	0	0	0	0	0	0	0
16:54 - 16:55	0	0	0	0	0	0	0	0
16:55 - 16:56	0	0	0	0	0	0	0	0
16:56 - 16:57	0	0	0	0	0	0	0	0
16:57 - 16:58	0	0	0	0	0	0	0	0
16:58 - 16:59	0	0	0	0	0	0	1	0
16:59 - 17:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.00**
17:00 - 17:01	0	0	0	0	0	0	0	0
17:01 - 17:02	0	0	0	0	0	0	0	0
17:02 - 17:03	0	0	0	0	0	0	0	0
17:03 - 17:04	0	0	0	0	0	0	0	0
17:04 - 17:05	0	0	0	0	0	0	0	0
17:05 - 17:06	0	0	0	0	0	0	0	0
17:06 - 17:07	0	0	0	0	0	0	0	0
17:07 - 17:08	0	0	0	0	0	0	0	0
17:08 - 17:09	0	0	0	0	0	0	0	0
17:09 - 17:10	0	0	0	0	0	0	0	0
17:10 - 17:11	0	0	0	0	0	0	0	0
17:11 - 17:12	0	0	0	0	0	0	1	0
17:12 - 17:13	0	0	0	0	0	0	0	0
17:13 - 17:14	0	0	0	0	0	0	0	0
17:14 - 17:15	0	0	0	0	0	0	0	0
17:15 - 17:16	0	0	0	0	0	0	0	0
17:16 - 17:17	0	0	0	0	0	0	0	0
17:17 - 17:18	0	0	0	0	0	0	0	0
17:18 - 17:19	0	0	0	0	0	0	0	0
17:19 - 17:20	0	0	0	0	0	0	0	0
17:20 - 17:21	0	0	0	0	0	0	0	0
17:21 - 17:22	0	0	0	0	0	0	0	0
17:22 - 17:23	1	0	0	0	0	0	0	0
17:23 - 17:24	0	0	0	0	0	0	0	0
17:24 - 17:25	0	0	0	0	0	0	0	0
17:25 - 17:26	0	0	0	0	0	0	0	0
17:26 - 17:27	0	0	0	0	0	0	0	0
17:27 - 17:28	0	0	0	0	0	0	0	0
17:28 - 17:29	0	0	0	0	0	0	0	0
17:29 - 17:30	0	0	0	0	0	0	0	0
17:30 - 17:31	0	0	0	0	0	0	0	0
17:31 - 17:32	0	0	0	0	0	0	0	0
17:32 - 17:33	0	0	0	0	0	0	0	0
17:33 - 17:34	0	0	0	0	0	0	0	0
17:34 - 17:35	0	0	0	0	0	0	0	0
17:35 - 17:36	0	0	0	0	0	0	0	0
17:36 - 17:37	0	0	0	0	0	0	0	0
17:37 - 17:38	0	0	0	0	0	0	0	0
17:38 - 17:39	0	0	0	0	0	0	0	0
17:39 - 17:40	0	0	0	0	0	0	0	0
17:40 - 17:41	0	0	0	0	0	0	0	0
17:41 - 17:42	0	0	0	0	0	0	0	0
17:42 - 17:43	0	0	0	0	0	0	0	0
17:43 - 17:44	0	0	0	0	0	0	0	0
17:44 - 17:45	0	0	0	0	0	0	0	0
17:45 - 17:46	0	0	0	0	0	0	0	0

17:46 - 17:47	0	0	0	0	0	0	0	0
17:47 - 17:48	1	0	0	0	0	0	0	0
17:48 - 17:49	0	0	0	0	0	0	0	0
17:49 - 17:50	0	0	0	0	0	0	0	0
17:50 - 17:51	0	0	0	0	0	0	0	0
17:51 - 17:52	0	0	0	0	0	0	0	0
17:52 - 17:53	0	0	0	0	0	0	0	0
17:53 - 17:54	0	0	0	0	0	0	0	0
17:54 - 17:55	0	0	0	0	0	0	0	0
17:55 - 17:56	0	0	0	0	0	0	0	0
17:56 - 17:57	0	0	0	0	0	0	0	0
17:57 - 17:58	0	0	0	0	0	0	0	0
17:58 - 17:59	0	0	0	0	0	0	0	0
17:59 - 18:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
18:00 - 18:01	0	0	0	0	0	0	0	0
18:01 - 18:02	0	0	0	0	0	0	0	0
18:02 - 18:03	0	0	0	0	0	0	0	0
18:03 - 18:04	0	0	0	0	0	0	0	0
18:04 - 18:05	0	0	0	0	0	0	0	0
18:05 - 18:06	0	0	0	0	0	0	0	0
18:06 - 18:07	0	0	0	0	0	0	0	0
18:07 - 18:08	0	0	0	0	0	0	0	0
18:08 - 18:09	0	0	0	0	0	0	0	0
18:09 - 18:10	0	0	0	0	0	0	0	0
18:10 - 18:11	0	0	0	0	0	0	0	0
18:11 - 18:12	0	0	0	0	0	0	0	0
18:12 - 18:13	0	0	0	0	0	0	0	0
18:13 - 18:14	0	0	0	0	0	0	0	0
18:14 - 18:15	0	0	0	0	0	0	0	0
18:15 - 18:16	0	0	0	0	0	0	0	0
18:16 - 18:17	0	0	0	0	0	0	0	0
18:17 - 18:18	0	0	0	0	0	0	0	0
18:18 - 18:19	0	0	0	0	0	0	0	0
18:19 - 18:20	0	0	0	0	0	0	0	0
18:20 - 18:21	0	0	0	0	0	0	0	0
18:21 - 18:22	0	0	0	0	0	0	0	0
18:22 - 18:23	0	0	0	0	0	0	0	0
18:23 - 18:24	0	0	0	0	0	0	0	0
18:24 - 18:25	0	0	0	0	0	0	0	0
18:25 - 18:26	0	0	0	0	0	0	0	0
18:26 - 18:27	0	0	0	0	0	0	0	0
18:27 - 18:28	0	0	0	0	0	0	0	0
18:28 - 18:29	0	0	0	0	0	0	0	0
18:29 - 18:30	0	0	0	0	0	0	0	0
18:30 - 18:31	0	0	0	0	0	0	0	0
18:31 - 18:32	0	0	0	0	0	0	0	0
18:32 - 18:33	0	0	0	0	0	0	0	0
18:33 - 18:34	0	0	0	0	0	0	0	0
18:34 - 18:35	0	0	0	0	0	0	0	0
18:35 - 18:36	0	0	0	0	0	0	0	0
18:36 - 18:37	0	0	0	0	0	0	0	0
18:37 - 18:38	0	0	0	0	0	0	0	0
18:38 - 18:39	0	0	0	0	0	0	0	0
18:39 - 18:40	0	0	0	0	0	0	0	0
18:40 - 18:41	0	0	0	0	0	0	0	0
18:41 - 18:42	0	0	0	0	0	0	0	0
18:42 - 18:43	0	0	0	0	0	0	0	0
18:43 - 18:44	0	0	0	0	0	0	0	0
18:44 - 18:45	0	0	0	0	0	0	0	0
18:45 - 18:46	0	0	0	0	0	0	1	0
18:46 - 18:47	0	0	0	0	0	0	0	0
18:47 - 18:48	0	0	0	0	0	0	0	0
18:48 - 18:49	0	0	0	0	0	0	0	0
18:49 - 18:50	0	0	0	0	0	0	0	0
18:50 - 18:51	0	0	0	0	0	0	0	0
18:51 - 18:52	0	0	0	0	0	0	0	0
18:52 - 18:53	0	0	0	0	0	0	0	0
18:53 - 18:54	0	0	0	0	0	0	0	0
18:54 - 18:55	0	0	0	0	0	0	0	0
18:55 - 18:56	0	0	0	0	0	0	0	0
18:56 - 18:57	0	0	0	0	0	0	0	0
18:57 - 18:58	0	0	0	0	0	0	0	0
18:58 - 18:59	0	0	0	0	0	0	0	0
18:59 - 19:00	0	0	0	0	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Whitehaven
Queue Length Survey

Site 5 of 6
B5345 Meadow View
Ginns
B5345 Ginns



Lat/Long
lat 54.540632° lon -3.589338°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	5a		5b	
	Lights	Heavies	Lights	Heavies
07:00:00	0	0	0	0
07:01:00	0	0	0	0
07:02:00	0	0	0	0
07:03:00	0	0	0	0
07:04:00	0	0	0	0
07:05:00	0	0	0	0
07:06:00	0	0	0	0
07:07:00	0	0	0	0
07:08:00	0	0	0	0
07:09:00	0	0	0	0
07:10:00	0	0	0	0
07:11:00	0	0	0	0
07:12:00	0	0	0	0
07:13:00	0	0	0	0
07:14:00	0	0	0	0
07:15:00	0	0	0	0
07:16:00	0	0	0	0
07:17:00	1	0	0	0
07:18:00	0	0	0	0
07:19:00	0	0	0	0
07:20:00	0	0	0	0
07:21:00	0	0	0	0
07:22:00	0	0	0	0
07:23:00	0	0	0	0
07:24:00	0	0	0	0
07:25:00	0	0	0	0
07:26:00	0	0	0	0
07:27:00	0	0	0	0
07:28:00	0	0	0	0
07:29:00	0	0	0	0
07:30:00	0	0	0	0
07:31:00	0	0	0	0
07:32:00	0	0	0	0
07:33:00	0	0	0	0
07:34:00	0	0	0	0
07:35:00	0	0	0	0
07:36:00	0	0	0	0
07:37:00	0	0	0	0
07:38:00	0	0	0	0
07:39:00	0	0	0	0
07:40:00	0	0	0	0
07:41:00	0	0	0	0
07:42:00	0	0	0	0
07:43:00	0	0	0	0
07:44:00	0	0	0	0
07:45:00	0	0	0	0
07:46:00	0	0	0	0
07:47:00	0	0	0	0
07:48:00	0	0	0	0
07:49:00	2	0	0	0
07:50:00	0	0	0	0
07:51:00	0	0	0	0
07:52:00	0	0	0	0
07:53:00	0	0	0	0
07:54:00	0	0	0	0
07:55:00	0	0	0	0
07:56:00	0	0	0	0
07:57:00	0	0	0	0
07:58:00	0	0	0	0
07:59:00	2	0	0	0
Hourly Average	**0.33**	**0.00**	**0.00**	**0.00**

08:00:00	0	0	0	0
08:01:00	0	0	0	0
08:02:00	0	0	0	0
08:03:00	0	0	0	0
08:04:00	0	0	0	0
08:05:00	0	0	0	0
08:06:00	0	0	0	0
08:07:00	0	0	0	0
08:08:00	0	0	0	0
08:09:00	0	0	0	0
08:10:00	0	0	0	0
08:11:00	0	0	0	0
08:12:00	0	0	0	0
08:13:00	0	0	0	0
08:14:00	0	0	0	0
08:15:00	0	0	0	0
08:16:00	0	0	0	0
08:17:00	0	0	0	0
08:18:00	0	0	0	0
08:19:00	0	0	0	0
08:20:00	0	0	0	0
08:21:00	0	0	0	0
08:22:00	0	0	0	0
08:23:00	0	0	0	0
08:24:00	0	0	0	0
08:25:00	0	0	0	0
08:26:00	0	0	0	0
08:27:00	0	0	0	0
08:28:00	0	0	0	0
08:29:00	0	0	0	0
08:30:00	0	0	0	0
08:31:00	0	0	0	0
08:32:00	0	0	0	0
08:33:00	0	0	0	0
08:34:00	0	0	1	0
08:35:00	0	0	0	0
08:36:00	0	0	0	0
08:37:00	0	0	2	0
08:38:00	0	0	0	0
08:39:00	0	0	0	0
08:40:00	1	0	0	0
08:41:00	0	0	0	0
08:42:00	0	0	0	0
08:43:00	0	0	0	0
08:44:00	2	0	0	0
08:45:00	0	0	0	0
08:46:00	0	0	0	0
08:47:00	0	0	0	0
08:48:00	0	0	0	0
08:49:00	0	0	0	0
08:50:00	1	0	0	0
08:51:00	0	0	0	0
08:52:00	0	0	0	0
08:53:00	0	0	0	0
08:54:00	0	0	0	0
08:55:00	0	0	0	0
08:56:00	0	0	0	0
08:57:00	0	0	0	0
08:58:00	0	0	0	0
08:59:00	0	0	0	0
Hourly Average	**0.08**	**0.00**	**0.00**	**0.00**
09:00:00	0	0	0	0
09:01:00	0	0	0	0
09:02:00	0	0	0	0
09:03:00	0	0	0	0
09:04:00	0	0	0	0
09:05:00	0	0	0	0
09:06:00	0	0	0	0
09:07:00	1	0	0	0
09:08:00	2	0	0	0
09:09:00	0	0	1	0
09:10:00	0	0	1	0
09:11:00	0	0	0	0
09:12:00	0	0	0	0
09:13:00	0	0	0	0
09:14:00	1	0	0	0
09:15:00	0	0	0	0
09:16:00	0	0	0	0
09:17:00	0	0	0	0
09:18:00	0	0	0	0
09:19:00	0	0	0	0
09:20:00	0	0	0	0
09:21:00	0	0	0	0
09:22:00	0	0	0	0
09:23:00	0	0	0	0
09:24:00	0	0	0	0
09:25:00	0	0	0	0
09:26:00	0	0	0	0
09:27:00	0	0	0	0

09:28:00	0	0	1	0
09:29:00	0	0	0	0
09:30:00	2	0	0	0
09:31:00	0	0	0	0
09:32:00	0	0	0	0
09:33:00	0	0	0	0
09:34:00	0	0	0	0
09:35:00	0	0	0	0
09:36:00	0	0	0	0
09:37:00	0	0	0	0
09:38:00	0	0	0	0
09:39:00	0	0	0	0
09:40:00	0	0	0	0
09:41:00	0	0	0	0
09:42:00	0	0	0	0
09:43:00	0	0	0	0
09:44:00	0	0	0	0
09:45:00	0	0	0	0
09:46:00	0	0	0	0
09:47:00	0	0	1	1
09:48:00	0	0	0	0
09:49:00	0	0	0	0
09:50:00	0	0	0	0
09:51:00	0	0	0	0
09:52:00	0	0	0	0
09:53:00	0	0	0	0
09:54:00	0	0	0	0
09:55:00	0	0	0	0
09:56:00	0	0	0	0
09:57:00	0	0	0	0
09:58:00	0	0	0	0
09:59:00	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	5a		5b	
	Lights	Heavies	Lights	Heavies
16:00:00	2	0	0	0
16:01:00	0	0	0	0
16:02:00	0	0	0	0
16:03:00	0	0	0	0
16:04:00	0	0	0	0
16:05:00	0	0	0	0
16:06:00	0	0	0	0
16:07:00	0	0	0	0
16:08:00	0	0	0	0
16:09:00	1	0	0	0
16:10:00	0	0	0	0
16:11:00	0	0	0	0
16:12:00	0	0	2	0
16:13:00	0	0	0	0
16:14:00	0	0	0	0
16:15:00	7	0	0	0
16:16:00	0	0	0	0
16:17:00	0	0	1	0
16:18:00	0	0	0	0
16:19:00	0	0	0	0
16:20:00	0	0	0	0
16:21:00	0	0	0	0
16:22:00	0	0	0	0
16:23:00	0	0	0	0
16:24:00	0	0	0	0
16:25:00	0	0	0	0
16:26:00	0	0	0	0
16:27:00	0	0	0	0
16:28:00	0	0	0	0
16:29:00	0	0	0	0
16:30:00	0	0	0	0
16:31:00	2	1	0	0
16:32:00	0	0	0	0
16:33:00	0	0	0	0
16:34:00	0	0	0	0
16:35:00	0	0	0	0
16:36:00	0	0	0	0

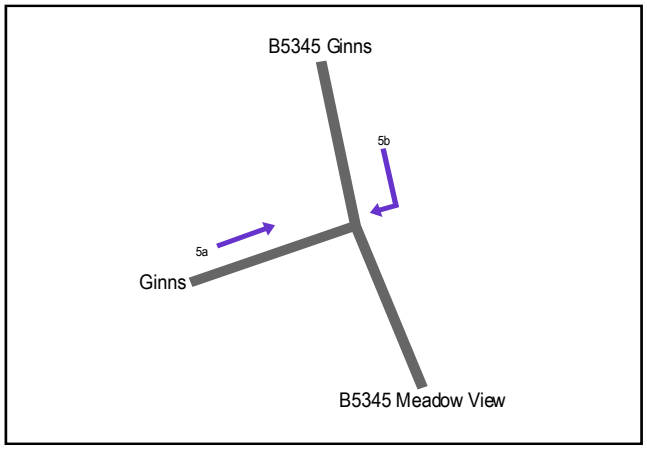
16:37:00	0	0	0	0
16:38:00	0	0	0	0
16:39:00	0	0	0	0
16:40:00	0	0	0	0
16:41:00	0	0	0	0
16:42:00	0	0	0	0
16:43:00	0	0	0	0
16:44:00	0	0	0	0
16:45:00	0	0	0	0
16:46:00	0	0	0	0
16:47:00	0	0	0	0
16:48:00	0	0	0	0
16:49:00	0	0	0	0
16:50:00	0	0	0	0
16:51:00	0	0	0	0
16:52:00	0	0	0	0
16:53:00	0	0	0	0
16:54:00	0	0	0	0
16:55:00	1	0	0	0
16:56:00	0	0	0	0
16:57:00	0	0	0	0
16:58:00	0	0	0	0
16:59:00	0	0	0	0
Hourly Average	**0.08**	**0.00**	**0.00**	**0.00**
17:00:00	0	0	0	0
17:01:00	0	0	0	0
17:02:00	0	0	0	0
17:03:00	0	0	0	0
17:04:00	0	0	0	0
17:05:00	0	0	0	0
17:06:00	0	0	0	0
17:07:00	0	0	0	0
17:08:00	0	0	0	0
17:09:00	0	0	0	0
17:10:00	0	0	0	0
17:11:00	0	0	0	0
17:12:00	0	0	0	0
17:13:00	0	0	0	0
17:14:00	0	0	0	0
17:15:00	0	0	0	0
17:16:00	0	0	0	0
17:17:00	0	0	0	0
17:18:00	0	0	0	0
17:19:00	0	0	0	0
17:20:00	0	0	0	0
17:21:00	0	0	0	0
17:22:00	0	0	1	0
17:23:00	0	0	0	0
17:24:00	0	0	0	0
17:25:00	0	0	0	0
17:26:00	0	0	0	0
17:27:00	0	0	0	0
17:28:00	0	0	0	0
17:29:00	0	0	0	0
17:30:00	0	0	0	0
17:31:00	0	0	0	0
17:32:00	0	0	0	0
17:33:00	0	0	0	0
17:34:00	0	0	0	0
17:35:00	0	0	1	0
17:36:00	0	0	0	0
17:37:00	0	0	0	0
17:38:00	0	0	0	0
17:39:00	0	0	0	0
17:40:00	0	0	0	0
17:41:00	0	0	1	0
17:42:00	0	0	0	0
17:43:00	0	0	0	0
17:44:00	0	0	0	0
17:45:00	0	0	0	0
17:46:00	0	0	0	0
17:47:00	0	0	0	0
17:48:00	0	0	0	0
17:49:00	1	0	0	0
17:50:00	0	0	0	0
17:51:00	0	0	0	0
17:52:00	0	0	0	0
17:53:00	0	0	0	0
17:54:00	0	0	0	0
17:55:00	0	0	0	0
17:56:00	0	0	0	0
17:57:00	0	0	0	0
17:58:00	0	0	0	0
17:59:00	0	0	0	0
Hourly Average	**0.08**	**0.00**	**0.00**	**0.00**
18:00:00	0	0	0	0
18:01:00	0	0	0	0
18:02:00	0	0	0	0
18:03:00	0	0	0	0

18:04:00	0	0	0	0
18:05:00	0	0	0	0
18:06:00	0	0	0	0
18:07:00	0	0	0	0
18:08:00	0	0	0	0
18:09:00	0	0	0	0
18:10:00	0	0	0	0
18:11:00	0	0	0	0
18:12:00	0	0	0	0
18:13:00	0	0	0	0
18:14:00	0	0	0	0
18:15:00	0	0	0	0
18:16:00	0	0	0	0
18:17:00	0	0	0	0
18:18:00	0	0	0	0
18:19:00	0	0	0	0
18:20:00	0	0	0	0
18:21:00	0	0	0	0
18:22:00	0	0	0	0
18:23:00	0	0	0	0
18:24:00	0	0	0	0
18:25:00	0	0	0	0
18:26:00	0	0	0	0
18:27:00	0	0	0	0
18:28:00	0	0	0	0
18:29:00	0	0	0	0
18:30:00	0	0	0	0
18:31:00	0	0	0	0
18:32:00	0	0	1	0
18:33:00	0	0	0	0
18:34:00	0	0	0	0
18:35:00	0	0	0	0
18:36:00	0	0	0	0
18:37:00	0	0	0	0
18:38:00	0	0	0	0
18:39:00	0	0	0	0
18:40:00	0	0	0	0
18:41:00	0	0	1	0
18:42:00	0	0	0	0
18:43:00	0	0	0	0
18:44:00	0	0	0	0
18:45:00	0	0	0	0
18:46:00	0	0	0	0
18:47:00	0	0	0	0
18:48:00	0	0	0	0
18:49:00	0	0	0	0
18:50:00	1	0	0	0
18:51:00	0	0	0	0
18:52:00	0	0	0	0
18:53:00	0	0	0	0
18:54:00	0	0	0	0
18:55:00	0	0	0	0
18:56:00	0	0	0	0
18:57:00	0	0	0	0
18:58:00	0	0	0	0
18:59:00	0	0	0	0
Hourly Average	**0.08**	**0.00**	**0.00**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**

Whitehaven
Queue Length Survey

Site 5 of 6
B5345 Meadow View
Ginns
B5345 Ginns



Lat/Long
lat 54.540632° lon -3.589338°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	5a		5b	
	Lights	Heavies	Lights	Heavies
07:00 - 07:01	0	0	0	0
07:01 - 07:02	0	0	0	0
07:02 - 07:03	0	0	0	0
07:03 - 07:04	1	0	0	0
07:04 - 07:05	1	0	0	0
07:05 - 07:06	1	0	0	0
07:06 - 07:07	1	0	0	0
07:07 - 07:08	1	0	0	0
07:08 - 07:09	2	0	0	0
07:09 - 07:10	0	0	0	0
07:10 - 07:11	1	0	0	0
07:11 - 07:12	1	0	2	0
07:12 - 07:13	0	0	0	0
07:13 - 07:14	0	0	0	0
07:14 - 07:15	0	0	0	0
07:15 - 07:16	0	0	0	0
07:16 - 07:17	1	0	0	0
07:17 - 07:18	1	0	0	0
07:18 -07:19	0	0	0	0
07:19 - 07:20	0	0	0	0
07:20 - 07:21	0	0	0	0
07:21 - 07:22	0	0	0	0
07:22 - 07:23	1	0	0	0
07:23 - 07:24	0	0	0	0
07:24 - 07:25	0	0	0	0
07:25 - 07:26	0	0	0	0
07:26 - 07:27	0	0	0	0
07:27 - 07:28	1	0	0	0
07:28 - 07:29	0	0	0	0
07:29 - 07:30	0	0	0	0
07:30 - 07:31	0	0	1	0
07:31 - 07:32	0	0	0	0
07:32 - 07:33	1	0	0	0
07:33 - 07:34	1	0	0	0
07:34 - 07:35	1	0	0	0
07:35 - 07:36	0	0	1	0
07:36 - 07:37	0	0	0	0
07:37 - 07:38	0	0	0	0
07:38 - 07:39	0	0	0	0
07:39 - 07:40	0	0	0	0
07:40 - 07:41	1	0	0	0
07:41 - 07:42	0	0	0	0
07:42 - 07:43	0	0	0	0
07:43 - 07:44	2	0	0	0
07:44 - 07:45	0	0	0	0
07:45- 07:46	0	0	1	0
07:46 - 07:47	1	0	0	0
07:47 - 07:48	2	0	0	0
07:48 - 07:49	2	0	0	0
07:49 - 07:50	2	0	1	0
07:50 - 07:51	2	0	0	0
07:51 - 07:52	1	0	1	0
07:52 - 07:53	0	0	0	0
07:53 - 07:54	0	0	0	0
07:54 - 07:55	0	0	2	0
07:55 - 07:56	1	0	0	0
07:56 - 07:57	1	0	0	0
07:57 - 07:58	0	0	0	0
07:58 - 07:59	0	0	1	0
07:59 - 08:00	2	0	2	0
Hourly Average	**0.92**	**0.00**	**0.58**	**0.00**

08:00 - 08:01	1	0	0	1
08:01 - 08:02	1	0	0	0
08:02 - 08:03	3	0	0	0
08:03 - 08:04	3	0	0	0
08:04 - 08:05	1	0	0	0
08:05 - 08:06	0	0	0	0
08:06 - 08:07	0	0	0	0
08:07 - 08:08	0	0	0	0
08:08 - 08:09	3	0	0	0
08:09 - 08:10	3	0	0	0
08:10 - 08:11	2	0	0	0
08:11 - 08:12	0	0	0	0
08:12 - 08:13	0	0	0	0
08:13 - 08:14	1	0	0	0
08:14 - 08:15	0	0	0	0
08:15 - 08:16	1	0	0	0
08:16 - 08:17	0	0	1	0
08:17 - 08:18	0	0	0	0
08:18 - 08:19	1	0	0	0
08:19 - 08:20	0	0	1	0
08:20 - 08:21	0	0	0	0
08:21 - 08:22	0	0	3	0
08:22 - 08:23	3	0	0	0
08:23 - 08:24	2	0	2	0
08:24 - 08:25	5	0	0	1
08:25 - 08:26	5	0	0	0
08:26 - 08:27	2	0	0	0
08:27 - 08:28	0	0	1	0
08:28 - 08:29	1	0	0	0
08:29 - 08:30	2	0	0	0
08:30 - 08:31	4	0	0	0
08:31 - 08:32	1	0	0	0
08:32 - 08:33	1	0	0	0
08:33 - 08:34	0	0	3	0
08:34 - 08:35	3	0	5	0
08:35 - 08:36	0	0	0	0
08:36 - 08:37	2	0	0	0
08:37 - 08:38	1	0	1	0
08:38 - 08:39	1	0	0	0
08:39 - 08:40	0	0	0	0
08:40 - 08:41	2	0	0	0
08:41 - 08:42	0	0	1	0
08:42 - 08:43	1	0	0	0
08:43 - 08:44	2	0	1	0
08:44 - 08:45	2	0	0	0
08:45 - 08:46	0	0	2	0
08:46 - 08:47	1	0	0	0
08:47 - 08:48	2	0	1	0
08:48 - 08:49	0	0	0	0
08:49 - 08:50	1	0	2	0
08:50 - 08:51	1	0	1	0
08:51 - 08:52	7	0	1	0
08:52 - 08:53	4	0	0	0
08:53 - 08:54	2	0	2	0
08:54 - 08:55	0	0	3	0
08:55 - 08:56	1	0	1	0
08:56 - 08:57	0	0	0	0
08:57 - 08:58	1	0	2	0
08:58 - 08:59	1	1	0	0
08:59 - 09:00	0	0	1	0
Hourly Average	**1.50**	**0.08**	**1.08**	**0.00**
09:00 - 09:01	0	0	2	1
09:01 - 09:02	0	0	2	0
09:02 - 09:03	1	0	2	0
09:03 - 09:04	0	1	1	0
09:04 - 09:05	1	0	1	0
09:05 - 09:06	0	0	1	0
09:06 - 09:07	0	0	1	0
09:07 - 09:08	2	0	0	0
09:08 - 09:09	2	0	1	0
09:09 - 09:10	2	0	1	0
09:10 - 09:11	2	0	1	1
09:11 - 09:12	0	0	0	0
09:12 - 09:13	1	0	0	0
09:13 - 09:14	1	0	2	0
09:14 - 09:15	1	0	0	0
09:15 - 09:16	0	0	1	0
09:16 - 09:17	0	0	1	0
09:17 - 09:18	2	0	1	0
09:18 - 09:19	2	0	1	0
09:19 - 09:20	1	0	0	0
09:20 - 09:21	0	0	0	0
09:21 - 09:22	0	0	0	0
09:22 - 09:23	0	0	0	0
09:23 - 09:24	1	0	1	0
09:24 - 09:25	0	0	0	0
09:25 - 09:26	0	0	0	0
09:26 - 09:27	1	0	0	0

09:27 - 09:28	0	0	0	0
09:28 - 09:29	0	0	1	0
09:29 - 09:30	3	0	0	0
09:30 - 09:31	2	0	1	0
09:31 - 09:32	0	0	0	0
09:32 - 09:33	2	0	0	0
09:33 - 09:34	1	0	0	0
09:34 - 09:35	0	0	0	0
09:35 - 09:36	0	0	0	0
09:36 - 09:37	1	0	0	0
09:37 - 09:38	0	0	1	0
09:38 - 09:39	2	0	0	0
09:39 - 09:40	3	0	0	0
09:40 - 09:41	0	0	1	0
09:41 - 09:42	0	0	1	0
09:42 - 09:43	2	0	1	0
09:43 - 09:44	4	0	3	0
09:44 - 09:45	1	0	0	0
09:45 - 09:46	0	0	0	0
09:46 - 09:47	2	0	0	0
09:47 - 09:48	0	0	1	1
09:48 - 09:49	1	0	0	0
09:49 - 09:50	1	0	1	0
09:50 - 09:51	0	0	0	0
09:51 - 09:52	2	0	0	0
09:52 - 09:53	1	0	0	0
09:53 - 09:54	2	0	1	0
09:54 - 09:55	1	0	0	0
09:55 - 09:56	1	0	0	0
09:56 - 09:57	2	0	1	0
09:57 - 09:58	0	0	1	0
09:58 - 09:59	0	0	0	0
09:59 - 10:00	1	0	0	0
Hourly Average	**1.00**	**0.00**	**0.33**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	5a		5b	
	Lights	Heavies	Lights	Heavies
16:00 - 16:01	2	0	0	0
16:01 - 16:02	2	0	2	0
16:02 - 16:03	0	0	2	0
16:03 - 16:04	0	0	1	0
16:04 - 16:05	1	0	1	0
16:05 - 16:06	1	0	0	0
16:06 - 16:07	2	0	2	0
16:07 - 16:08	1	0	0	0
16:08 - 16:09	1	0	0	0
16:09 - 16:10	2	0	1	0
16:10 - 16:11	0	1	0	0
16:11 - 16:12	2	0	4	0
16:12 - 16:13	1	0	2	0
16:13 - 16:14	1	0	2	0
16:14 - 16:15	7	0	0	0
16:15 - 16:16	8	0	0	0
16:16 - 16:17	2	0	2	0
16:17 - 16:18	2	0	1	0
16:18 - 16:19	2	0	0	0
16:19 - 16:20	1	0	0	0
16:20 - 16:21	0	0	4	0
16:21 - 16:22	0	0	1	0
16:22 - 16:23	2	0	2	0
16:23 - 16:24	1	0	3	0
16:24 - 16:25	3	0	1	0
16:25 - 16:26	0	0	0	0
16:26 - 16:27	1	0	0	0
16:27 - 16:28	2	0	2	0
16:28 - 16:29	3	0	1	0
16:29 - 16:30	2	0	0	0
16:30 - 16:31	2	1	1	0
16:31 - 16:32	2	1	2	0
16:32 - 16:33	1	0	0	0
16:33 - 16:34	1	0	0	0
16:34 - 16:35	0	0	0	0

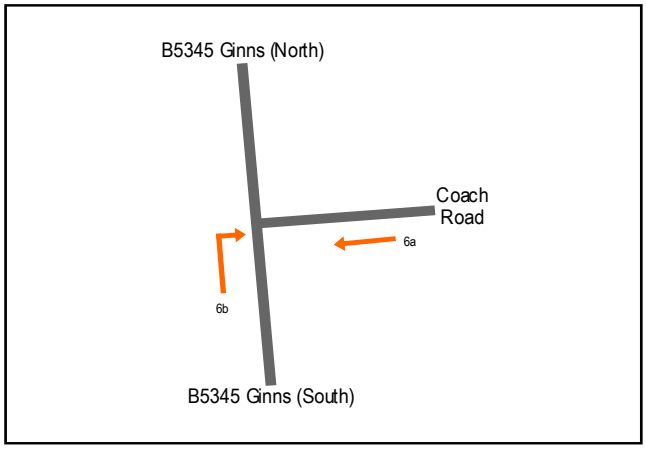
16:35 - 16:36	5	0	0	0
16:36 - 16:37	2	0	0	0
16:37 - 16:38	1	0	0	0
16:38 - 16:39	0	0	0	0
16:39 - 16:40	1	0	0	0
16:40 - 16:41	0	0	1	0
16:41 - 16:42	1	0	3	0
16:42 - 16:43	0	0	1	0
16:43 - 16:44	1	0	4	0
16:44 - 16:45	1	0	0	0
16:45 - 16:46	0	1	0	0
16:46 - 16:47	2	0	1	0
16:47 - 16:48	0	0	3	0
16:48 - 16:49	0	0	0	0
16:49 - 16:50	3	0	2	0
16:50 - 16:51	1	0	0	0
16:51 - 16:52	1	0	2	0
16:52 - 16:53	1	0	0	0
16:53 - 16:54	0	0	1	1
16:54 - 16:55	1	0	2	0
16:55 - 16:56	1	0	0	0
16:56 - 16:57	0	0	0	0
16:57 - 16:58	1	0	2	0
16:58 - 16:59	0	0	1	0
16:59 - 17:00	2	0	3	0
Hourly Average	**0.92**	**0.00**	**1.08**	**0.08**
17:00 - 17:01	1	0	2	0
17:01 - 17:02	1	0	3	0
17:02 - 17:03	0	0	1	0
17:03 - 17:04	0	0	0	0
17:04 - 17:05	1	0	1	0
17:05 - 17:06	1	0	1	0
17:06 - 17:07	1	0	2	0
17:07 - 17:08	0	0	1	0
17:08 - 17:09	1	0	1	0
17:09 - 17:10	0	0	1	0
17:10 - 17:11	1	0	0	0
17:11 - 17:12	3	0	1	0
17:12 - 17:13	1	0	0	0
17:13 - 17:14	0	0	4	0
17:14 - 17:15	2	0	2	0
17:15 - 17:16	0	0	0	0
17:16 - 17:17	0	0	0	0
17:17 - 17:18	0	0	1	0
17:18 - 17:19	2	0	0	0
17:19 - 17:20	1	0	0	0
17:20 - 17:21	0	0	0	0
17:21 - 17:22	0	0	2	0
17:22 - 17:23	2	0	2	0
17:23 - 17:24	0	0	0	0
17:24 - 17:25	1	0	1	0
17:25 - 17:26	1	0	0	0
17:26 - 17:27	3	0	1	0
17:27 - 17:28	1	0	1	0
17:28 - 17:29	0	0	0	0
17:29 - 17:30	0	0	0	0
17:30 - 17:31	2	0	1	0
17:31 - 17:32	1	0	0	0
17:32 - 17:33	1	0	0	0
17:33 - 17:34	3	0	3	0
17:34 - 17:35	2	0	0	0
17:35 - 17:36	0	0	1	0
17:36 - 17:37	2	0	0	0
17:37 - 17:38	0	0	0	0
17:38 - 17:39	1	0	0	0
17:39 - 17:40	2	0	0	0
17:40 - 17:41	0	0	0	0
17:41 - 17:42	1	0	1	0
17:42 - 17:43	2	0	1	0
17:43 - 17:44	0	0	2	0
17:44 - 17:45	0	0	0	0
17:45 - 17:46	4	0	2	0
17:46 - 17:47	1	0	0	0
17:47 - 17:48	4	0	1	0
17:48 - 17:49	1	0	0	0
17:49 - 17:50	3	0	1	0
17:50 - 17:51	3	0	1	0
17:51 - 17:52	0	0	0	0
17:52 - 17:53	0	0	0	0
17:53 - 17:54	0	0	0	0
17:54 - 17:55	1	0	0	0
17:55 - 17:56	1	0	0	0
17:56 - 17:57	0	0	0	0
17:57 - 17:58	2	0	0	0
17:58 - 17:59	0	0	1	0
17:59 - 18:00	0	0	1	0
Hourly Average	**0.92**	**0.00**	**0.33**	**0.00**
18:00 - 18:01	1	0	0	0

18:01 - 18:02	0	0	0	0
18:02 - 18:03	1	0	1	0
18:03 - 18:04	0	0	0	0
18:04 - 18:05	0	0	0	0
18:05 - 18:06	1	0	0	0
18:06 - 18:07	1	0	1	0
18:07 - 18:08	0	0	0	0
18:08 - 18:09	0	0	0	0
18:09 - 18:10	0	0	1	0
18:10 - 18:11	1	0	0	0
18:11 - 18:12	1	0	0	0
18:12 - 18:13	1	0	1	0
18:13 - 18:14	3	0	1	0
18:14 - 18:15	0	0	0	0
18:15 - 18:16	0	0	2	0
18:16 - 18:17	0	0	0	0
18:17 - 18:18	0	0	0	0
18:18 - 18:19	0	0	0	0
18:19 - 18:20	1	0	2	0
18:20 - 18:21	0	0	0	0
18:21 - 18:22	2	0	0	0
18:22 - 18:23	0	0	0	0
18:23 - 18:24	0	0	0	0
18:24 - 18:25	0	0	1	0
18:25 - 18:26	1	0	1	0
18:26 - 18:27	0	0	0	0
18:27 - 18:28	0	0	0	0
18:28 - 18:29	0	0	0	0
18:29 - 18:30	0	0	2	0
18:30 - 18:31	2	0	0	0
18:31 - 18:32	0	0	0	0
18:32 - 18:33	0	0	1	0
18:33 - 18:34	0	0	0	0
18:34 - 18:35	1	0	1	0
18:35 - 18:36	2	0	1	0
18:36 - 18:37	1	0	0	0
18:37 - 18:38	1	0	1	0
18:38 - 18:39	0	0	0	0
18:39 - 18:40	2	0	0	0
18:40 - 18:41	0	0	0	0
18:41 - 18:42	0	0	1	0
18:42 - 18:43	1	0	1	0
18:43 - 18:44	0	0	1	0
18:44 - 18:45	1	0	0	0
18:45 - 18:46	0	0	1	0
18:46 - 18:47	0	0	0	0
18:47 - 18:48	1	0	1	0
18:48 - 18:49	0	0	0	0
18:49 - 18:50	2	0	2	0
18:50 - 18:51	3	0	0	0
18:51 - 18:52	0	0	0	0
18:52 - 18:53	1	0	0	0
18:53 - 18:54	0	0	0	0
18:54 - 18:55	0	0	0	0
18:55 - 18:56	0	0	0	0
18:56 - 18:57	1	0	0	0
18:57 - 18:58	0	0	0	0
18:58 - 18:59	0	0	1	0
18:59 - 19:00	0	0	0	0
Hourly Average	**0.58**	**0.00**	**0.25**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**

Whitehaven
Queue Length Survey

Site 6 of 6
B5345 Ginns (North)
Coach Road
B5345 Ginns (South)



Lat/Long
lat 54.541051° lon -3.589417°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	6a		6b	
	Lights	Heavies	Lights	Heavies
07:00 - 07:01	0	0	0	0
07:01 - 07:02	0	0	0	0
07:02 - 07:03	0	0	0	0
07:03 - 07:04	1	0	0	0
07:04 - 07:05	1	0	0	0
07:05 - 07:06	0	0	0	0
07:06 - 07:07	0	0	0	0
07:07 - 07:08	1	0	0	0
07:08 - 07:09	0	0	0	0
07:09 - 07:10	0	0	0	0
07:10 - 07:11	0	0	0	0
07:11 - 07:12	0	0	0	0
07:12 - 07:13	0	0	0	0
07:13 - 07:14	1	0	0	0
07:14 - 07:15	1	0	2	0
07:15 - 07:16	1	0	1	1
07:16 - 07:17	0	0	0	0
07:17 - 07:18	0	0	1	0
07:18 -07:19	0	0	0	0
07:19 - 07:20	2	0	0	0
07:20 - 07:21	0	0	0	0
07:21 - 07:22	1	0	0	0
07:22 - 07:23	0	0	0	0
07:23 - 07:24	0	0	1	0
07:24 - 07:25	0	0	1	0
07:25 - 07:26	0	0	0	0
07:26 - 07:27	1	0	0	0
07:27 - 07:28	1	0	1	0
07:28 - 07:29	0	0	0	0
07:29 - 07:30	0	0	0	0
07:30 - 07:31	1	0	0	0
07:31 - 07:32	0	0	0	0
07:32 - 07:33	1	0	0	0
07:33 - 07:34	0	0	0	0
07:34 - 07:35	0	0	1	0
07:35 - 07:36	0	0	0	0
07:36 - 07:37	0	0	0	0
07:37 - 07:38	1	0	0	0
07:38 - 07:39	1	0	0	0
07:39 - 07:40	1	0	1	0
07:40 - 07:41	1	0	1	0
07:41 - 07:42	3	0	0	0
07:42 - 07:43	0	0	1	0
07:43 - 07:44	0	0	0	0
07:44 - 07:45	2	0	0	0
07:45- 07:46	0	0	1	0
07:46 - 07:47	1	0	1	0
07:47 - 07:48	1	0	1	0
07:48 - 07:49	1	0	0	0
07:49 - 07:50	1	0	1	0
07:50 - 07:51	1	0	2	0
07:51 - 07:52	1	0	2	0
07:52 - 07:53	2	0	0	0
07:53 - 07:54	0	0	0	0
07:54 - 07:55	1	0	0	0
07:55 - 07:56	1	0	0	0
07:56 - 07:57	0	0	0	0
07:57 - 07:58	1	0	0	0
07:58 - 07:59	0	0	0	0
07:59 - 08:00	1	0	1	0
Hourly Average	**0.83**	**0.00**	**0.50**	**0.00**

08:00 - 08:01	1	0	2	0
08:01 - 08:02	0	0	0	0
08:02 - 08:03	1	0	0	0
08:03 - 08:04	1	0	0	0
08:04 - 08:05	0	0	0	0
08:05 - 08:06	1	0	0	0
08:06 - 08:07	1	0	0	0
08:07 - 08:08	3	0	1	0
08:08 - 08:09	3	1	0	0
08:09 - 08:10	1	0	1	0
08:10 - 08:11	2	0	0	0
08:11 - 08:12	1	0	1	0
08:12 - 08:13	0	0	0	0
08:13 - 08:14	1	0	1	0
08:14 - 08:15	0	0	0	0
08:15 - 08:16	2	0	0	0
08:16 - 08:17	1	0	1	0
08:17 - 08:18	0	0	0	0
08:18 - 08:19	0	0	1	0
08:19 - 08:20	1	0	1	0
08:20 - 08:21	1	0	1	0
08:21 - 08:22	2	0	1	0
08:22 - 08:23	2	0	0	0
08:23 - 08:24	3	0	1	0
08:24 - 08:25	0	0	1	0
08:25 - 08:26	0	0	0	0
08:26 - 08:27	0	0	1	0
08:27 - 08:28	1	1	1	0
08:28 - 08:29	0	0	0	0
08:29 - 08:30	1	0	0	0
08:30 - 08:31	0	0	1	0
08:31 - 08:32	1	0	0	0
08:32 - 08:33	1	0	1	0
08:33 - 08:34	2	0	0	0
08:34 - 08:35	0	0	0	0
08:35 - 08:36	2	0	1	0
08:36 - 08:37	0	0	1	0
08:37 - 08:38	0	0	4	0
08:38 - 08:39	0	0	1	0
08:39 - 08:40	1	0	1	0
08:40 - 08:41	1	0	0	0
08:41 - 08:42	2	0	0	0
08:42 - 08:43	2	0	1	0
08:43 - 08:44	1	0	1	0
08:44 - 08:45	2	0	1	0
08:45 - 08:46	1	1	0	0
08:46 - 08:47	1	0	1	0
08:47 - 08:48	1	0	0	0
08:48 - 08:49	2	0	0	0
08:49 - 08:50	3	0	2	0
08:50 - 08:51	4	0	0	0
08:51 - 08:52	4	0	1	0
08:52 - 08:53	6	0	2	0
08:53 - 08:54	8	0	2	0
08:54 - 08:55	3	0	0	0
08:55 - 08:56	1	0	1	0
08:56 - 08:57	2	0	1	0
08:57 - 08:58	6	0	2	0
08:58 - 08:59	5	0	1	0
08:59 - 09:00	3	0	0	0
Hourly Average	**3.92**	**0.00**	**1.00**	**0.00**
09:00 - 09:01	1	0	2	0
09:01 - 09:02	1	0	1	0
09:02 - 09:03	2	0	1	0
09:03 - 09:04	1	0	0	0
09:04 - 09:05	2	0	1	0
09:05 - 09:06	3	0	1	0
09:06 - 09:07	0	0	1	0
09:07 - 09:08	2	0	2	0
09:08 - 09:09	1	0	2	0
09:09 - 09:10	4	0	0	0
09:10 - 09:11	3	0	1	0
09:11 - 09:12	0	0	0	0
09:12 - 09:13	1	0	0	0
09:13 - 09:14	3	0	3	0
09:14 - 09:15	3	0	1	0
09:15 - 09:16	3	0	0	0
09:16 - 09:17	1	0	0	0
09:17 - 09:18	0	0	2	0
09:18 - 09:19	2	0	2	0
09:19 - 09:20	0	0	1	0
09:20 - 09:21	0	0	1	0
09:21 - 09:22	2	0	0	0
09:22 - 09:23	0	0	0	0
09:23 - 09:24	2	0	0	0
09:24 - 09:25	1	0	1	0
09:25 - 09:26	1	0	0	0
09:26 - 09:27	2	0	0	0

09:27 - 09:28	2	0	0	0
09:28 - 09:29	1	0	0	0
09:29 - 09:30	1	0	0	0
09:30 - 09:31	3	0	0	0
09:31 - 09:32	1	0	0	0
09:32 - 09:33	1	0	0	0
09:33 - 09:34	1	0	0	0
09:34 - 09:35	0	0	0	0
09:35 - 09:36	1	0	1	0
09:36 - 09:37	0	0	0	0
09:37 - 09:38	0	0	0	0
09:38 - 09:39	3	0	0	0
09:39 - 09:40	0	0	0	0
09:40 - 09:41	0	0	1	0
09:41 - 09:42	0	0	0	0
09:42 - 09:43	0	0	0	0
09:43 - 09:44	1	0	3	0
09:44 - 09:45	1	0	0	0
09:45 - 09:46	1	0	0	0
09:46 - 09:47	2	1	0	0
09:47 - 09:48	3	0	2	0
09:48 - 09:49	3	0	0	0
09:49 - 09:50	1	0	1	0
09:50 - 09:51	1	0	0	0
09:51 - 09:52	1	0	0	0
09:52 - 09:53	1	0	0	0
09:53 - 09:54	0	0	0	0
09:54 - 09:55	1	0	1	0
09:55 - 09:56	1	0	0	0
09:56 - 09:57	1	0	0	0
09:57 - 09:58	0	0	1	0
09:58 - 09:59	1	0	1	0
09:59 - 10:00	1	0	0	0
Hourly Average	**1.00**	**0.00**	**0.33**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	6a		6b	
	Lights	Heavies	Lights	Heavies
16:00 - 16:01	2	0	1	0
16:01 - 16:02	1	0	1	0
16:02 - 16:03	2	0	1	0
16:03 - 16:04	0	0	2	0
16:04 - 16:05	1	0	1	0
16:05 - 16:06	4	0	1	0
16:06 - 16:07	3	0	1	0
16:07 - 16:08	4	0	0	0
16:08 - 16:09	1	0	0	0
16:09 - 16:10	3	0	1	0
16:10 - 16:11	4	0	1	0
16:11 - 16:12	3	0	1	0
16:12 - 16:13	3	0	1	0
16:13 - 16:14	4	0	1	0
16:14 - 16:15	1	0	1	0
16:15 - 16:16	1	0	1	0
16:16 - 16:17	1	0	2	0
16:17 - 16:18	0	0	0	0
16:18 - 16:19	1	0	1	0
16:19 - 16:20	4	0	1	0
16:20 - 16:21	3	0	1	0
16:21 - 16:22	1	0	1	0
16:22 - 16:23	3	0	0	0
16:23 - 16:24	2	0	1	0
16:24 - 16:25	1	0	1	0
16:25 - 16:26	4	0	2	0
16:26 - 16:27	5	0	2	0
16:27 - 16:28	1	0	1	0
16:28 - 16:29	1	0	1	0
16:29 - 16:30	2	0	0	0
16:30 - 16:31	1	0	0	0
16:31 - 16:32	3	0	1	0
16:32 - 16:33	1	0	1	0
16:33 - 16:34	1	0	1	0
16:34 - 16:35	1	0	1	0

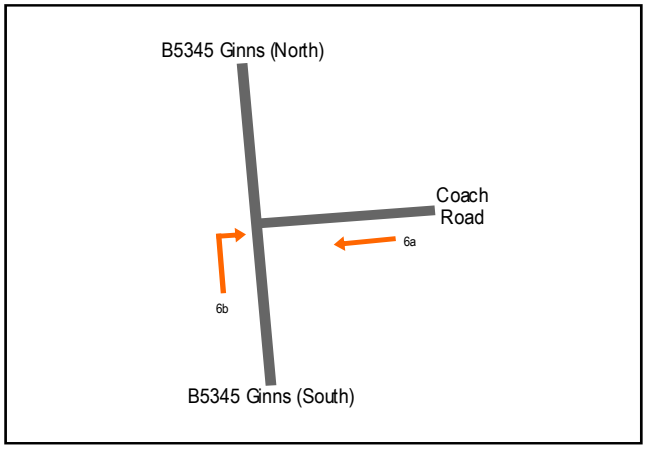
16:35 - 16:36	1	0	2	0
16:36 - 16:37	2	0	2	0
16:37 - 16:38	4	0	0	0
16:38 - 16:39	1	0	0	0
16:39 - 16:40	1	0	3	0
16:40 - 16:41	1	0	2	0
16:41 - 16:42	2	0	0	0
16:42 - 16:43	2	0	1	0
16:43 - 16:44	2	0	0	0
16:44 - 16:45	2	0	1	0
16:45 - 16:46	2	0	0	0
16:46 - 16:47	2	0	1	0
16:47 - 16:48	3	0	2	0
16:48 - 16:49	2	0	1	0
16:49 - 16:50	1	0	1	0
16:50 - 16:51	1	0	1	0
16:51 - 16:52	1	0	1	0
16:52 - 16:53	0	0	0	0
16:53 - 16:54	3	0	1	0
16:54 - 16:55	0	0	1	0
16:55 - 16:56	0	0	1	0
16:56 - 16:57	2	0	1	0
16:57 - 16:58	1	0	0	0
16:58 - 16:59	1	0	1	0
16:59 - 17:00	2	0	1	0
Hourly Average	**1.17**	**0.00**	**0.82**	**0.00**
17:00 - 17:01	2	0	1	0
17:01 - 17:02	1	0	1	0
17:02 - 17:03	1	0	1	0
17:03 - 17:04	3	0	0	0
17:04 - 17:05	3	0	0	0
17:05 - 17:06	2	0	0	0
17:06 - 17:07	4	0	1	0
17:07 - 17:08	5	0	0	0
17:08 - 17:09	3	0	1	0
17:09 - 17:10	2	0	0	0
17:10 - 17:11	0	0	2	0
17:11 - 17:12	1	0	1	0
17:12 - 17:13	2	0	1	0
17:13 - 17:14	4	0	1	0
17:14 - 17:15	3	0	1	0
17:15 - 17:16	3	0	0	0
17:16 - 17:17	4	0	1	0
17:17 - 17:18	2	0	0	0
17:18 - 17:19	2	0	1	0
17:19 - 17:20	2	0	1	0
17:20 - 17:21	2	0	0	0
17:21 - 17:22	1	0	0	0
17:22 - 17:23	2	0	1	0
17:23 - 17:24	2	0	1	0
17:24 - 17:25	1	0	1	0
17:25 - 17:26	1	0	0	0
17:26 - 17:27	2	0	1	0
17:27 - 17:28	1	0	1	0
17:28 - 17:29	1	0	0	0
17:29 - 17:30	2	0	1	0
17:30 - 17:31	1	0	0	0
17:31 - 17:32	2	0	0	0
17:32 - 17:33	0	0	1	0
17:33 - 17:34	1	0	0	0
17:34 - 17:35	1	0	1	0
17:35 - 17:36	1	0	0	0
17:36 - 17:37	1	0	0	0
17:37 - 17:38	0	0	0	0
17:38 - 17:39	0	0	1	0
17:39 - 17:40	2	0	0	0
17:40 - 17:41	1	0	1	0
17:41 - 17:42	3	0	1	0
17:42 - 17:43	0	0	1	0
17:43 - 17:44	1	0	1	0
17:44 - 17:45	1	0	1	0
17:45 - 17:46	0	0	0	0
17:46 - 17:47	5	0	1	0
17:47 - 17:48	4	0	1	0
17:48 - 17:49	1	0	0	0
17:49 - 17:50	1	0	1	0
17:50 - 17:51	1	0	0	0
17:51 - 17:52	1	0	1	0
17:52 - 17:53	1	0	1	0
17:53 - 17:54	0	0	1	0
17:54 - 17:55	2	0	1	0
17:55 - 17:56	1	0	1	0
17:56 - 17:57	1	0	1	0
17:57 - 17:58	3	0	1	0
17:58 - 17:59	2	0	1	0
17:59 - 18:00	0	0	2	0
Hourly Average	**1.17**	**0.00**	**0.92**	**0.00**
18:00 - 18:01	1	0	1	0

18:01 - 18:02	2	0	0	0
18:02 - 18:03	2	0	0	0
18:03 - 18:04	1	0	1	0
18:04 - 18:05	0	0	0	0
18:05 - 18:06	2	0	0	0
18:06 - 18:07	2	0	1	0
18:07 - 18:08	3	0	0	0
18:08 - 18:09	0	0	1	0
18:09 - 18:10	1	0	0	0
18:10 - 18:11	1	0	0	0
18:11 - 18:12	2	0	1	0
18:12 - 18:13	1	0	0	0
18:13 - 18:14	1	0	1	0
18:14 - 18:15	0	0	1	0
18:15 - 18:16	2	0	1	0
18:16 - 18:17	1	0	0	0
18:17 - 18:18	1	0	0	0
18:18 - 18:19	1	0	1	0
18:19 - 18:20	0	0	3	0
18:20 - 18:21	0	0	1	0
18:21 - 18:22	0	0	1	0
18:22 - 18:23	1	0	1	0
18:23 - 18:24	2	0	1	0
18:24 - 18:25	2	0	2	0
18:25 - 18:26	4	0	1	0
18:26 - 18:27	3	0	0	0
18:27 - 18:28	2	0	1	0
18:28 - 18:29	2	0	0	0
18:29 - 18:30	1	0	1	0
18:30 - 18:31	1	0	1	0
18:31 - 18:32	2	0	0	0
18:32 - 18:33	2	0	1	0
18:33 - 18:34	2	0	0	0
18:34 - 18:35	1	0	0	0
18:35 - 18:36	2	0	1	0
18:36 - 18:37	2	0	0	0
18:37 - 18:38	1	0	0	0
18:38 - 18:39	0	0	0	0
18:39 - 18:40	1	0	0	0
18:40 - 18:41	1	0	0	0
18:41 - 18:42	1	0	0	0
18:42 - 18:43	2	0	1	0
18:43 - 18:44	1	0	1	0
18:44 - 18:45	0	0	0	0
18:45 - 18:46	1	0	0	0
18:46 - 18:47	0	0	0	0
18:47 - 18:48	1	0	0	0
18:48 - 18:49	1	0	1	0
18:49 - 18:50	5	0	0	0
18:50 - 18:51	5	0	2	0
18:51 - 18:52	0	0	0	0
18:52 - 18:53	3	0	2	0
18:53 - 18:54	3	0	0	0
18:54 - 18:55	2	0	2	0
18:55 - 18:56	1	0	1	0
18:56 - 18:57	1	0	2	0
18:57 - 18:58	2	0	0	0
18:58 - 18:59	1	0	0	0
18:59 - 19:00	1	0	1	0
Hourly Average	**2.08**	**0.00**	**0.92**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**

Whitehaven
Queue Length Survey

Site 6 of 6
B5345 Ginns (North)
Coach Road
B5345 Ginns (South)



Lat/Long
lat 54.541051° lon -3.589417°

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 4°C

0700 - 1000 (Weekday AM Peak)

TIME	6a		6b	
	Lights	Heavies	Lights	Heavies
07:00:00	0	0	0	0
07:01:00	0	0	0	0
07:02:00	0	0	0	0
07:03:00	0	0	0	0
07:04:00	0	0	0	0
07:05:00	0	0	0	0
07:06:00	0	0	0	0
07:07:00	0	0	0	0
07:08:00	0	0	0	0
07:09:00	0	0	0	0
07:10:00	0	0	0	0
07:11:00	0	0	0	0
07:12:00	0	0	0	0
07:13:00	0	0	0	0
07:14:00	0	0	0	0
07:15:00	0	0	0	0
07:16:00	0	0	0	0
07:17:00	0	0	0	0
07:18:00	0	0	0	0
07:19:00	0	0	0	0
07:20:00	0	0	0	0
07:21:00	0	0	0	0
07:22:00	0	0	0	0
07:23:00	0	0	0	0
07:24:00	0	0	1	0
07:25:00	0	0	0	0
07:26:00	0	0	0	0
07:27:00	1	0	0	0
07:28:00	0	0	0	0
07:29:00	0	0	0	0
07:30:00	0	0	0	0
07:31:00	0	0	0	0
07:32:00	0	0	0	0
07:33:00	0	0	0	0
07:34:00	0	0	0	0
07:35:00	0	0	0	0
07:36:00	0	0	0	0
07:37:00	0	0	0	0
07:38:00	0	0	0	0
07:39:00	0	0	0	0
07:40:00	1	0	1	0
07:41:00	0	0	0	0
07:42:00	0	0	0	0
07:43:00	0	0	0	0
07:44:00	0	0	0	0
07:45:00	0	0	0	0
07:46:00	0	0	0	0
07:47:00	0	0	0	0
07:48:00	1	0	0	0
07:49:00	0	0	0	0
07:50:00	0	0	0	0
07:51:00	1	0	2	0
07:52:00	1	0	0	0
07:53:00	0	0	0	0
07:54:00	0	0	0	0
07:55:00	0	0	0	0
07:56:00	0	0	0	0
07:57:00	0	0	0	0
07:58:00	0	0	0	0
07:59:00	0	0	0	0
Hourly Average	**0.25**	**0.00**	**0.17**	**0.00**

08:00:00	0	0	0	0
08:01:00	0	0	0	0
08:02:00	0	0	0	0
08:03:00	0	0	0	0
08:04:00	0	0	0	0
08:05:00	0	0	0	0
08:06:00	0	0	0	0
08:07:00	0	0	0	0
08:08:00	3	1	0	0
08:09:00	1	0	0	0
08:10:00	0	0	0	0
08:11:00	0	0	0	0
08:12:00	0	0	0	0
08:13:00	0	0	0	0
08:14:00	0	0	0	0
08:15:00	1	0	0	0
08:16:00	0	0	1	0
08:17:00	0	0	0	0
08:18:00	0	0	0	0
08:19:00	0	0	0	0
08:20:00	0	0	0	0
08:21:00	0	0	0	0
08:22:00	2	0	0	0
08:23:00	1	0	0	0
08:24:00	0	0	0	0
08:25:00	0	0	0	0
08:26:00	0	0	0	0
08:27:00	0	0	0	0
08:28:00	0	0	0	0
08:29:00	0	0	0	0
08:30:00	0	0	0	0
08:31:00	0	0	0	0
08:32:00	0	0	0	0
08:33:00	0	0	0	0
08:34:00	0	0	0	0
08:35:00	0	0	0	0
08:36:00	0	0	0	0
08:37:00	0	0	0	0
08:38:00	0	0	0	0
08:39:00	0	0	0	0
08:40:00	0	0	0	0
08:41:00	0	0	0	0
08:42:00	0	0	0	0
08:43:00	0	0	0	0
08:44:00	0	0	0	0
08:45:00	1	0	0	0
08:46:00	0	0	0	0
08:47:00	0	0	0	0
08:48:00	0	0	0	0
08:49:00	0	0	0	0
08:50:00	0	0	0	0
08:51:00	0	0	0	0
08:52:00	4	0	0	0
08:53:00	5	0	0	0
08:54:00	3	0	0	0
08:55:00	0	0	0	0
08:56:00	0	0	0	0
08:57:00	0	0	0	0
08:58:00	0	0	1	0
08:59:00	3	0	0	0
Hourly Average	**1.25**	**0.00**	**0.08**	**0.00**
09:00:00	0	0	0	0
09:01:00	0	0	0	0
09:02:00	0	0	0	0
09:03:00	0	0	0	0
09:04:00	0	0	0	0
09:05:00	0	0	0	0
09:06:00	0	0	1	0
09:07:00	0	0	0	0
09:08:00	0	0	0	0
09:09:00	2	0	0	0
09:10:00	3	0	0	0
09:11:00	0	0	0	0
09:12:00	0	0	0	0
09:13:00	0	0	0	0
09:14:00	3	0	0	0
09:15:00	0	0	0	0
09:16:00	0	0	0	0
09:17:00	0	0	0	0
09:18:00	2	0	2	0
09:19:00	0	0	0	0
09:20:00	0	0	0	0
09:21:00	0	0	0	0
09:22:00	0	0	0	0
09:23:00	0	0	0	0
09:24:00	0	0	0	0
09:25:00	0	0	0	0
09:26:00	0	0	0	0

09:27:00	0	0	0	0
09:28:00	0	0	0	0
09:29:00	0	0	0	0
09:30:00	2	0	0	0
09:31:00	0	0	0	0
09:32:00	0	0	0	0
09:33:00	0	0	0	0
09:34:00	0	0	0	0
09:35:00	0	0	0	0
09:36:00	0	0	0	0
09:37:00	0	0	0	0
09:38:00	0	0	0	0
09:39:00	0	0	0	0
09:40:00	0	0	0	0
09:41:00	0	0	0	0
09:42:00	0	0	0	0
09:43:00	0	0	0	0
09:44:00	0	0	0	0
09:45:00	0	0	0	0
09:46:00	0	0	0	0
09:47:00	2	0	0	0
09:48:00	0	0	0	0
09:49:00	0	0	0	0
09:50:00	0	0	0	0
09:51:00	0	0	0	0
09:52:00	1	0	0	0
09:53:00	0	0	0	0
09:54:00	0	0	0	0
09:55:00	0	0	0	0
09:56:00	0	0	0	0
09:57:00	0	0	0	0
09:58:00	0	0	1	0
09:59:00	0	0	0	0
Hourly Average	**0.08**	**0.00**	**0.08**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 10 March 2022

Weather
Cloudy
Temp: 6°C

1600 - 1900 (Weekday PM Peak)

TIME	6a		6b	
	Lights	Heavies	Lights	Heavies
16:00:00	1	0	0	0
16:01:00	0	0	1	0
16:02:00	0	0	0	0
16:03:00	0	0	0	0
16:04:00	0	0	0	0
16:05:00	0	0	0	0
16:06:00	0	0	0	0
16:07:00	3	0	0	0
16:08:00	0	0	0	0
16:09:00	0	0	0	0
16:10:00	2	0	1	0
16:11:00	3	0	0	0
16:12:00	2	0	0	0
16:13:00	3	0	1	0
16:14:00	0	0	0	0
16:15:00	0	0	0	0
16:16:00	0	0	0	0
16:17:00	0	0	0	0
16:18:00	0	0	0	0
16:19:00	1	0	0	0
16:20:00	4	0	1	0
16:21:00	0	0	0	0
16:22:00	1	0	0	0
16:23:00	0	0	0	0
16:24:00	0	0	0	0
16:25:00	0	0	0	0
16:26:00	3	0	0	0
16:27:00	1	0	0	0
16:28:00	0	0	0	0
16:29:00	0	0	0	0
16:30:00	0	0	0	0
16:31:00	0	0	0	0
16:32:00	0	0	0	0
16:33:00	0	0	1	0
16:34:00	0	0	0	0

16:35:00	1	0	0	0
16:36:00	0	0	0	0
16:37:00	2	0	0	0
16:38:00	1	0	0	0
16:39:00	1	0	0	0
16:40:00	0	0	2	0
16:41:00	0	0	1	0
16:42:00	0	0	0	0
16:43:00	0	0	0	0
16:44:00	2	0	0	0
16:45:00	0	0	0	0
16:46:00	1	0	0	0
16:47:00	0	0	0	0
16:48:00	0	0	0	0
16:49:00	0	0	0	0
16:50:00	0	0	0	0
16:51:00	0	0	1	0
16:52:00	0	0	0	0
16:53:00	0	0	0	0
16:54:00	0	0	0	0
16:55:00	0	0	0	0
16:56:00	0	0	0	0
16:57:00	0	0	0	0
16:58:00	0	0	0	0
16:59:00	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.08**	**0.00**
17:00:00	2	0	0	0
17:01:00	0	0	0	0
17:02:00	0	0	0	0
17:03:00	0	0	0	0
17:04:00	3	0	0	0
17:05:00	1	0	0	0
17:06:00	2	0	0	0
17:07:00	4	0	0	0
17:08:00	3	0	0	0
17:09:00	2	0	0	0
17:10:00	0	0	0	0
17:11:00	0	0	0	0
17:12:00	1	0	1	0
17:13:00	0	0	0	0
17:14:00	0	0	0	0
17:15:00	2	0	0	0
17:16:00	0	0	0	0
17:17:00	0	0	0	0
17:18:00	2	0	0	0
17:19:00	2	0	1	0
17:20:00	2	0	0	0
17:21:00	0	0	0	0
17:22:00	0	0	0	0
17:23:00	2	0	0	0
17:24:00	0	0	0	0
17:25:00	0	0	0	0
17:26:00	1	0	0	0
17:27:00	0	0	0	0
17:28:00	0	0	0	0
17:29:00	0	0	0	0
17:30:00	0	0	0	0
17:31:00	0	0	0	0
17:32:00	0	0	0	0
17:33:00	0	0	0	0
17:34:00	0	0	0	0
17:35:00	0	0	0	0
17:36:00	0	0	0	0
17:37:00	0	0	0	0
17:38:00	0	0	0	0
17:39:00	0	0	0	0
17:40:00	2	0	0	0
17:41:00	0	0	0	0
17:42:00	0	0	0	0
17:43:00	0	0	1	0
17:44:00	0	0	0	0
17:45:00	0	0	0	0
17:46:00	0	0	0	0
17:47:00	0	0	0	0
17:48:00	0	0	0	0
17:49:00	0	0	0	0
17:50:00	0	0	0	0
17:51:00	1	0	1	0
17:52:00	0	0	0	0
17:53:00	0	0	0	0
17:54:00	0	0	0	0
17:55:00	1	0	0	0
17:56:00	0	0	0	0
17:57:00	0	0	0	0
17:58:00	2	0	0	0
17:59:00	0	0	2	0
Hourly Average	**0.33**	**0.00**	**0.25**	**0.00**
18:00:00	0	0	0	0

18:01:00	0	0	0	0
18:02:00	1	0	0	0
18:03:00	1	0	0	0
18:04:00	0	0	0	0
18:05:00	0	0	0	0
18:06:00	0	0	0	0
18:07:00	0	0	0	0
18:08:00	0	0	0	0
18:09:00	0	0	0	0
18:10:00	0	0	0	0
18:11:00	0	0	0	0
18:12:00	0	0	0	0
18:13:00	0	0	0	0
18:14:00	0	0	1	0
18:15:00	0	0	1	0
18:16:00	0	0	0	0
18:17:00	0	0	0	0
18:18:00	0	0	0	0
18:19:00	0	0	0	0
18:20:00	0	0	0	0
18:21:00	0	0	0	0
18:22:00	0	0	0	0
18:23:00	0	0	1	0
18:24:00	2	0	0	0
18:25:00	0	0	0	0
18:26:00	0	0	0	0
18:27:00	0	0	0	0
18:28:00	2	0	0	0
18:29:00	0	0	0	0
18:30:00	1	0	0	0
18:31:00	0	0	0	0
18:32:00	0	0	0	0
18:33:00	0	0	0	0
18:34:00	0	0	0	0
18:35:00	0	0	0	0
18:36:00	0	0	0	0
18:37:00	0	0	0	0
18:38:00	0	0	0	0
18:39:00	0	0	0	0
18:40:00	1	0	0	0
18:41:00	0	0	0	0
18:42:00	1	0	0	0
18:43:00	1	0	0	0
18:44:00	0	0	0	0
18:45:00	0	0	0	0
18:46:00	0	0	0	0
18:47:00	0	0	0	0
18:48:00	0	0	0	0
18:49:00	1	0	1	0
18:50:00	5	0	0	0
18:51:00	0	0	0	0
18:52:00	0	0	0	0
18:53:00	2	0	0	0
18:54:00	0	0	0	0
18:55:00	0	0	0	0
18:56:00	0	0	1	0
18:57:00	0	0	0	0
18:58:00	0	0	0	0
18:59:00	0	0	0	0
Hourly Average	**0.67**	**0.00**	**0.17**	**0.00**

Session Total	**0.00**	**0.00**	**0.00**	**0.00**

Whitehaven ATCs

Report Id 102/22
Site Name Site 1 of 2
Description Mirehouse Road, 50m west of Stanley View
Direction Eastbound

Monday 07 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	-	37.3	9.2
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	35.2	-
0200 - 0300	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	-	38.2	7.9
0300 - 0400	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	33.7	3.4
0400 - 0500	32	2	7	12	11	1	1	30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8	14	7	1	0	0	0	42.7	36.4	5.8
0500 - 0600	118	17	25	39	37	2	2	113	0	1	0	0	0	0	0	0	0	0	0	0	2	1	21	54	30	9	1	0	0	0	0	37.5	33.5	4.8
0600 - 0700	175	47	34	46	48	1	3	168	0	3	0	0	0	0	0	0	0	0	0	0	1	2	36	81	48	6	1	0	0	0	0	37	32.9	4
0700 - 0800	256	45	69	63	79	0	3	237	2	13	0	0	0	0	1	0	0	0	0	0	0	17	93	119	22	4	1	0	0	0	0	34.3	30.7	3.8
0800 - 0900	341	97	90	78	76	0	0	317	0	22	1	0	0	1	0	0	0	0	0	1	0	22	159	131	24	4	0	0	0	0	0	33.3	29.8	3.7
0900 - 1000	196	57	53	44	42	0	0	173	2	17	1	1	0	1	1	0	0	0	0	1	0	3	26	77	69	16	4	0	0	0	0	34	29.4	4.6
1000 - 1100	205	55	56	55	39	0	0	187	1	15	0	1	0	1	0	0	0	0	0	0	1	19	93	76	12	4	0	0	0	0	0	33.2	29.6	3.8
1100 - 1200	219	55	50	61	53	1	1	197	1	17	1	1	0	0	0	0	0	0	0	0	1	16	119	72	9	2	0	0	0	0	0	32.9	29.5	3.5
1200 - 1300	191	51	49	44	47	0	1	173	1	14	1	0	0	1	0	0	0	0	0	0	1	10	92	78	8	1	1	0	0	0	0	33.8	29.9	3.7
1300 - 1400	231	63	58	57	53	0	1	215	1	11	0	1	0	2	0	0	0	0	0	1	0	20	123	70	16	1	0	0	0	0	0	33.1	29.3	3.7
1400 - 1500	257	56	59	72	70	0	0	242	1	13	1	0	0	0	0	0	0	0	0	0	2	20	106	110	16	1	0	0	0	0	0	33.6	29.9	3.7
1500 - 1600	323	88	73	98	64	0	2	297	2	20	0	0	0	2	0	0	0	0	0	0	0	26	158	119	17	3	0	0	0	0	0	33	29.6	3.5
1600 - 1700	343	91	95	79	78	0	2	319	0	21	0	0	0	1	0	0	0	0	0	0	0	25	155	138	25	0	0	0	0	0	0	33.3	29.8	3.5
1700 - 1800	262	80	52	67	63	0	1	250	2	9	0	0	0	0	0	0	0	0	0	0	0	32	120	91	19	0	0	0	0	0	0	33.6	29.4	3.9
1800 - 1900	238	54	65	64	55	1	1	230	0	6	0	0	0	0	0	0	0	0	0	0	4	18	102	89	24	1	0	0	0	0	0	33.7	30	4.1
1900 - 2000	128	42	29	32	25	0	1	126	0	1	0	0	0	0	0	0	0	0	0	0	1	7	43	57	11	6	1	1	1	0	0	35.2	31.5	5.3
2000 - 2100	74	20	21	15	18	0	1	72	0	1	0	0	0	0	0	0	0	0	0	0	0	1	23	37	13	0	0	0	0	0	0	35.8	31.7	3.5
2100 - 2200	41	10	13	9	9	0	0	40	0	1	0	0	0	0	0	0	0	0	0	0	0	3	12	14	11	1	0	0	0	0	0	38	31.8	4.5
2200 - 2300	20	12	5	2	1	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	2	1	0	0	1	0	0	37.2	32.8	6.8
2300 - 0000	11	4	3	1	3	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	2	0	0	0	0	0	43.4	35	6
0700 - 1900	**3062**	**792**	**769**	**782**	**719**	**2**	**12**	**2837**	**13**	**178**	**5**	**4**	**0**	**9**	**2**	**0**	**0**	**0**	**2**	**1**	**12**	**251**	**1397**	**1162**	**210**	**25**	**2**	**0**	**0**	**0**	**0**	**33.4**	**29.8**	**3.8**
0600 - 2200	**3480**	**911**	**866**	**884**	**819**	**3**	**17**	**3243**	**13**	**184**	**5**	**4**	**0**	**9**	**2**	**0**	**0**	**0**	**2**	**1**	**14**	**264**	**1511**	**1351**	**293**	**38**	**4**	**1**	**1**	**0**	**0**	**33.9**	**30.0**	**3.9**
0600 - 0000	**3511**	**927**	**874**	**887**	**823**	**3**	**17**	**3273**	**13**	**185**	**5**	**4**	**0**	**9**	**2**	**0**	**0**	**0**	**2**	**1**	**14**	**264**	**1522**	**1362**	**298**	**41**	**4**	**1**	**2**	**0**	**0**	**34.0**	**30.1**	**4.0**
0000 - 0000	**3671**	**950**	**907**	**941**	**873**	**6**	**20**	**3426**	**13**	**186**	**5**	**4**	**0**	**9**	**2**	**0**	**0**	**0**	**2**	**1**	**17**	**265**	**1547**	**1425**	**345**	**59**	**7**	**1**	**2**	**0**	**0**	**34.2**	**30.3**	**4.1**

Tuesday 08 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	-	31.4	6.2
0100 - 0200	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	-	39.2	6.2
0200 - 0300	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27.4	-
0300 - 0400	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	-	33.4	2.8
0400 - 0500	37	3	7	12	15	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	19	4	2	2	0	0	0	41.8	37.3	5.2
0500 - 0600	122	18	26	37	41	3	2	114	0	3	0	0	0	0	0	0	0	0	0	1	2	1	18	48	40	9	2	1	0	0	0	38.5	34.1	5.3
0600 - 0700	182	45	42	43	52	0	5	174	0	3	0	0	0	0	0	0	0	0	0	0	0	2	37	89	47	4	2	0	1	0	0	36.9	33.3	4.1
0700 - 0800	294	66	65	72	91	1	1	268	2	18	1	0	0	1	2	0	0	0	0	1	0	9	111	131	35	7	0	0	0	0	0	35	31.1	3.9
0800 - 0900	328	93	90	78	67	0	0	303	1	22	0	0	1	1	0	0	0	0	0	0	0	23	143	144	17	1	0	0	0	0	0	33.2	29.9	3.3
0900 - 1000	218	60	60	53	45	0	1	207	1	9	0	0	0	0	0	0	0	0	0	0	3	21	92	88	13	1	0	0	0	0	0	33	29.5	3.8
1000 - 1100	212	58	51	51	52	0	0	200	0	9	2	0	0	0	0	1	0	0	0	0	1	16	113	66	15	1	0	0	0	0	0	32.9	29.3	3.6
1100 - 1200	253	62	56	63	72	0	0	231	3	14	1	2	0	1	0	1	0	0	0	2	12	22	119	84	14	0	0	0	0	0	0	32.8	28.6	4.3
1200 - 1300	221	45	50	66	60	0	0	203	2	14	2	0	0	0	0	0	0	0	0	0	3	22	98	75	22	0	1	0	0	0	0	33.2	29.6	4
1300 - 1400	230	64	50	52	64	0	0	216	0	11	0	2	0	0	0	1	0	0	0	0	5	22	102	87	12	2	0	0	0	0	0	33.1	29.3	4
1400 - 1500	257	52	62	60	83	0	1	241	0	11	1	1	0	2	0	0	0	0	0	0	0	22	130	88	17	0	0	0	0	0	0	33	29.4	3.3
1500 - 1600	327	77	84	81	85	0	0	303	2	21	1	0	0	0	0	0	0	0	0	0	1	36	155	112	21	2	0	0	0	0	0	33	29.2	3.8
1600 - 1700	327	62	90	80	95	0	1	309	1	16	0	0	0	0	0	0	0	0	0	0	1	36	141	125	23	1	0	0	0	0	0	33.2	29.6	3.8
1700 - 1800	296	78	85	72	61	0	0	278	1	16	0	0	0	0	1	0	0	0	0	0	0	36	133	95	29	3	0	0	0	0	0	33.7	29.6	4
1800 - 1900	209	51	49	58	51	0	0	205	0	4	0	0	0	0	0	0	0	0	0	0	3	23	98	65	17	3	0	0	0	0	0	33.3	29.4	4
1900 - 2000	107	35	26	26	20	0	0	104	0	3	0	0	0	0	0	0	0	0	0	0	0	3	44	35	18	6	0	1	0	0	0	36.6	31.8	4.6
2000 - 2100	77	21	13	27	16	0	0	76	0	1	0	0	0	0	0	0	0	0	0	0	1	5	22	30	17	2	0	0	0	0	0	36.8	31.8	4.5
2100 - 2200	66	15	26	10	15	0	0	65	0	1	0	0	0	0	0	0	0	0	0	0	3	7	23	24	9	0	0	0	0	0	0	34.7	29.8	4.7
2200 - 2300	32	15	9	6	2	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	18	6	0	0	1	0	0	0	35.7	33	5
2300 - 0000	8	2	3	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	2	0	0	0	0	0	0	-	31	6.2
0700 - 1900	**3172**	**768**	**792**	**786**	**826**	**1**	**4**	**2964**	**13**	**165**	**8**	**5**	**1**	**5**	**3**	**3**	**0**	**0**	**0**	**3**	**29**	**288**	**1435**	**1160**	**235**	**21**	**1**	**0**	**0**	**0**	**0**	**33.2**	**29.6**	**3.9**
0600 - 2200	**3604**	**884**	**899**	**892**	**929**	**1**	**9**	**3383**	**13**	**173**	**8**	**5**	**1**	**5**	**3**	**3**	**0**	**0**	**0**	**3**	**33**	**305**	**1561**	**1338**	**326**	**33**	**3**	**1**	**1**	**0**	**0**	**33.7**	**29.9**	**4.0**
0600 - 0000	**3644**	**901**	**911**	**900**	**932**	**1**	**9**	**3423**	**13**	**173**	**8**	**5**	**1**	**5**	**3**	**3**	**0**	**0**	**0**	**3**	**34**	**306**	**1569**	**1359**	**334**	**33**	**3**	**2**	**1**	**0**	**0**	**33.8**	**29.9**	**4.1**
0000 - 0000	**3816**	**924**	**949**	**951**	**992**	**4**	**11**	**3586**	**13**	**177**	**8**	**5**	**1**	**5**	**3**	**3**	**0**	**0**	**0**	**4**	**36**	**307**	**1592**	**1419**	**397**	**47**	**8**	**5**	**1**	**0**	**0**	**34.2**	**30.1**	**4.3**

Wednesday 09 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	2	2	1	2	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	-	30.8	3
0100 - 0200	3	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	-	33.2	6.5
0200 - 0300	1	1	0	0	0	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	-	31.6	-
0300 - 0400	3	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	-	30.7	4.7
0400 - 0500	36	3	4	15	14	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	16	4	1	0	0	0	0	40	35.7	4.4
0500 - 0600	131	18	26	40	47	0	3	126	0	2	0	0	0	0	0	0	0	0	0	0	0	1	17	56	45	9	3	0	0	0	0	37.9	34.4	4.3
0600 - 0700	191	42	47	54	48	2	7	177	0	5	0	0	0	0	0	0	0	0	0	0	2	2	34	88	58	6	1	0	0	0	0	37.1	33.5	4.2
0700 - 0800	275	56	61	76	82	0	3	254	0	16	2	0	0	0	0	0	0	0	0	0	0	9	64	154	44	4	0	0	0	0	0	35.3	31.8	3.5
0800 - 0900	313	104	88	74	47	0	0	292	0	16	2	1	0	2	0	0	0	0	0	0	0	22	125	139	26	1	0	0	0	0	0	34	30.2	3.6
0900 - 1000	217	48	64	44	61	0	0	198	1	16	0	0	1	1	0	0	0	0	0	3	1	16	92	85	17	2	1	0	0	0	0	34.1	29.9	4.5
1000 - 1100	208	63	46	46	53	1	0	188	3	11	1	0	0	1	2	1	0	0	0	0	3	18	108	67	12	0	0	0	0	0	0	33	29.2	3.6
1100 - 1200	197	46	48	48	55	0	1	173	4	15	0	0	0	2	2	0	0	0	0	0	0	18	97	72	9	1	0	0	0	0	0	33.2	29.4	3.7
1200 - 1300	255	72	70	64	49	0	0	232	2	13	4	1	0	2	1	0	0	0	0	0	0	21	116	91	23	4	0	0	0	0	0	33.7	30	3.9
1300 - 1400	254	80	64	56	54	0	1	236	1	14	0	0	0	1	1	0	0	0	0	0	0	3	38	106	88	16	2	1	0	0	0	33.3	29.1	4.2
1400 - 1500	219	44	48	55	72	0	0	202	3	12	0	0	1	0	1	0	0	0	0	0	0	0	23	101	77	15	2	1	0	0	0	33.7	29.7	4
1500 - 1600	324	80	77	84	83	0	1	301	3	14	0	2	0	1	1	1	0	0	0	0	3	40	159	109	12	1	0	0	0	0	0	32.6	28.8	3.6
1600 - 1700	292	78	66	70	78	0	1	276	1	14	0	0	0	0	0	0	0	0	1	0	2	25	138	109	16	1	0	0	0	0	0	32.7	29.4	3.7
1700 - 1800	282	73	64	78	67	0	0	269	1	12	0	0	0	0	0	0	0	0	0	0	3	22	110	117	26	3	1	0	0	0	0	33.8	30.1	4
1800 - 1900	222	61	62	46	53	0	0	216	0	6	0	0	0	0	0	0	0	0	0	0	1	31	113	69	8	0	0	0	0	0	0	31.9	28.6	3.7
1900 - 2000	148	43	45	34	26	0	0	144	0	4	0	0	0	0	0	0	0	0	0	0	4	22	61	43	16	2	0	0	0	0	0	33.4	29.2	4.5
2000 - 2100	76	16	24	24	12	0	0	72	0	4	0	0	0	0	0	0	0	0	0	0	0	5	38	24	8	1	0	0	0	0	0	33.7	30.1	4.2
2100 - 2200	59	12	17	16	14	0	0	59	0	0	0	0	0	0	0	0	0	0	0	1	0	3	18	28	7	1	1	0	0	0	0	35.1	31	5.2
2200 - 2300	26	9	8	7	2	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	9	6	1	0	0	0	0	0	38.5	31.7	5.7
2300 - 0000	8	4	1	1	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	2	0	0	0	0	0	-	35.2	5.2
0700 - 1900	**3058**	**805**	**758**	**741**	**754**	**1**	**7**	**2837**	**19**	**159**	**9**	**4**	**2**	**10**	**8**	**2**	**0**	**0**	**1**	**3**	**16**	**283**	**1329**	**1177**	**224**	**21**	**4**	**0**	**0**	**0**	**0**	**33.6**	**29.7**	**3.9**
0600 - 2200	**3532**	**918**	**891**	**869**	**854**	**3**	**14**	**3289**	**19**	**172**	**9**	**4**	**2**	**10**	**8**	**2**	**0**	**0**	**1**	**4**	**22**	**315**	**1480**	**1360**	**313**	**31**	**6**	**0**	**0**	**0**	**0**	**33.9**	**29.9**	**4.1**
0600 - 0000	**3566**	**931**	**900**	**877**	**858**	**3**	**14**	**3323**	**19**	**172**	**9**	**4**	**2**	**10**	**8**	**2**	**0**	**0**	**1**	**4**	**22**	**319**	**1487**	**1372**	**321**	**34**	**6**	**0**	**0**	**0**	**0**	**34.0**	**29.9**	**4.1**
0000 - 0000	**3747**	**958**	**933**	**935**	**921**	**3**	**18**	**3498**	**19**	**174**	**9**	**4**	**2**	**10**	**8**	**2**	**0**	**0**	**1**	**4**	**22**	**320**	**1513**	**1445**	**385**	**47**	**10**	**0**	**0**	**0**	**0**	**34.3**	**30.2**	**4.2**

Thursday 10 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	-	34.1	3.9
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	39.3	2.5
0300 - 0400	4	1	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	-	36.5	4.5
0400 - 0500	35	2	8	17	8	0	1	33	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	10	16	2	1	1	0	0	0	39.4	35.8	5.3
0500 - 0600	114	19	21	36	38	0	2	110	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18	51	35	7	1	0	0	0	0	37.4	33.8	4.1
0600 - 0700	193	52	42	49	50	0	5	181	2	5	0	0	0	0	0	0	0	0	0	0	0	1	37	93	51	9	2	0	0	0	0	37.6	33.4	3.9
0700 - 0800	266	48	63	64	91	0	1	247	0	17	1	0	0	0	0	0	0	0	0	0	0	6	93	113	44	7	3	0	0	0	0	35.8	31.9	4.1
0800 - 0900	301	82	86	77	56	0	0	283	0	16	0	0	0	1	1	0	0	0	1	0	1	24	133	117	23	2	0	0	0	0	0	33.4	29.8	3.9
0900 - 1000	203	51	53	50	49	0	1	181	3	14	3	0	0	1	0	0	0	0	0	0	2	32	85	69	14	1	0	0	0	0	0	33.4	29.3	4
1000 - 1100	214	54	52	54	54	0	0	194	1	15	1	2	0	1	0	0	0	0	0	0	3	27	86	84	10	4	0	0	0	0	0	33	29.3	4
1100 - 1200	237	57	58	51	71	0	1	218	0	14	1	0	0	2	1	0	0	0	0	0	1	31	108	78	18	1	0	0	0	0	0	33.5	29.3	3.9
1200 - 1300	247	60	64	62	61	0	3	228	0	15	0	1	0	0	0	0	0	0	0	0	0	27	108	87	22	2	0	1	0	0	0	33.7	30.1	4.1
1300 - 1400	246	67	70	59	50	0	0	229	0	16	0	1	0	0	0	0	0	0	0	0	6	28	102	90	18	1	1	0	0	0	0	33.4	29.4	4.2
1400 - 1500	250	59	73	60	58	0	0	233	3	12	1	0	0	1	0	0	0	0	0	0	1	18	110	99	18	4	0	0	0	0	0	33.7	30	3.8
1500 - 1600	319	72	83	75	89	0	1	288	2	25	1	0	0	2	0	0	0	0	0	1	4	33	142	114	24	1	0	0	0	0	0	33.3	29.2	4.1
1600 - 1700	352	82	81	99	90	1	3	329	1	18	0	0	0	0	0	0	0	0	0	1	1	35	154	132	25	4	0	0	0	0	0	33.7	29.7	4
1700 - 1800	275	79	67	63	66	0	0	262	0	13	0	0	0	0	0	0	0	0	0	1	0	20	106	130	17	1	0	0	0	0	0	33.8	30.2	3.6
1800 - 1900	199	57	53	50	39	0	0	196	1	2	0	0	0	0	0	0	0	0	0	0	0	10	92	72	23	2	0	0	0	0	0	34.4	30.5	3.8
1900 - 2000	151	41	40	39	31	0	3	147	0	1	0	0	0	0	0	0	0	0	0	0	0	11	49	65	23	3	0	0	0	0	0	35.6	31.1	4
2000 - 2100	94	22	26	20	26	0	1	88	0	5	0	0	0	0	0	0	0	0	0	0	3	5	39	31	13	2	1	0	0	0	0	35.6	30.5	4.8
2100 - 2200	88	33	24	22	9	0	0	87	0	1	0	0	0	0	0	0	0	0	0	0	0	1	35	37	11	3	1	0	0	0	0	35.6	31.5	4.1
2200 - 2300	35	10	17	6	2	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	17	5	4	0	0	0	0	0	37.4	32.3	5.1
2300 - 0000	12	5	1	2	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	1	0	0	0	1	0	41.1	35.9	9
0700 - 1900	**3109**	**768**	**803**	**764**	**774**	**1**	**10**	**2888**	**11**	**177**	**8**	**4**	**0**	**8**	**2**	**0**	**0**	**0**	**1**	**3**	**19**	**291**	**1319**	**1185**	**256**	**30**	**4**	**1**	**0**	**0**	**0**	**33.8**	**29.9**	**4.0**
0600 - 2200	**3635**	**916**	**935**	**894**	**890**	**1**	**19**	**3391**	**13**	**189**	**8**	**4**	**0**	**8**	**2**	**0**	**0**	**0**	**1**	**3**	**22**	**309**	**1479**	**1411**	**354**	**47**	**8**	**1**	**0**	**0**	**0**	**34.1**	**30.2**	**4.1**
0600 - 0000	**3682**	**931**	**953**	**902**	**896**	**1**	**19**	**3438**	**13**	**189**	**8**	**4**	**0**	**8**	**2**	**0**	**0**	**0**	**1**	**3**	**22**	**311**	**1489**	**1432**	**362**	**52**	**8**	**1**	**0**	**1**	**0**	**34.1**	**30.2**	**4.2**
0000 - 0000	**3840**	**955**	**984**	**959**	**942**	**1**	**22**	**3590**	**13**	**192**	**8**	**4**	**0**	**8**	**2**	**0**	**0**	**0**	**1**	**3**	**22**	**313**	**1513**	**1495**	**417**	**63**	**10**	**2**	**0**	**1**	**0**	**34.4**	**30.4**	**4.3**

Friday 11 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	1	5	1	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	1	2	1	2	1	0	0	0	0	0	-	32.1	7.5
0100 - 0200	2	0	1	1	0	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	-	28.2	2.5
0200 - 0300	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-	26.7	6.5
0300 - 0400	5	1	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	-	34.1	3.6
0400 - 0500	26	2	5	10	9	0	2	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	15	0	1	0	0	0	0	37.7	35.3	3.3
0500 - 0600	106	18	22	32	34	0	1	103	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22	49	26	8	1	0	0	0	0	37.9	33.5	4.2
0600 - 0700	130	22	35	37	36	0	4	121	0	5	0	0	0	0	0	0	0	0	0	0	0	2	25	47	48	6	2	0	0	0	0	38.4	34	4.2
0700 - 0800	232	51	51	65	65	0	2	214	0	14	1	1	0	0	0	0	0	0	0	0	1	14	72	101	35	9	0	0	0	0	0	36.6	31.7	4.3
0800 - 0900	331	102	84	75	70	0	1	298	2	23	3	2	1	1	0	0	0	0	0	0	0	27	129	147	27	1	0	0	0	0	0	33.9	30.1	3.6
0900 - 1000	201	58	47	50	46	1	0	173	0	25	1	0	0	1	0	0	0	0	0	2	1	15	82	85	14	2	0	0	0	0	0	33.7	29.8	4
1000 - 1100	202	43	54	46	59	0	0	186	0	14	0	1	0	1	0	0	0	0	0	3	1	17	95	69	15	2	0	0	0	0	0	33.2	29.4	4.2
1100 - 1200	257	64	63	60	70	2	0	232	3	18	1	0	0	1	0	0	0	0	0	0	4	28	114	99	9	2	1	0	0	0	0	32.7	29.2	3.9
1200 - 1300	243	60	47	77	59	0	1	228	2	8	1	0	0	3	0	0	0	0	0	0	0	36	105	84	14	4	0	0	0	0	0	33.4	29.2	4.1
1300 - 1400	280	76	65	69	70	0	0	268	0	11	0	0	1	0	0	0	0	0	0	0	4	33	133	98	11	1	0	0	0	0	0	32.5	29	3.7
1400 - 1500	272	60	70	70	72	0	1	252	1	14	0	2	0	1	1	0	0	0	0	2	11	61	123	64	11	0	0	0	0	0	0	32.3	27.6	4.3
1500 - 1600	363	68	103	103	89	0	1	340	0	19	1	0	0	2	0	0	0	0	0	0	16	94	191	56	6	0	0	0	0	0	0	30.3	26.7	3.8
1600 - 1700	327	82	102	73	70	0	0	315	1	11	0	0	0	0	0	0	0	0	0	2	6	73	163	75	8	0	0	0	0	0	0	31.8	27.5	4
1700 - 1800	271	75	60	74	62	0	0	265	0	6	0	0	0	0	0	0	0	0	0	1	3	33	128	86	20	0	0	0	0	0	0	33.2	29	4.1
1800 - 1900	173	49	33	51	40	0	0	170	0	2	1	0	0	0	0	0	0	0	0	0	3	22	92	44	11	1	0	0	0	0	0	32.3	28.7	3.9
1900 - 2000	149	37	33	51	28	0	0	146	0	3	0	0	0	0	0	0	0	0	0	0	2	26	60	44	15	2	0	0	0	0	0	34.1	29.2	4.6
2000 - 2100	78	20	16	19	23	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	1	18	31	19	7	2	0	0	0	0	0	33.8	28.8	4.9
2100 - 2200	75	20	17	20	18	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	3	12	33	20	7	0	0	0	0	0	0	34.6	28.8	4.8
2200 - 2300	58	16	18	11	13	0	0	57	0	1	0	0	0	0	0	0	0	0	0	0	0	6	28	19	5	0	0	0	0	0	0	33.4	29.5	3.7
2300 - 0000	23	4	8	7	4	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	10	3	0	0	0	0	1	0	36.9	32.5	7.2
0700 - 1900	**3152**	**788**	**779**	**813**	**772**	**3**	**6**	**2941**	**9**	**165**	**9**	**6**	**2**	**10**	**1**	**0**	**0**	**0**	**0**	**10**	**50**	**453**	**1427**	**1008**	**181**	**22**	**1**	**0**	**0**	**0**	**0**	**33.1**	**28.9**	**4.2**
0600 - 2200	**3584**	**887**	**880**	**940**	**877**	**3**	**10**	**3361**	**9**	**173**	**9**	**6**	**2**	**10**	**1**	**0**	**0**	**0**	**0**	**10**	**56**	**511**	**1576**	**1138**	**258**	**32**	**3**	**0**	**0**	**0**	**0**	**33.4**	**29.1**	**4.3**
0600 - 0000	**3665**	**907**	**906**	**958**	**894**	**3**	**10**	**3441**	**9**	**174**	**9**	**6**	**2**	**10**	**1**	**0**	**0**	**0**	**0**	**10**	**56**	**518**	**1612**	**1167**	**266**	**32**	**3**	**0**	**0**	**1**	**0**	**33.6**	**29.1**	**4.4**
0000 - 0000	**3813**	**929**	**941**	**1003**	**940**	**3**	**13**	**3583**	**9**	**177**	**9**	**6**	**2**	**10**	**1**	**0**	**0**	**0**	**0**	**10**	**56**	**520**	**1640**	**1229**	**311**	**41**	**5**	**0**	**0**	**1**	**0**	**33.8**	**29.3**	**4.4**

Saturday 12 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	19	7	2	6	4	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	3	3	3	0	0	0	0	0	40	31.4	6.5
0100 - 0200	9	1	2	4	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	2	1	0	0	0	0	0	-	34.1	4
0200 - 0300	8	4	3	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	-	32.4	3.4
0300 - 0400	8	2	1	1	4	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	2	0	0	0	0	0	-	33.4	6.1
0400 - 0500	19	2	5	7	5	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	4	1	0	0	0	0	0	38.7	34	3.5
0500 - 0600	31	6	9	9	7	0	1	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	17	10	1	0	0	0	0	0	37.4	33.4	3.4
0600 - 0700	67	11	16	21	19	0	0	66	0	1	0	0	0	0	0	0	0	0	0	0	0	2	10	30	20	4	1	0	0	0	0	38.2	33.6	4.6
0700 - 0800	64	10	16	19	19	0	1	61	1	1	0	0	0	0	0	0	0	0	0	0	0	5	17	24	12	4	2	0	0	0	0	37.3	32.5	5.4
0800 - 0900	119	21	28	29	41	1	0	110	0	7	0	0	0	1	0	0	0	0	0	0	2	9	45	44	18	1	0	0	0	0	0	35.1	30.4	4.4
0900 - 1000	196	45	50	50	51	0	0	187	1	8	0	0	0	0	0	0	0	0	0	0	1	20	79	72	21	3	0	0	0	0	0	34.2	30.1	4.3
1000 - 1100	230	61	46	61	62	0	1	220	2	7	0	0	0	0	0	0	0	0	0	0	0	24	111	77	16	2	0	0	0	0	0	33.2	29.5	3.9
1100 - 1200	232	53	52	51	76	1	0	220	2	8	1	0	0	0	0	0	0	0	0	1	5	17	106	83	19	1	0	0	0	0	0	33.9	29.5	4.3
1200 - 1300	285	68	71	70	76	0	0	279	2	4	0	0	0	0	0	0	0	0	0	0	4	27	128	97	25	3	1	0	0	0	0	33.7	29.8	4.1
1300 - 1400	250	51	56	63	80	0	0	246	0	4	0	0	0	0	0	0	0	0	0	0	0	23	125	73	29	0	0	0	0	0	0	33.7	29.6	3.8
1400 - 1500	283	83	71	67	62	0	0	274	2	7	0	0	0	0	0	0	0	0	0	0	1	33	116	114	17	2	0	0	0	0	0	33.4	29.6	3.8
1500 - 1600	249	52	61	65	71	0	7	235	2	5	0	0	0	0	0	0	0	0	0	0	2	18	107	93	23	5	0	1	0	0	0	34.2	30.2	4.2
1600 - 1700	267	81	73	59	54	2	5	255	0	5	0	0	0	0	0	0	0	0	0	1	2	27	108	105	19	5	0	0	0	0	0	33.9	29.9	4.2
1700 - 1800	206	57	55	51	43	0	0	203	1	2	0	0	0	0	0	0	0	0	0	0	0	11	67	99	25	3	1	0	0	0	0	34.9	31.3	3.8
1800 - 1900	135	44	39	29	23	0	0	135	0	0	0	0	0	0	0	0	0	0	0	0	2	12	44	52	17	7	1	0	0	0	0	35.9	31	5
1900 - 2000	99	26	27	28	18	0	0	96	0	3	0	0	0	0	0	0	0	0	0	1	2	7	26	46	14	3	0	0	0	0	0	35.3	30.9	4.9
2000 - 2100	67	14	20	12	21	0	0	66	0	1	0	0	0	0	0	0	0	0	0	0	1	1	22	27	11	5	0	0	0	0	0	36.6	32	5
2100 - 2200	62	14	9	23	16	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	1	9	28	20	3	1	0	0	0	0	0	33.2	28.7	4.4
2200 - 2300	45	15	14	9	7	0	0	44	0	1	0	0	0	0	0	0	0	0	0	0	1	6	19	13	5	1	0	0	0	0	0	34.7	29.8	5
2300 - 0000	28	6	9	8	5	0	0	27	0	1	0	0	0	0	0	0	0	0	0	0	0	4	12	7	5	0	0	0	0	0	0	36.3	29.8	4.9
0700 - 1900	**2516**	**626**	**618**	**614**	**658**	**4**	**14**	**2425**	**13**	**58**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**19**	**226**	**1053**	**933**	**241**	**36**	**5**	**1**	**0**	**0**	**0**	**34.0**	**30.0**	**4.2**
0600 - 2200	**2811**	**691**	**690**	**698**	**732**	**4**	**14**	**2715**	**13**	**63**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**23**	**245**	**1139**	**1056**	**289**	**49**	**6**	**1**	**0**	**0**	**0**	**34.3**	**30.2**	**4.3**
0600 - 0000	**2884**	**712**	**713**	**715**	**744**	**4**	**14**	**2786**	**13**	**65**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**24**	**255**	**1170**	**1076**	**299**	**50**	**6**	**1**	**0**	**0**	**0**	**34.3**	**30.2**	**4.3**
0000 - 0000	**2978**	**734**	**735**	**743**	**766**	**4**	**15**	**2878**	**13**	**66**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**24**	**258**	**1188**	**1119**	**321**	**58**	**6**	**1**	**0**	**0**	**0**	**34.6**	**30.3**	**4.4**

Sunday 13 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	18	4	6	6	2	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	1	1	5	6	5	0	0	0	0	0	0	35.5	30.7	4.7
0100 - 0200	12	4	3	2	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	2	0	0	0	0	0	0	36.6	31.2	4.4
0200 - 0300	8	2	1	4	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	-	31.9	4.1
0300 - 0400	9	1	3	4	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	1	1	0	0	0	0	0	-	33.1	5.3
0400 - 0500	22	0	6	6	10	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	11	8	1	0	0	0	0	0	36.5	33.8	3.9
0500 - 0600	26	9	3	8	6	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	13	7	1	0	1	0	0	0	39	34	5.5
0600 - 0700	43	12	6	13	12	0	0	40	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12	17	12	2	0	0	0	0	0	37	32.8	4
0700 - 0800	42	6	11	14	11	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	16	12	2	1	0	0	0	0	37.5	33.4	5
0800 - 0900	67	8	16	19	24	0	0	66	0	1	0	0	0	0	0	0	0	0	0	1	0	4	24	29	8	1	0	0	0	0	0	34.7	30.5	4.6
0900 - 1000	119	19	31	27	42	0	0	113	0	6	0	0	0	0	0	0	0	0	0	0	1	11	45	44	15	2	1	0	0	0	0	35.1	30.9	4.7
1000 - 1100	170	32	52	40	46	0	0	166	1	3	0	0	0	0	0	0	0	0	0	0	2	22	77	56	12	1	0	0	0	0	0	32.7	29	3.9
1100 - 1200	222	56	49	45	72	0	0	217	0	4	1	0	0	0	0	0	0	0	0	0	1	19	109	76	15	2	0	0	0	0	0	33.5	29.7	3.6
1200 - 1300	243	60	71	58	54	0	2	240	0	1	0	0	0	0	0	0	0	0	0	0	2	24	104	90	21	1	1	0	0	0	0	33.7	29.7	3.9
1300 - 1400	268	75	65	71	57	0	1	262	0	5	0	0	0	0	0	0	0	0	0	0	0	20	115	103	27	3	0	0	0	0	0	34.1	30.3	3.9
1400 - 1500	251	60	61	62	68	0	1	246	2	2	0	0	0	0	0	0	0	0	0	0	2	28	96	96	26	1	2	0	0	0	0	34.2	30	4.4
1500 - 1600	218	58	52	62	46	0	1	211	1	5	0	0	0	0	0	0	0	0	0	2	2	26	83	85	17	2	1	0	0	0	0	33.9	29.7	4.7
1600 - 1700	213	57	53	50	53	0	1	205	1	6	0	0	0	0	0	0	0	0	0	0	1	21	80	79	25	7	0	0	0	0	0	35.1	30.7	4.4
1700 - 1800	180	48	61	36	35	0	1	175	0	4	0	0	0	0	0	0	0	0	0	0	0	13	61	81	21	3	1	0	0	0	0	34.8	31	4.2
1800 - 1900	149	54	39	28	28	0	0	142	1	6	0	0	0	0	0	0	0	0	0	0	0	6	45	78	13	4	2	0	1	0	0	34.7	31.6	4.6
1900 - 2000	97	30	24	25	18	0	0	92	0	5	0	0	0	0	0	0	0	0	0	0	1	3	31	40	21	0	1	0	0	0	0	36	31.6	4.3
2000 - 2100	68	16	16	16	20	0	0	66	0	2	0	0	0	0	0	0	0	0	0	0	0	1	18	29	16	4	0	0	0	0	0	38.3	32.7	4.7
2100 - 2200	29	12	3	9	5	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	11	3	2	4	2	0	0	0	48.5	35.5	8.4
2200 - 2300	27	11	6	6	4	0	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	2	6	6	9	4	0	0	0	0	0	40	33.7	5.4
2300 - 0000	14	8	1	3	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	3	2	1	0	0	0	0	41.1	35.3	5.7
0700 - 1900	**2142**	**533**	**561**	**512**	**536**	**0**	**7**	**2085**	**6**	**43**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**11**	**196**	**848**	**833**	**212**	**29**	**9**	**0**	**1**	**0**	**0**	**34.3**	**30.2**	**4.3**
0600 - 2200	**2379**	**603**	**610**	**575**	**591**	**0**	**7**	**2312**	**6**	**53**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**	**201**	**915**	**930**	**264**	**37**	**14**	**2**	**1**	**0**	**0**	**34.7**	**30.5**	**4.4**
0600 - 0000	**2420**	**622**	**617**	**584**	**597**	**0**	**7**	**2352**	**6**	**54**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**	**203**	**923**	**942**	**276**	**43**	**15**	**2**	**1**	**0**	**0**	**34.8**	**30.5**	**4.5**
0000 - 0000	**2515**	**642**	**639**	**614**	**620**	**0**	**7**	**2444**	**6**	**57**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**13**	**206**	**942**	**985**	**301**	**46**	**15**	**3**	**1**	**0**	**0**	**34.9**	**30.6**	**4.5**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	9	2	3	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	2	1	0	0	0	0	0	-	31.6	5.7
0100 - 0200	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	33.2	5.2
0200 - 0300	4	1	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	32.8	5.2
0300 - 0400	5	1	1	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	-	33.6	4.6
0400 - 0500	30	2	6	11	10	0	1	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	13	3	1	0	0	0	0	39.5	35.7	4.8
0500 - 0600	93	15	19	29	30	1	2	89	0	2	0	0	0	0	0	0	0	0	0	0	1	1	15	41	28	6	1	0	0	0	0	37.9	33.9	4.6
0600 - 0700	140	33	32	38	38	0	3	132	0	4	0	0	0	0	0	0	0	0	0	0	0	2	27	64	41	5	1	0	0	0	0	37.1	33.4	4.1
0700 - 0800	204	40	48	53	63	0	2	189	1	11	1	0	0	0	0	0	0	0	0	0	0	9	66	94	29	5	1	0	0	0	0	35.4	31.5	4.1
0800 - 0900	257	72	69	61	54	0	0	238	0	15	1	0	0	1	0	0	0	0	0	0	0	19	108	107	20	2	0	0	0	0	0	33.8	30	3.7
0900 - 1000	193	48	51	45	48	0	0	176	1	14	1	0	0	1	0	0	0	0	0	1	2	20	79	73	16	2	0	0	0	0	0	33.9	29.8	4.3
1000 - 1100	206	52	51	50	52	0	0	192	1	11	1	1	0	1	0	0	0	0	0	0	2	20	98	71	13	2	0	0	0	0	0	33.1	29.3	3.9
1100 - 1200	231	56	54	54	67	1	0	213	2	13	1	0	0	1	0	0	0	0	0	0	3	22	110	81	13	1	0	0	0	0	0	33.2	29.3	3.9
1200 - 1300	241	59	60	63	58	0	1	226	1	10	1	0	0	1	0	0	0	0	0	0	1	24	107	86	19	2	1	0	0	0	0	33.7	29.8	4
1300 - 1400	251	68	61	61	61	0	0	239	0	10	0	1	0	0	0	0	0	0	0	0	3	26	115	87	18	1	0	0	0	0	0	33.3	29.4	3.9
1400 - 1500	256	59	63	64	69	0	0	241	2	10	0	0	0	1	0	0	0	0	0	0	2	29	112	93	17	1	0	0	0	0	0	33.4	29.5	4
1500 - 1600	303	71	76	81	75	0	2	282	2	16	0	0	0	1	0	0	0	0	0	0	4	39	142	98	17	2	0	0	0	0	0	32.9	28.9	4.1
1600 - 1700	303	76	80	73	74	0	2	287	1	13	0	0	0	0	0	0	0	0	0	1	2	35	134	109	20	3	0	0	0	0	0	33.3	29.4	4
1700 - 1800	253	70	63	63	57	0	0	243	1	9	0	0	0	0	0	0	0	0	0	0	1	24	104	100	22	2	0	0	0	0	0	33.9	30	4
1800 - 1900	189	53	49	47	41	0	0	185	0	4	0	0	0	0	0	0	0	0	0	0	2	17	84	67	16	3	0	0	0	0	0	33.7	29.8	4.2
1900 - 2000	126	36	32	34	24	0	1	122	0	3	0	0	0	0	0	0	0	0	0	0	1	11	45	47	17	3	0	0	0	0	0	35.3	30.6	4.7
2000 - 2100	76	18	19	19	19	0	0	74	0	2	0	0	0	0	0	0	0	0	0	0	1	5	28	28	12	2	0	0	0	0	0	35.9	31	4.7
2100 - 2200	60	17	16	16	12	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	1	5	22	22	7	1	1	0	0	0	0	35.5	30.6	5.3
2200 - 2300	35	13	11	7	4	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11	13	5	2	0	0	0	0	0	36.8	31.4	5.2
2300 - 0000	15	5	4	3	3	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	3	1	0	0	0	0	0	38.6	32.9	6.6
0700 - 1900	**2887**	**726**	**726**	**716**	**720**	**2**	**9**	**2711**	**12**	**135**	**6**	**3**	**1**	**6**	**2**	**1**	**0**	**0**	**1**	**4**	**22**	**284**	**1258**	**1065**	**223**	**26**	**4**	**0**	**0**	**0**	**0**	**33.7**	**29.7**	**4.0**
0600 - 2200	**3289**	**830**	**824**	**822**	**813**	**2**	**13**	**3099**	**12**	**144**	**6**	**3**	**1**	**6**	**2**	**1**	**0**	**0**	**1**	**4**	**26**	**307**	**1380**	**1226**	**300**	**38**	**6**	**1**	**0**	**0**	**0**	**34.0**	**29.9**	**4.2**
0600 - 0000	**3339**	**847**	**839**	**832**	**821**	**2**	**13**	**3148**	**12**	**145**	**6**	**3**	**1**	**6**	**2**	**1**	**0**	**0**	**1**	**4**	**26**	**311**	**1396**	**1244**	**308**	**41**	**6**	**1**	**1**	**0**	**0**	**34.0**	**30.0**	**4.2**
0000 - 0000	**3483**	**870**	**870**	**878**	**865**	**3**	**15**	**3286**	**12**	**147**	**6**	**3**	**1**	**6**	**2**	**1**	**0**	**0**	**1**	**4**	**27**	**313**	**1419**	**1302**	**354**	**52**	**9**	**2**	**1**	**0**	**0**	**34.3**	**30.1**	**4.3**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
Mon	3671	950	907	941	873	6	20	3426	13	186	5	4	0	9	2	0	0	0	2	1	17	265	1547	1425	345	59	7	1	2	0	0	34.2	30.3	4.1
Tue	3816	924	949	951	992	4	11	3586	13	177	8	5	1	5	3	3	0	0	0	4	36	307	1592	1419	397	47	8	5	1	0	0	34.2	30.1	4.3
Wed	3747	958	933	935	921	3	18	3498	19	174	9	4	2	10	8	2	0	0	1	4	22	320	1513	1445	385	47	10	0	0	0	0	34.3	30.2	4.2
Thu	3840	955	984	959	942	1	22	3590	13	192	8	4	0	8	2	0	0	0	1	3	22	313	1513	1495	417	63	10	2	0	1	0	34.4	30.4	4.3
Fri	3813	929	941	1003	940	3	13	3583	9	177	9	6	2	10	1	0	0	0	0	10	56	520	1640	1229	311	41	5	0	0	1	0	33.8	29.3	4.4
Sat	2978	734	735	743	766	4	15	2878	13	66	1	0	0	0	1	0	0	0	0	3	24	258	1188	1119	321	58	6	1	0	0	0	34.6	30.3	4.4
Sun	2515	642	639	614	620	0	7	2444	6	57	1	0	0	0	0	0	0	0	0	3	13	206	942	985	301	46	15	3	1	0	0	34.9	30.6	4.5

Whitehaven ATCs

Report Id 102/22
Site Name Site 1 of 2
Description Mirehouse Road, 50m west of Stanley View
Direction Westbound

Monday 07 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	2	1	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	-	34.1	5
0100 - 0200	2	1	0	0	1	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	-	33.9	0.4
0200 - 0300	5	1	1	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	-	39.5	4.4
0300 - 0400	1	0	0	1	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	-	27.9	-
0400 - 0500	9	2	1	3	3	0	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	1	1	0	0	0	-	36	5.8
0500 - 0600	27	3	11	6	7	0	0	26	0	1	0	0	0	0	0	0	0	0	0	4	2	0	7	9	5	0	0	0	0	0	0	35.8	27.5	8.1
0600 - 0700	55	10	9	17	19	0	1	50	2	1	0	0	0	0	1	0	0	0	1	8	4	6	8	16	9	3	0	0	0	0	0	36.1	27.2	9.3
0700 - 0800	104	9	23	26	46	0	2	88	0	11	1	0	0	1	0	1	0	0	2	14	9	17	26	24	9	3	0	0	0	0	0	34.3	26	8.2
0800 - 0900	230	45	52	69	64	1	0	206	1	19	1	1	0	0	0	1	0	0	11	50	47	19	46	43	14	0	0	0	0	0	0	32.2	22.5	8.6
0900 - 1000	168	41	39	49	39	0	0	149	4	11	1	1	0	0	1	1	0	0	2	22	17	29	45	39	10	4	0	0	0	0	0	33.4	25.6	7.8
1000 - 1100	180	47	46	52	35	0	1	160	1	14	2	1	0	0	0	1	0	0	5	30	27	17	60	24	13	3	1	0	0	0	0	31.8	24.4	8.4
1100 - 1200	151	36	32	38	45	0	0	137	0	9	1	1	1	0	0	2	0	0	3	16	14	19	51	38	7	3	0	0	0	0	0	32.7	26.1	7.4
1200 - 1300	177	37	40	50	50	1	0	160	1	13	1	0	0	1	0	0	0	0	3	16	14	25	54	44	17	3	1	0	0	0	0	34.4	26.8	7.6
1300 - 1400	193	49	51	51	42	0	3	171	0	15	2	1	0	0	0	1	0	0	3	26	23	24	45	51	17	2	2	0	0	0	0	34	26.1	8.4
1400 - 1500	215	52	58	46	59	0	2	202	0	9	1	0	0	0	0	1	0	0	3	35	32	20	54	45	21	5	0	0	0	0	0	34.5	25.3	8.5
1500 - 1600	281	61	73	78	69	2	4	257	0	18	0	0	0	0	0	0	0	0	2	58	62	48	52	46	8	5	0	0	0	0	0	31.5	22.5	7.8
1600 - 1700	338	75	77	89	97	1	1	325	0	10	1	0	0	0	0	0	0	0	3	62	70	61	65	57	18	1	1	0	0	0	0	31.9	23.1	7.7
1700 - 1800	309	95	60	78	76	2	2	296	1	8	0	0	0	0	0	0	0	0	10	48	46	47	77	65	13	3	0	0	0	0	0	32.2	23.9	8
1800 - 1900	173	55	50	32	36	1	1	169	0	2	0	0	0	0	0	0	0	0	3	32	30	20	36	31	15	3	3	0	0	0	0	33.8	24.5	9
1900 - 2000	136	48	37	29	22	0	1	132	0	3	0	0	0	0	0	0	0	0	1	9	11	5	43	38	20	8	0	0	0	1	0	37.3	29.3	8
2000 - 2100	79	21	26	15	17	0	0	79	0	0	0	0	0	0	0	0	0	0	0	7	2	5	19	31	10	5	0	0	0	0	0	36.9	29.5	7.6
2100 - 2200	67	21	20	9	17	0	0	67	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11	28	16	7	3	0	0	0	0	40.5	34.2	5.9
2200 - 2300	31	13	9	3	6	0	0	31	0	0	0	0	0	0	0	0	0	0	0	1	1	4	6	8	7	1	0	3	0	0	0	39.9	32.8	8.7
2300 - 0000	17	6	4	4	3	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	8	5	1	1	0	0	0	0	38.6	33.7	5.2
0700 - 1900	**2519**	**602**	**601**	**658**	**658**	**8**	**16**	**2320**	**8**	**139**	**11**	**5**	**1**	**2**	**1**	**8**	**0**	**0**	**50**	**409**	**391**	**346**	**611**	**507**	**162**	**35**	**8**	**0**	**0**	**0**	**0**	**32.9**	**24.4**	**8.2**
0600 - 2200	**2856**	**702**	**693**	**728**	**733**	**8**	**18**	**2648**	**10**	**143**	**11**	**5**	**1**	**2**	**1**	**9**	**0**	**0**	**52**	**434**	**408**	**363**	**692**	**620**	**217**	**58**	**11**	**0**	**0**	**1**	**0**	**33.4**	**25.0**	**8.4**
0600 - 0000	**2904**	**721**	**706**	**735**	**742**	**8**	**18**	**2695**	**10**	**144**	**11**	**5**	**1**	**2**	**1**	**9**	**0**	**0**	**52**	**435**	**409**	**368**	**699**	**636**	**229**	**60**	**12**	**3**	**0**	**1**	**0**	**33.6**	**25.2**	**8.4**
0000 - 0000	**2956**	**730**	**720**	**750**	**756**	**8**	**19**	**2744**	**10**	**146**	**11**	**5**	**1**	**2**	**1**	**9**	**0**	**0**	**52**	**439**	**411**	**368**	**710**	**654**	**240**	**65**	**13**	**3**	**0**	**1**	**0**	**33.8**	**25.3**	**8.5**

Tuesday 08 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	5	3	2	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	3	2	0	0	0	0	0	43.3	35.6	5.6
0100 - 0200	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	-	44	6.2
0200 - 0300	6	4	2	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	1	0	0	0	-	40.9	8.1
0300 - 0400	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	-	30.1	10.9
0400 - 0500	8	1	1	2	4	0	1	6	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	3	2	0	0	0	0	0	-	29.1	8.7
0500 - 0600	35	7	9	9	10	0	0	35	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	12	6	5	1	1	0	0	40.8	31.9	9
0600 - 0700	44	5	10	10	19	0	0	42	0	2	0	0	0	0	0	0	0	0	1	5	2	2	7	12	13	1	1	0	0	0	38.6	30.1	9.2
0700 - 0800	123	28	19	33	43	0	1	108	0	13	0	0	0	0	0	1	0	0	4	23	17	15	17	34	13	0	0	0	0	0	34	24.6	9
0800 - 0900	225	44	54	72	55	0	0	202	2	19	1	1	0	0	0	0	0	0	6	47	31	22	49	55	14	0	1	0	0	0	32.7	23.8	8.5
0900 - 1000	173	42	40	50	41	0	0	158	0	14	0	0	0	0	1	0	0	0	0	27	33	22	46	33	8	4	0	0	0	0	32.6	24.2	7.9
1000 - 1100	161	42	33	46	40	0	0	140	4	13	3	1	0	0	0	0	0	0	6	16	12	17	51	42	12	5	0	0	0	0	33.4	26.6	7.9
1100 - 1200	170	38	41	45	46	0	1	152	0	15	1	0	0	0	0	1	0	0	2	15	17	24	61	35	15	1	0	0	0	0	32.5	26.2	7.2
1200 - 1300	173	33	46	44	50	0	2	158	1	12	0	0	0	0	0	0	0	0	5	20	31	26	31	43	14	3	0	0	0	0	33.4	25	8.2
1300 - 1400	153	31	40	49	33	0	0	137	1	11	2	1	0	0	0	1	0	0	2	29	23	17	42	31	8	1	0	0	0	0	32	23.9	8.2
1400 - 1500	228	50	60	52	66	0	0	218	0	10	0	0	0	0	0	0	0	0	2	34	33	40	41	47	26	5	0	0	0	0	34.7	25.2	8.3
1500 - 1600	314	64	80	99	71	1	4	282	2	22	2	0	0	1	0	0	0	0	8	58	71	68	69	29	7	4	0	0	0	0	29.4	21.8	7.1
1600 - 1700	308	80	66	83	79	1	3	294	0	9	1	0	0	0	0	0	0	0	4	56	65	56	59	48	15	5	0	0	0	0	31.9	23	7.9
1700 - 1800	289	81	75	70	63	4	0	277	1	6	0	0	0	0	1	0	0	0	7	37	54	38	53	73	21	5	1	0	0	0	34	24.9	8.7
1800 - 1900	176	59	54	42	21	0	1	171	1	3	0	0	0	0	0	0	0	0	3	24	25	17	33	49	16	7	1	1	0	0	34.9	26.4	9.1
1900 - 2000	130	39	35	31	25	0	0	126	0	4	0	0	0	0	0	0	0	0	0	7	2	12	51	36	13	9	0	0	0	0	36.5	29.4	6.6
2000 - 2100	99	39	22	16	22	0	0	97	0	2	0	0	0	0	0	0	0	0	1	4	4	4	33	28	20	4	0	1	0	0	36	30	7
2100 - 2200	75	20	24	16	15	0	0	73	0	2	0	0	0	0	0	0	0	0	1	4	3	8	25	19	13	2	0	0	0	0	35.8	29.4	7.1
2200 - 2300	29	12	11	4	2	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	3	8	14	4	0	0	0	0	0	35.5	31.1	4.6
2300 - 0000	17	4	8	3	2	0	0	17	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7	2	4	2	0	0	0	0	40	31.8	8
0700 - 1900	**2493**	**592**	**608**	**685**	**608**	**6**	**12**	**2297**	**12**	**147**	**10**	**3**	**0**	**1**	**2**	**3**	**0**	**0**	**49**	**386**	**412**	**362**	**552**	**519**	**169**	**40**	**3**	**1**	**0**	**0**	**0**	**33.0**	**24.4**	**8.2**
0600 - 2200	**2841**	**695**	**699**	**758**	**689**	**6**	**12**	**2635**	**12**	**157**	**10**	**3**	**0**	**1**	**2**	**3**	**0**	**0**	**52**	**406**	**423**	**388**	**668**	**614**	**228**	**56**	**4**	**2**	**0**	**0**	**0**	**33.6**	**25.0**	**8.3**
0600 - 0000	**2887**	**711**	**718**	**765**	**693**	**6**	**12**	**2680**	**12**	**158**	**10**	**3**	**0**	**1**	**2**	**3**	**0**	**0**	**52**	**407**	**423**	**392**	**683**	**630**	**236**	**58**	**4**	**2**	**0**	**0**	**0**	**33.7**	**25.1**	**8.3**
0000 - 0000	**2951**	**730**	**733**	**778**	**710**	**6**	**13**	**2741**	**12**	**160**	**10**	**3**	**0**	**1**	**2**	**3**	**0**	**0**	**52**	**411**	**425**	**394**	**691**	**651**	**250**	**66**	**7**	**4**	**0**	**0**	**0**	**33.8**	**25.3**	**8.4**

Wednesday 09 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	9	2	0	2	5	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	1	0	2	0	0	0	-	38.9	8.9
0100 - 0200	6	1	1	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	-	35.1	3.6
0200 - 0300	5	4	1	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	-	38.9	4.5
0300 - 0400	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	-	30.7	7.7
0400 - 0500	9	2	2	0	5	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	0	-	35.2	4.1
0500 - 0600	30	1	11	11	7	0	1	28	0	1	0	0	0	0	0	0	0	0	0	1	2	0	4	14	8	1	0	0	0	0	0	36.7	32.1	6.4
0600 - 0700	52	10	12	11	19	1	0	50	0	1	0	0	0	0	0	0	0	0	1	7	4	4	5	15	12	4	0	0	0	0	0	37.5	28.5	9.6
0700 - 0800	108	13	24	30	41	1	0	87	0	18	2	0	0	0	0	0	0	0	3	23	9	11	19	34	9	0	0	0	0	0	0	33.9	24.8	8.8
0800 - 0900	230	43	56	73	58	1	0	208	2	13	2	1	0	1	0	2	0	0	2	37	34	34	51	51	15	6	0	0	0	0	0	33.3	25	8.3
0900 - 1000	151	40	31	34	46	0	0	131	1	16	1	0	0	1	0	1	0	0	3	20	18	19	39	42	10	0	0	0	0	0	0	33.4	25.3	7.9
1000 - 1100	152	49	32	41	30	0	0	133	3	14	2	0	0	0	0	0	0	0	0	18	15	24	48	29	15	3	0	0	0	0	0	34.2	26.3	7.5
1100 - 1200	170	44	44	34	48	0	0	146	3	15	2	1	0	0	2	1	0	0	3	16	27	22	52	36	9	5	0	0	0	0	0	32.9	25.3	7.6
1200 - 1300	190	54	37	47	52	0	0	170	1	15	2	1	0	0	1	0	0	0	2	27	24	22	66	36	9	4	0	0	0	0	0	32.9	25.1	7.7
1300 - 1400	171	38	39	54	40	0	0	156	2	11	1	0	0	0	0	1	0	0	3	24	22	23	47	30	18	4	0	0	0	0	0	34.2	25.4	8.4
1400 - 1500	232	52	61	49	70	0	1	210	5	13	0	2	0	0	0	1	0	0	3	25	31	24	55	59	28	7	0	0	0	0	0	35.1	26.6	8.3
1500 - 1600	315	62	75	90	88	0	4	290	4	17	0	0	0	0	0	0	0	0	6	55	72	54	79	35	12	2	0	0	0	0	0	30.3	22.4	7.4
1600 - 1700	317	71	81	86	79	0	1	302	2	9	2	0	1	0	0	0	0	0	5	58	63	48	65	60	17	1	0	0	0	0	0	32.1	23.2	7.9
1700 - 1800	268	69	75	72	52	0	0	254	0	14	0	0	0	0	0	0	0	0	2	37	50	39	41	65	29	4	1	0	0	0	0	34.7	25.2	8.5
1800 - 1900	194	53	53	40	48	0	1	187	1	5	0	0	0	0	0	0	0	0	0	34	21	25	49	45	16	3	0	1	0	0	0	33.7	25.4	8.3
1900 - 2000	157	52	50	25	30	0	0	151	0	6	0	0	0	0	0	0	0	0	2	21	20	15	52	36	8	3	0	0	0	0	0	32.6	25.4	7.8
2000 - 2100	92	28	24	22	18	0	0	90	0	2	0	0	0	0	0	0	0	0	0	6	3	4	36	34	7	2	0	0	0	0	0	34.2	28.8	6
2100 - 2200	76	22	28	14	14	0	0	76	0	2	0	0	0	0	0	0	0	0	0	2	4	8	17	30	12	5	0	0	0	0	0	37.1	30.5	6.8
2200 - 2300	30	11	8	4	7	0	0	30	0	0	0	0	0	0	0	0	0	0	0	1	0	2	9	9	6	3	0	0	0	0	0	39.3	31.7	6.8
2300 - 0000	12	3	6	3	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	3	0	0	0	0	0	0	39.5	32.7	5.1
0700 - 1900	**2498**	**588**	**608**	**650**	**652**	**2**	**7**	**2274**	**24**	**160**	**14**	**5**	**1**	**2**	**3**	**6**	**0**	**0**	**32**	**374**	**386**	**345**	**611**	**522**	**187**	**39**	**1**	**1**	**0**	**0**	**0**	**33.3**	**24.8**	**8.1**
0600 - 2200	**2877**	**700**	**722**	**722**	**733**	**3**	**7**	**2641**	**24**	**171**	**14**	**5**	**1**	**2**	**3**	**6**	**0**	**0**	**35**	**410**	**417**	**376**	**721**	**637**	**226**	**53**	**1**	**1**	**0**	**0**	**0**	**33.7**	**25.2**	**8.1**
0600 - 0000	**2919**	**714**	**736**	**729**	**740**	**3**	**7**	**2683**	**24**	**171**	**14**	**5**	**1**	**2**	**3**	**6**	**0**	**0**	**35**	**411**	**417**	**379**	**732**	**652**	**235**	**56**	**1**	**1**	**0**	**0**	**0**	**33.8**	**25.3**	**8.1**
0000 - 0000	**2981**	**724**	**752**	**746**	**759**	**3**	**9**	**2739**	**24**	**175**	**14**	**5**	**1**	**2**	**3**	**6**	**0**	**0**	**35**	**412**	**419**	**380**	**738**	**677**	**256**	**59**	**2**	**3**	**0**	**0**	**0**	**33.9**	**25.5**	**8.2**

Thursday 10 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	2	0	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	1	0	0	0	0	0	-	33.4	8
0100 - 0200	2	0	1	0	1	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	5.6
0200 - 0300	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	36.2	4.3
0300 - 0400	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.3	-
0400 - 0500	15	1	3	4	7	0	1	13	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3	4	4	1	2	0	0	0	0	44.2	34.4	8
0500 - 0600	27	2	10	8	7	0	0	26	0	1	0	0	0	0	0	0	0	0	0	2	3	1	1	16	3	1	0	0	0	0	0	35.1	29.2	7.7
0600 - 0700	49	4	14	12	19	1	0	46	0	1	0	0	0	0	1	0	0	0	1	4	4	4	11	15	9	1	0	0	0	0	0	37	28.4	8.4
0700 - 0800	110	17	20	36	37	0	0	95	0	14	1	0	0	0	0	0	0	0	2	13	18	13	24	25	10	4	1	0	0	0	0	34.8	25.9	9
0800 - 0900	232	38	58	50	86	0	0	210	2	19	1	0	0	0	0	0	0	0	2	48	44	27	53	42	15	1	0	0	0	0	0	32.1	23.5	8
0900 - 1000	167	55	42	31	39	0	1	149	1	15	1	0	0	0	0	0	0	0	5	26	17	27	53	27	9	3	0	0	0	0	0	32.6	24.4	8.1
1000 - 1100	160	38	40	45	37	0	1	140	1	12	2	2	0	1	0	1	0	0	1	21	14	20	54	41	8	1	0	0	0	0	0	33	25.9	7.1
1100 - 1200	173	56	37	35	45	0	1	159	1	8	0	1	0	1	1	1	0	0	2	28	29	24	53	33	3	1	0	0	0	0	0	31.5	23.6	7.5
1200 - 1300	177	50	33	33	61	0	1	163	0	12	0	1	0	0	0	0	0	0	3	22	16	20	48	50	16	2	0	0	0	0	0	34.4	26.3	8
1300 - 1400	183	51	51	37	44	0	1	169	0	12	0	0	0	0	0	1	0	0	4	21	27	24	53	36	16	1	1	0	0	0	0	34.3	25.3	8.2
1400 - 1500	247	59	55	56	77	0	2	220	3	17	3	0	0	0	0	2	0	0	3	32	43	34	65	51	15	4	0	0	0	0	0	33.5	24.8	8
1500 - 1600	277	74	72	60	71	0	1	261	1	14	0	0	0	0	0	0	0	0	6	49	49	36	62	48	25	2	0	0	0	0	0	32.7	23.8	8.3
1600 - 1700	329	67	78	98	86	0	2	309	1	16	1	0	0	0	0	0	0	0	5	48	80	59	57	60	17	3	0	0	0	0	0	32.2	23.3	7.8
1700 - 1800	293	79	76	71	67	0	3	284	1	5	0	0	0	0	0	0	0	0	1	43	54	36	65	70	20	4	0	0	0	0	0	33	24.8	7.9
1800 - 1900	201	67	46	31	57	0	0	197	0	4	0	0	0	0	0	0	0	0	2	18	23	15	46	73	22	1	0	1	0	0	0	34.6	27.5	7.8
1900 - 2000	155	55	37	35	28	0	1	152	0	2	0	0	0	0	0	0	0	0	0	15	17	12	40	51	16	4	0	0	0	0	0	34.7	27.6	7.8
2000 - 2100	94	21	21	23	29	0	0	92	0	2	0	0	0	0	0	0	0	0	0	3	6	6	28	37	9	5	0	0	0	0	0	35.2	30	6.3
2100 - 2200	81	32	19	18	12	0	0	79	0	2	0	0	0	0	0	0	0	0	3	6	4	3	17	28	15	4	1	0	0	0	0	37.3	29.5	8.6
2200 - 2300	40	16	14	3	7	0	0	40	0	0	0	0	0	0	0	0	0	0	0	2	1	5	7	11	11	3	0	0	0	0	0	39	30.9	7.8
2300 - 0000	15	6	5	2	2	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	8	5	0	0	0	0	0	0	36.4	33	3.6
0700 - 1900	**2549**	**651**	**608**	**583**	**707**	**0**	**13**	**2356**	**11**	**148**	**9**	**4**	**0**	**2**	**1**	**5**	**0**	**0**	**36**	**369**	**414**	**335**	**633**	**556**	**176**	**27**	**2**	**1**	**0**	**0**	**0**	**33.1**	**24.7**	**8.0**
0600 - 2200	**2928**	**763**	**699**	**671**	**795**	**1**	**14**	**2725**	**11**	**155**	**9**	**4**	**0**	**2**	**1**	**6**	**0**	**0**	**40**	**397**	**445**	**360**	**729**	**687**	**225**	**41**	**3**	**1**	**0**	**0**	**0**	**33.6**	**25.3**	**8.1**
0600 - 0000	**2983**	**785**	**718**	**676**	**804**	**1**	**14**	**2779**	**11**	**156**	**9**	**4**	**0**	**2**	**1**	**6**	**0**	**0**	**40**	**399**	**446**	**365**	**738**	**706**	**241**	**44**	**3**	**1**	**0**	**0**	**0**	**33.7**	**25.4**	**8.1**
0000 - 0000	**3037**	**793**	**733**	**691**	**820**	**1**	**15**	**2830**	**11**	**158**	**9**	**4**	**0**	**2**	**1**	**6**	**0**	**0**	**40**	**402**	**450**	**367**	**742**	**731**	**250**	**49**	**5**	**1**	**0**	**0**	**0**	**33.8**	**25.5**	**8.2**

Friday 11 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	1	6	0	1	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	1	2	4	1	0	0	0	0	0	0	-	30.4	4.7
0100 - 0200	1	1	0	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	-	26.4	-
0200 - 0300	3	2	0	0	1	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	0	-	35	1.5
0300 - 0400	1	0	0	0	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	-	33.9	-
0400 - 0500	9	1	1	4	3	0	1	7	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	3	2	1	1	0	0	0	0	-	33.7	10.2
0500 - 0600	31	5	10	11	5	0	0	31	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	12	11	1	1	0	0	0	0	37.7	32.9	7
0600 - 0700	44	10	8	10	16	0	0	42	0	1	0	0	0	0	0	1	0	0	0	3	2	4	8	15	7	5	0	0	0	0	0	38.4	30.4	8.1
0700 - 0800	106	13	19	28	46	0	0	88	0	15	0	3	0	0	0	0	0	0	2	14	19	7	18	36	9	0	1	0	0	0	0	33.3	25.6	8.4
0800 - 0900	211	40	58	64	49	1	0	184	2	18	4	0	0	1	0	1	0	0	4	41	31	29	43	41	20	2	0	0	0	0	0	33.5	24.2	8.6
0900 - 1000	155	43	37	39	36	0	0	139	0	14	2	0	0	0	0	0	0	0	2	19	19	19	34	43	15	4	0	0	0	0	0	34.4	26.3	8.3
1000 - 1100	186	36	54	41	55	1	1	167	0	10	2	0	2	1	0	2	0	0	4	24	20	34	52	37	14	1	0	0	0	0	0	32.4	24.8	7.6
1100 - 1200	190	56	35	50	49	0	1	171	1	14	0	0	1	0	1	1	0	0	5	21	26	16	39	53	25	5	0	0	0	0	0	35.4	26.6	8.7
1200 - 1300	235	52	60	66	57	0	2	216	0	15	1	0	0	1	0	0	0	0	6	32	26	28	55	55	30	3	0	0	0	0	0	34.7	25.9	8.4
1300 - 1400	234	50	61	66	57	0	0	213	2	18	0	0	0	0	0	1	0	0	3	36	40	35	64	45	10	1	0	0	0	0	0	31.4	23.9	7.5
1400 - 1500	272	60	62	68	82	0	1	252	0	16	2	1	0	0	0	0	0	0	6	64	58	27	47	53	13	4	0	0	0	0	0	32.1	22.6	8.5
1500 - 1600	346	80	83	89	94	1	2	325	0	16	0	0	0	0	1	1	0	0	8	89	101	47	67	33	1	0	0	0	0	0	0	28.9	19.9	6.8
1600 - 1700	257	72	66	56	63	0	1	242	1	13	0	0	0	0	0	0	0	0	5	45	58	36	55	43	13	2	0	0	0	0	0	31.9	23	7.8
1700 - 1800	237	58	65	67	47	0	1	233	0	2	1	0	0	0	0	0	0	0	3	32	38	37	65	42	17	3	0	0	0	0	0	33.2	24.5	7.8
1800 - 1900	173	51	42	40	40	0	0	166	0	7	0	0	0	0	0	0	0	0	2	22	33	32	42	36	5	1	0	0	0	0	0	31.2	23.7	7.2
1900 - 2000	124	36	32	29	27	0	0	121	0	3	0	0	0	0	0	0	0	0	0	19	8	30	36	19	10	2	0	0	0	0	0	32.5	25.2	7.2
2000 - 2100	97	27	34	15	21	0	0	95	0	2	0	0	0	0	0	0	0	0	3	7	6	23	30	20	4	4	0	0	0	0	0	31.9	25.8	7.1
2100 - 2200	63	11	23	12	17	0	0	61	0	2	0	0	0	0	0	0	0	0	2	5	2	15	9	16	10	4	0	0	0	0	0	35.7	27.9	8.5
2200 - 2300	58	11	16	20	11	0	0	58	0	0	0	0	0	0	0	0	0	0	0	2	4	11	17	15	6	3	0	0	0	0	0	35.5	28.6	6.6
2300 - 0000	23	9	4	5	5	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	3	4	8	4	3	1	0	0	0	0	0	36.5	27.8	6.5
0700 - 1900	**2602**	**611**	**642**	**674**	**675**	**3**	**9**	**2396**	**6**	**158**	**12**	**4**	**3**	**3**	**2**	**6**	**0**	**0**	**50**	**439**	**469**	**347**	**581**	**517**	**172**	**26**	**1**	**0**	**0**	**0**	**0**	**32.4**	**23.9**	**8.1**
0600 - 2200	**2930**	**695**	**739**	**740**	**756**	**3**	**9**	**2715**	**6**	**166**	**12**	**4**	**3**	**3**	**2**	**7**	**0**	**0**	**55**	**473**	**487**	**419**	**664**	**587**	**203**	**41**	**1**	**0**	**0**	**0**	**0**	**32.7**	**24.2**	**8.1**
0600 - 0000	**3011**	**715**	**759**	**765**	**772**	**3**	**9**	**2795**	**6**	**167**	**12**	**4**	**3**	**3**	**2**	**7**	**0**	**0**	**55**	**475**	**494**	**434**	**689**	**606**	**212**	**45**	**1**	**0**	**0**	**0**	**0**	**32.8**	**24.3**	**8.1**
0000 - 0000	**3064**	**725**	**776**	**780**	**783**	**3**	**10**	**2845**	**6**	**169**	**12**	**4**	**3**	**3**	**2**	**7**	**0**	**0**	**55**	**477**	**495**	**437**	**695**	**627**	**228**	**47**	**3**	**0**	**0**	**0**	**0**	**33.0**	**24.4**	**8.2**

Saturday 12 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	19	7	4	4	4	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	1	3	9	4	2	0	0	0	0	0	0	34.8	28.6	5.4
0100 - 0200	9	2	2	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	1	2	1	0	0	0	0	-	33.3	10.9
0200 - 0300	8	1	1	3	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	1	0	0	0	0	-	35.3	5.7
0300 - 0400	5	3	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	-	33	4.9
0400 - 0500	8	2	2	2	2	0	1	5	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	1	3	1	0	0	0	0	0	-	33.5	6.6
0500 - 0600	28	6	14	3	5	0	0	28	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6	14	6	1	0	0	0	0	0	37.1	31.9	5.5
0600 - 0700	27	7	7	5	8	0	0	26	0	0	0	0	0	0	1	0	0	0	0	0	2	1	9	9	6	0	0	0	0	0	0	36.2	30.8	5.4
0700 - 0800	24	1	4	9	10	0	0	24	0	0	0	0	0	0	0	0	0	0	0	2	1	1	7	10	1	2	0	0	0	0	0	35.1	29.7	7.3
0800 - 0900	74	7	18	20	29	1	0	68	0	5	0	0	0	0	0	0	0	0	1	4	5	11	26	21	5	0	1	0	0	0	0	33.5	27.4	6.9
0900 - 1000	128	23	23	39	43	3	0	119	1	4	1	0	0	0	0	0	0	0	2	12	14	24	30	34	9	3	0	0	0	0	0	34	26.3	7.7
1000 - 1100	176	35	46	44	51	1	0	169	1	2	3	0	0	0	0	0	0	0	3	23	30	23	49	39	8	0	1	0	0	0	0	32.2	24.6	7.8
1100 - 1200	194	30	47	61	56	0	0	191	1	2	0	0	0	0	0	0	0	0	2	29	33	22	33	56	14	4	1	0	0	0	0	34.2	25.3	8.9
1200 - 1300	206	38	61	55	52	1	0	200	2	3	0	0	0	0	0	0	0	0	5	31	34	23	40	43	23	6	1	0	0	0	0	34.9	25.2	9
1300 - 1400	206	47	54	61	44	1	0	201	0	4	0	0	0	0	0	0	0	0	8	32	40	20	34	48	20	3	1	0	0	0	0	33.9	24.3	9
1400 - 1500	198	61	43	46	48	0	2	191	2	3	0	0	0	0	0	0	0	0	3	30	31	22	37	48	23	4	0	0	0	0	0	34.2	25.4	8.6
1500 - 1600	194	48	52	52	42	2	1	186	1	4	0	0	0	0	0	0	0	0	4	30	25	24	48	47	14	2	0	0	0	0	0	32.3	24.9	8.5
1600 - 1700	188	51	64	41	32	0	1	182	2	3	0	0	0	0	0	0	0	0	2	30	26	25	44	42	16	2	1	0	0	0	0	34.1	25.1	8.4
1700 - 1800	187	54	40	39	54	0	2	180	2	3	0	0	0	0	0	0	0	0	2	23	27	25	35	46	20	8	1	0	0	0	0	35.1	26.5	8.6
1800 - 1900	124	33	39	34	18	0	0	123	0	1	0	0	0	0	0	0	0	0	0	12	13	16	36	31	11	4	1	0	0	0	0	34.5	27.2	7.7
1900 - 2000	105	31	27	31	16	0	0	105	0	0	0	0	0	0	0	0	0	0	0	10	7	9	24	36	11	5	3	0	0	0	0	35.8	29.1	8.4
2000 - 2100	75	17	22	22	14	0	1	69	0	5	0	0	0	0	0	0	0	0	1	3	3	8	23	20	13	2	2	0	0	0	0	36.7	29.7	7.1
2100 - 2200	67	23	19	14	11	0	0	66	0	1	0	0	0	0	0	0	0	0	1	2	3	12	21	23	4	1	0	0	0	0	0	33.8	28.4	6
2200 - 2300	45	13	16	8	8	0	0	44	0	1	0	0	0	0	0	0	0	0	0	2	5	11	16	8	2	0	1	0	0	0	0	33.8	26.6	6.8
2300 - 0000	25	3	6	9	7	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	3	3	8	10	1	0	0	0	0	0	0	33.9	28.1	5.7
0700 - 1900	**1899**	**428**	**491**	**501**	**479**	**9**	**6**	**1834**	**12**	**34**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**258**	**279**	**236**	**419**	**465**	**164**	**38**	**8**	**0**	**0**	**0**	**0**	**33.9**	**25.5**	**8.5**
0600 - 2200	**2173**	**506**	**566**	**573**	**528**	**9**	**7**	**2100**	**12**	**40**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**34**	**273**	**294**	**266**	**496**	**553**	**198**	**46**	**13**	**0**	**0**	**0**	**0**	**34.1**	**26.0**	**8.4**
0600 - 0000	**2243**	**522**	**588**	**590**	**543**	**9**	**7**	**2168**	**12**	**42**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**34**	**275**	**302**	**280**	**520**	**571**	**201**	**46**	**14**	**0**	**0**	**0**	**0**	**34.0**	**26.0**	**8.4**
0000 - 0000	**2320**	**543**	**612**	**605**	**560**	**9**	**8**	**2242**	**12**	**44**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**34**	**277**	**303**	**284**	**542**	**597**	**217**	**50**	**16**	**0**	**0**	**0**	**0**	**34.2**	**26.2**	**8.4**

Sunday 13 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	17	6	3	4	4	0	0	17	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	7	2	0	0	0	0	0	0	35.3	28.4	6.7
0100 - 0200	6	2	1	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	2	0	0	0	0	0	-	33.7	5.3
0200 - 0300	5	1	2	1	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	-	31.3	5.6
0300 - 0400	4	1	1	1	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	-	30.9	3.9
0400 - 0500	10	2	2	3	3	0	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	2	1	2	0	0	0	0	0	-	30.9	6.7
0500 - 0600	27	3	9	7	8	0	1	26	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	13	5	4	0	0	0	0	0	40.1	33.5	5.1
0600 - 0700	16	4	3	7	2	0	0	16	0	0	0	0	0	0	0	0	0	0	0	2	1	0	2	6	3	2	0	0	0	0	0	38.7	30.1	8.9
0700 - 0800	22	3	5	6	8	0	0	21	0	1	0	0	0	0	0	0	0	0	0	2	0	2	10	4	1	2	1	0	0	0	0	40.2	29.4	8.1
0800 - 0900	37	11	8	3	15	0	0	35	0	1	1	0	0	0	0	0	0	0	0	3	1	4	11	15	3	0	0	0	0	0	0	33.1	27.9	6.4
0900 - 1000	70	21	12	22	15	0	1	65	0	4	0	0	0	0	0	0	0	0	1	2	7	10	18	22	8	2	0	0	0	0	0	35	28.2	7
1000 - 1100	123	20	31	36	36	0	0	120	1	2	0	0	0	0	0	0	0	0	1	18	10	13	38	36	7	0	0	0	0	0	0	33.6	26	7.7
1100 - 1200	189	52	55	37	45	0	1	185	0	3	0	0	0	0	0	0	0	0	2	32	27	25	44	44	15	0	0	0	0	0	0	33.4	24.7	8
1200 - 1300	206	48	51	52	55	0	0	202	0	3	1	0	0	0	0	0	0	0	2	36	19	17	48	56	25	3	0	0	0	0	0	34.6	26.2	8.5
1300 - 1400	206	47	52	53	54	0	1	199	1	5	0	0	0	0	0	0	0	0	6	31	39	25	50	30	22	2	1	0	0	0	0	34	24.1	8.7
1400 - 1500	194	50	47	52	45	0	0	190	1	3	0	0	0	0	0	0	0	0	3	28	24	27	61	35	11	4	1	0	0	0	0	32.3	24.9	8
1500 - 1600	183	46	43	47	47	0	0	177	0	5	1	0	0	0	0	0	0	0	5	17	27	23	52	38	17	4	0	0	0	0	0	33.8	25.5	7.8
1600 - 1700	177	35	51	39	52	0	0	174	1	2	0	0	0	0	0	0	0	0	4	18	25	17	37	43	25	6	2	0	0	0	0	35.9	27	8.8
1700 - 1800	177	34	41	56	46	0	1	173	0	3	0	0	0	0	0	0	0	0	4	18	19	23	40	56	16	1	0	0	0	0	0	34.3	26.5	7.9
1800 - 1900	129	44	30	31	24	0	1	126	1	1	0	0	0	0	0	0	0	0	0	11	7	12	27	50	17	5	0	0	0	0	0	35.6	29.1	7.4
1900 - 2000	119	43	25	29	22	0	1	115	0	3	0	0	0	0	0	0	0	0	0	7	8	10	36	42	11	3	1	1	0	0	0	34.9	29.2	7.2
2000 - 2100	77	23	24	11	19	0	0	76	0	1	0	0	0	0	0	0	0	0	0	1	2	3	22	28	13	4	2	2	0	0	0	37.9	32	6.6
2100 - 2200	49	12	15	9	13	0	0	48	0	1	0	0	0	0	0	0	0	0	0	1	0	6	9	18	9	4	0	1	1	0	0	39.6	32.6	7.7
2200 - 2300	37	9	7	15	6	0	1	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	9	12	6	1	0	1	0	0	41.8	35.2	6.5
2300 - 0000	13	9	1	1	2	0	1	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	2	1	2	0	0	0	49.9	37.9	7.8
0700 - 1900	**1713**	**411**	**426**	**434**	**442**	**0**	**5**	**1667**	**5**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**216**	**205**	**198**	**436**	**429**	**167**	**29**	**5**	**0**	**0**	**0**	**0**	**34.1**	**26.0**	**8.2**
0600 - 2200	**1974**	**493**	**493**	**490**	**498**	**0**	**6**	**1922**	**5**	**38**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**227**	**216**	**217**	**505**	**523**	**203**	**42**	**8**	**4**	**1**	**0**	**0**	**34.4**	**26.7**	**8.2**
0600 - 0000	**2024**	**511**	**501**	**506**	**506**	**0**	**8**	**1969**	**5**	**39**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**227**	**216**	**217**	**516**	**534**	**218**	**50**	**10**	**6**	**2**	**0**	**0**	**34.8**	**26.9**	**8.3**
0000 - 0000	**2093**	**526**	**519**	**525**	**523**	**0**	**10**	**2033**	**5**	**42**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**228**	**217**	**222**	**531**	**563**	**228**	**58**	**10**	**6**	**2**	**0**	**0**	**34.9**	**27.0**	**8.3**

Virtual Day (7.00)

| Time | Hourly Totals | 15 Minute Bin Drops | | | | Number Vehicle Classes ARX Scheme | | | | | | | | | | | | Vehicle Speed | | | | | | | | | | | |

Virtual Week (1.00)

| Time | Hourly Totals | 15 Minute Bin Drops | | | | Number Vehicle Classes ARX Scheme | | | | | | | | | | | | Vehicle Speed | | | | | | | | | | | |

Whitehaven ATCs

Report Id 102/22
Site Name Site 2 of 2
Description Wilson Pit Road, 75m north of Clarendon Drive
Direction Northbound

Monday 07 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	1	1	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	-	38.2	3.9
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
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	0	0	0	0	-	-	-
0300 - 0400	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.6	-
0400 - 0500	3	0	2	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	33.2	3.5
0500 - 0600	17	5	3	4	5	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	9	1	0	0	0	0	0	38.1	35.1	4
0600 - 0700	32	5	9	5	13	0	0	29	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9	10	10	2	1	0	0	0	0	39	33.7	5.5
0700 - 0800	83	8	19	16	40	0	2	74	0	6	0	0	0	0	0	1	0	0	0	0	0	11	25	22	17	7	1	0	0	0	0	38.2	31.8	5.7
0800 - 0900	160	38	33	49	40	0	0	145	0	11	1	1	0	1	0	1	0	0	0	0	2	9	31	62	42	12	1	1	0	0	0	37.9	33	5.3
0900 - 1000	103	24	25	25	29	0	1	87	3	9	1	1	0	0	1	0	0	0	0	1	2	30	23	28	13	3	2	1	0	0	0	35.8	29.4	6.6
1000 - 1100	128	39	31	22	36	0	1	110	0	13	1	1	0	0	0	2	0	0	1	1	12	66	42	4	1	1	0	0	0	0	0	27.1	23.8	4.1
1100 - 1200	108	24	25	26	33	0	1	99	0	3	1	3	1	0	0	0	0	0	0	0	20	60	24	4	0	0	0	0	0	0	0	27.2	23.3	3.6
1200 - 1300	113	24	24	37	28	2	0	99	0	9	1	1	0	1	0	0	0	0	0	2	10	53	38	10	0	0	0	0	0	0	0	28.3	24.5	3.6
1300 - 1400	129	36	27	34	32	1	2	111	0	11	1	2	0	0	1	0	0	0	0	1	5	56	58	9	0	0	0	0	0	0	0	28.5	25.3	3.3
1400 - 1500	140	32	32	34	42	1	0	130	0	7	0	1	0	0	0	1	0	0	0	1	6	69	58	6	0	0	0	0	0	0	0	27.7	24.7	3.1
1500 - 1600	199	37	55	53	54	1	2	187	0	9	0	0	0	0	0	0	0	0	0	2	7	94	84	12	0	0	0	0	0	0	0	28.5	25	3.1
1600 - 1700	209	45	50	51	63	0	1	195	0	13	0	0	0	0	0	0	0	0	0	0	15	76	107	11	0	0	0	0	0	0	0	28	25.1	3.2
1700 - 1800	176	50	45	46	35	0	1	167	1	5	2	0	0	0	0	0	0	0	0	0	0	81	81	10	3	0	1	0	0	0	0	28.4	25.8	3.4
1800 - 1900	103	33	37	17	16	0	0	97	0	2	4	0	0	0	0	0	0	0	0	0	5	52	37	8	1	0	0	0	0	0	0	28	24.9	3.5
1900 - 2000	81	32	16	21	12	0	0	78	0	2	1	0	0	0	0	0	0	0	0	0	2	24	44	9	1	1	0	0	0	0	0	29.7	26.3	3.6
2000 - 2100	42	14	13	10	5	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	1	15	18	7	1	0	0	0	0	0	0	30.5	26.4	4.3
2100 - 2200	39	11	7	8	13	0	0	38	0	1	0	0	0	0	0	0	0	0	0	1	2	7	18	11	0	0	0	0	0	0	0	33.6	27.4	5.1
2200 - 2300	16	7	5	2	2	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9	2	0	0	0	0	0	0	0	30	26.6	2.8
2300 - 0000	6	2	2	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	-	30.4	4.4
0700 - 1900	**1651**	**390**	**403**	**410**	**448**	**5**	**11**	**1501**	**4**	**98**	**12**	**10**	**1**	**2**	**2**	**5**	**0**	**0**	**1**	**8**	**84**	**657**	**608**	**186**	**77**	**23**	**5**	**2**	**0**	**0**	**0**	**31.0**	**26.3**	**5.0**
0600 - 2200	**1845**	**452**	**448**	**454**	**491**	**5**	**11**	**1688**	**5**	**103**	**13**	**10**	**1**	**2**	**2**	**5**	**0**	**0**	**1**	**9**	**89**	**703**	**697**	**223**	**89**	**26**	**6**	**2**	**0**	**0**	**0**	**31.1**	**26.4**	**5.0**
0600 - 0000	**1867**	**461**	**455**	**456**	**495**	**5**	**11**	**1710**	**5**	**103**	**13**	**10**	**1**	**2**	**2**	**5**	**0**	**0**	**1**	**9**	**89**	**709**	**706**	**230**	**89**	**26**	**6**	**2**	**0**	**0**	**0**	**31.2**	**26.4**	**5.0**
0000 - 0000	**1893**	**468**	**461**	**463**	**501**	**5**	**11**	**1733**	**5**	**106**	**13**	**10**	**1**	**2**	**2**	**5**	**0**	**0**	**1**	**9**	**89**	**709**	**708**	**240**	**100**	**29**	**6**	**2**	**0**	**0**	**0**	**31.5**	**26.5**	**5.1**

Tuesday 08 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-	30.6	3.6
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24.8	-
0200 - 0300	3	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	-	30.3	4.8
0300 - 0400	1	0	1	0	0	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	-	34.7	-
0400 - 0500	4	1	0	2	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	-	26.8	4.7
0500 - 0600	24	6	7	6	5	0	0	21	0	3	0	0	0	0	0	0	0	0	0	0	0	7	12	4	1	0	0	0	0	0	0	32.1	27.1	3.8
0600 - 0700	24	7	3	6	8	0	0	21	0	3	0	0	0	0	0	0	0	0	0	0	1	10	9	3	1	0	0	0	0	0	0	30.2	26.1	3.3
0700 - 0800	92	15	18	27	32	0	1	82	0	6	2	0	0	0	0	1	0	0	0	7	5	35	38	5	1	1	0	0	0	0	0	28.3	24.4	4.8
0800 - 0900	156	23	38	47	48	0	0	142	1	10	1	1	0	0	0	1	0	0	0	0	8	71	70	7	0	0	0	0	0	0	0	28	24.9	3.1
0900 - 1000	102	32	21	23	26	0	0	88	0	13	0	0	0	0	0	1	0	0	1	2	7	49	38	5	0	0	0	0	0	0	0	27.6	24.3	3.9
1000 - 1100	105	23	28	31	23	0	0	88	3	11	3	0	0	0	0	0	0	0	0	0	9	48	42	4	2	0	0	0	0	0	0	28.1	24.9	3.7
1100 - 1200	121	23	29	36	33	0	0	111	0	8	1	1	0	0	0	0	0	0	0	0	13	58	46	3	1	0	0	0	0	0	0	27.3	24.2	3.4
1200 - 1300	107	27	23	30	27	0	0	100	2	5	0	0	0	0	0	0	0	0	0	0	8	58	39	2	0	0	0	0	0	0	0	26.7	24.1	2.8
1300 - 1400	109	31	22	35	21	0	1	100	0	5	2	1	0	0	0	0	0	0	0	2	8	60	32	7	0	0	0	0	0	0	0	26.6	23.8	3.7
1400 - 1500	135	29	31	35	40	0	0	123	0	12	0	0	0	0	0	0	0	0	0	0	3	81	40	9	2	0	0	0	0	0	0	28.7	24.9	3.3
1500 - 1600	194	44	55	40	55	1	2	173	1	13	1	1	0	2	0	0	0	0	0	5	14	98	70	6	1	0	0	0	0	0	0	27.7	24	3.5
1600 - 1700	210	48	52	53	57	0	2	195	1	10	1	0	0	0	0	1	0	0	0	1	1	19	105	78	6	0	0	0	0	0	0	28.1	24.2	3.6
1700 - 1800	174	54	36	42	42	0	0	167	1	5	0	1	0	0	0	0	0	0	0	0	4	17	80	64	9	0	0	0	0	0	0	27.8	24.2	3.6
1800 - 1900	110	34	34	27	15	0	1	106	0	3	0	0	0	0	0	0	0	0	0	0	0	11	56	35	8	0	0	0	0	0	0	27.4	24.2	3.4
1900 - 2000	93	39	25	14	15	0	0	92	0	1	0	0	0	0	0	0	0	0	0	1	6	43	35	8	0	0	0	0	0	0	0	29.3	24.8	4
2000 - 2100	55	29	14	2	10	0	0	52	0	3	0	0	0	0	0	0	0	0	0	0	4	23	21	4	3	0	0	0	0	0	0	29.1	25.4	4.2
2100 - 2200	35	8	11	7	9	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	2	10	19	3	0	1	0	0	0	0	0	28.9	26.2	3.9
2200 - 2300	17	8	6	2	1	0	0	16	0	0	1	0	0	0	0	0	0	0	0	0	0	8	6	3	0	0	0	0	0	0	0	31.1	25.3	3.6
2300 - 0000	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	26.8	2.8
0700 - 1900	**1615**	**383**	**387**	**426**	**419**	**1**	**7**	**1475**	**9**	**101**	**11**	**5**	**0**	**2**	**0**	**4**	**0**	**0**	**2**	**21**	**122**	**799**	**592**	**71**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**27.7**	**24.3**	**3.6**
0600 - 2200	**1822**	**466**	**440**	**455**	**461**	**1**	**7**	**1675**	**9**	**108**	**11**	**5**	**0**	**2**	**0**	**4**	**0**	**0**	**2**	**22**	**135**	**885**	**676**	**89**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**28.0**	**24.4**	**3.6**
0600 - 0000	**1842**	**476**	**446**	**458**	**462**	**1**	**7**	**1694**	**9**	**108**	**12**	**5**	**0**	**2**	**0**	**4**	**0**	**0**	**2**	**22**	**135**	**894**	**684**	**92**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**28.0**	**24.5**	**3.6**
0000 - 0000	**1878**	**486**	**456**	**467**	**469**	**1**	**7**	**1726**	**9**	**112**	**12**	**5**	**0**	**2**	**0**	**4**	**0**	**0**	**2**	**22**	**135**	**904**	**700**	**100**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**28.0**	**24.5**	**3.7**

Wednesday 09 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	28.7	7.2
0100 - 0200	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	31.1	5.1
0200 - 0300	1	1	0	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	-	28.2	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	3	1	1	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	-	29.9	3.2
0500 - 0600	14	4	1	6	3	0	0	11	0	2	1	0	0	0	0	0	0	0	0	0	1	4	8	1	0	0	0	0	0	0	29.4	25.9	3.9
0600 - 0700	24	7	5	4	8	0	0	22	0	1	0	0	0	0	0	1	0	0	0	0	2	12	9	1	0	0	0	0	0	0	28.3	24.6	3.8
0700 - 0800	80	12	13	28	27	0	0	67	0	12	0	1	0	0	0	0	0	0	0	0	1	42	34	2	1	0	0	0	0	0	27.9	25.2	2.8
0800 - 0900	150	35	26	50	39	0	0	134	2	11	1	1	0	0	1	0	0	0	0	5	20	64	54	7	0	0	0	0	0	0	26.9	23.6	3.9
0900 - 1000	86	28	10	24	24	0	0	71	1	10	0	2	0	2	0	0	0	0	0	0	12	29	40	5	0	0	0	0	0	0	28.1	24.6	3.7
1000 - 1100	95	30	21	25	19	0	0	82	2	8	0	2	0	0	0	1	0	0	0	3	11	38	40	3	0	0	0	0	0	0	28	24.2	3.8
1100 - 1200	84	20	19	21	24	0	0	70	1	7	4	1	0	0	0	1	0	0	0	1	2	42	37	2	0	0	0	0	0	0	28.2	24.8	3.2
1200 - 1300	108	20	27	30	31	0	0	96	0	8	1	3	0	0	0	0	0	0	0	4	13	47	37	7	0	0	0	0	0	0	28.5	24	4.2
1300 - 1400	97	25	28	15	29	0	0	86	2	7	0	2	0	0	0	0	0	0	0	1	8	46	35	6	1	0	0	0	0	0	28.1	24.6	3.9
1400 - 1500	150	30	31	38	51	0	1	134	3	7	2	3	0	0	0	0	0	0	0	1	17	74	51	6	1	0	0	0	0	0	27.6	23.9	3.8
1500 - 1600	189	41	41	57	50	0	2	171	3	10	3	0	0	0	0	0	0	0	0	2	20	112	50	5	0	0	0	0	0	0	26.5	23.5	3.1
1600 - 1700	192	42	52	50	48	0	3	172	1	14	2	0	0	0	0	0	0	0	0	0	16	108	55	10	3	0	0	0	0	0	28.1	24.2	3.6
1700 - 1800	180	51	36	51	42	0	0	166	1	8	5	0	0	0	0	0	0	0	0	6	22	97	50	5	0	0	0	0	0	0	26.5	23.3	3.6
1800 - 1900	124	31	33	25	35	0	0	119	0	2	3	0	0	0	0	0	0	0	0	0	22	55	45	2	0	0	0	0	0	0	27.1	23.6	3.3
1900 - 2000	88	27	24	19	18	0	0	87	0	1	0	0	0	0	0	0	0	0	0	0	9	39	30	7	3	0	0	0	0	0	28.9	24.8	4.4
2000 - 2100	54	20	19	12	3	0	0	53	0	1	0	0	0	0	0	0	0	0	0	3	3	20	22	6	0	0	0	0	0	0	29.7	24.5	4.3
2100 - 2200	42	13	10	12	7	0	0	41	0	1	0	0	0	0	0	0	0	0	0	0	3	17	14	8	0	0	0	0	0	0	30.4	25.6	4.2
2200 - 2300	16	3	5	5	3	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	6	0	0	0	0	0	0	32.7	27.8	4.2
2300 - 0000	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	-	27.4	1.3
0700 - 1900	**1535**	**365**	**337**	**414**	**419**	**0**	**6**	**1368**	**16**	**104**	**21**	**15**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**23**	**164**	**754**	**528**	**60**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**27.4**	**24.0**	**3.6**
0600 - 2200	**1743**	**432**	**395**	**461**	**455**	**0**	**6**	**1571**	**16**	**108**	**21**	**15**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**26**	**181**	**842**	**603**	**82**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**27.5**	**24.1**	**3.7**
0600 - 0000	**1762**	**436**	**401**	**467**	**458**	**0**	**6**	**1590**	**16**	**108**	**21**	**15**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**26**	**181**	**847**	**611**	**88**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**24.1**	**3.7**
0000 - 0000	**1784**	**444**	**403**	**474**	**463**	**0**	**6**	**1608**	**16**	**111**	**22**	**15**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**26**	**182**	**852**	**622**	**93**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**24.2**	**3.8**

Thursday 10 March 2022

| Time | Hourly Totals | 15 Minute Bin Drops | | | | Number Vehicle Classes ARX Scheme | | | | | | | | | | | | Vehicle Speed | | | | | | | | | | | |

Friday 11 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	0	2	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	-	25.5	1.9
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	1	1	0	0	0	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	-	30.3	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	1	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	-	27.6	-
0500 - 0600	10	4	2	2	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	0	0	-	25.3	3.1
0600 - 0700	27	7	6	4	10	0	0	24	0	1	1	1	0	0	0	0	0	0	0	0	2	4	18	3	0	0	0	0	0	0	29.8	26.4	3.9
0700 - 0800	61	7	12	21	21	0	0	51	0	8	0	2	0	0	0	0	0	0	0	0	6	23	30	2	0	0	0	0	0	0	28.3	24.9	3.2
0800 - 0900	148	27	35	49	37	0	0	137	1	8	1	1	0	0	0	0	0	0	0	0	17	80	39	12	0	0	0	0	0	0	28.1	24.1	3.7
0900 - 1000	95	26	18	20	31	0	0	88	0	6	0	1	0	0	0	0	0	0	0	0	6	46	38	4	1	0	0	0	0	0	28.1	24.7	3.2
1000 - 1100	118	36	28	29	25	0	1	103	0	10	1	1	0	1	0	1	0	0	0	5	15	66	29	3	0	0	0	0	0	0	26.7	23	3.8
1100 - 1200	113	28	29	30	26	0	2	100	0	8	1	1	0	0	1	0	0	0	0	0	14	59	37	3	0	0	0	0	0	0	27.1	23.9	3.2
1200 - 1300	149	32	28	51	38	0	1	140	0	6	1	0	0	1	0	0	0	0	1	2	25	90	29	2	0	0	0	0	0	0	25.8	22.6	3.4
1300 - 1400	155	44	32	51	28	2	0	141	1	10	0	0	0	0	0	1	0	0	2	0	25	96	28	4	0	0	0	0	0	0	25.7	22.6	3.3
1400 - 1500	175	37	46	38	54	0	1	159	0	13	1	1	0	0	0	0	0	0	1	5	34	96	35	4	0	0	0	0	0	0	25.9	22.5	3.7
1500 - 1600	195	43	48	52	52	0	0	182	0	12	0	1	0	0	0	0	0	0	0	1	30	125	36	3	0	0	0	0	0	0	25.6	22.8	2.9
1600 - 1700	147	42	31	34	40	0	1	138	1	7	0	0	0	0	0	0	0	0	1	0	19	83	41	3	0	0	0	0	0	0	26.6	23.6	3.3
1700 - 1800	151	36	36	29	50	0	1	149	0	1	0	0	0	0	0	0	0	0	0	0	10	86	43	10	1	1	0	0	0	0	28.4	24.5	3.8
1800 - 1900	108	32	20	32	24	0	1	101	0	4	2	0	0	0	0	0	0	0	0	3	9	50	39	6	1	0	0	0	0	0	28.4	24.3	4.1
1900 - 2000	93	27	27	22	17	0	0	90	0	1	2	0	0	0	0	0	0	0	0	0	12	54	23	3	1	0	0	0	0	0	27.5	23.7	3.5
2000 - 2100	47	13	20	9	5	0	0	43	0	1	3	0	0	0	0	0	0	0	0	1	8	27	10	1	0	0	0	0	0	0	26.1	22.6	3.6
2100 - 2200	38	5	13	10	10	0	0	32	0	5	1	0	0	0	0	0	0	0	0	0	3	11	16	7	1	0	0	0	0	0	30.6	26.6	4.4
2200 - 2300	38	6	10	9	13	0	0	36	0	0	2	0	0	0	0	0	0	0	0	0	2	19	14	2	1	0	0	0	0	0	29.3	25.2	3.5
2300 - 0000	15	6	1	4	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	2	5	4	4	0	0	0	0	0	0	34.2	26.5	5.4
0700 - 1900	**1615**	**390**	**363**	**436**	**426**	**2**	**8**	**1489**	**3**	**93**	**7**	**8**	**0**	**2**	**1**	**2**	**0**	**0**	**5**	**16**	**210**	**900**	**424**	**56**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**26.8**	**23.5**	**3.6**
0600 - 2200	**1820**	**442**	**429**	**481**	**468**	**2**	**8**	**1678**	**3**	**101**	**14**	**9**	**0**	**2**	**1**	**2**	**0**	**0**	**5**	**17**	**235**	**996**	**491**	**70**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**27.1**	**23.6**	**3.6**
0600 - 0000	**1873**	**454**	**440**	**494**	**485**	**2**	**8**	**1729**	**3**	**101**	**16**	**9**	**0**	**2**	**1**	**2**	**0**	**0**	**5**	**17**	**239**	**1020**	**509**	**76**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**27.1**	**23.6**	**3.7**
0000 - 0000	**1890**	**459**	**444**	**499**	**488**	**2**	**8**	**1746**	**3**	**101**	**16**	**9**	**0**	**2**	**1**	**2**	**0**	**0**	**5**	**17**	**239**	**1028**	**516**	**78**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**27.1**	**23.6**	**3.7**

Saturday 12 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	14	4	5	2	3	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	2	0	0	0	0	0	0	0	30.1	26	3.9
0100 - 0200	5	1	1	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	1	0	0	0	0	0	0	0	-	23.7	6.9
0200 - 0300	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	-	33.1	10.1
0300 - 0400	5	4	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	-	25.8	7.4
0400 - 0500	3	0	1	2	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	-	30.1	5.5
0500 - 0600	7	2	1	0	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	-	29.1	2.2
0600 - 0700	9	1	3	3	2	0	0	8	0	0	0	1	0	0	0	0	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	-	25.5	4.7
0700 - 0800	16	2	3	4	7	0	0	15	0	0	1	0	0	0	0	0	0	0	0	0	1	6	6	2	1	0	0	0	0	0	0	31.9	26.1	3.9
0800 - 0900	52	10	9	16	17	0	0	43	1	7	1	0	0	0	0	0	0	0	0	1	2	23	19	6	1	0	0	0	0	0	0	29.4	25.2	4.3
0900 - 1000	87	19	18	28	22	0	0	83	1	3	0	0	0	0	0	0	0	0	0	0	9	42	28	7	1	0	0	0	0	0	0	28.4	24.6	3.8
1000 - 1100	109	25	34	30	20	1	1	98	1	4	4	0	0	0	0	0	0	0	0	0	8	67	27	6	0	1	0	0	0	0	0	27.6	24.2	3.6
1100 - 1200	124	25	30	30	39	0	0	121	1	1	1	0	0	0	0	0	0	0	0	1	4	61	46	9	2	1	0	0	0	0	0	28.3	25.1	3.8
1200 - 1300	117	25	27	36	29	0	0	108	1	5	2	1	0	0	0	0	0	0	0	3	2	66	41	4	1	0	0	0	0	0	0	26.9	24.3	3.4
1300 - 1400	135	34	29	33	39	1	2	125	0	7	0	0	0	0	0	0	0	0	1	1	7	66	51	8	1	0	0	0	0	0	0	28	24.6	3.8
1400 - 1500	131	37	32	33	29	0	0	128	1	2	0	0	0	0	0	0	0	0	0	0	4	56	60	10	0	1	0	0	0	0	0	29	25.7	3.3
1500 - 1600	109	20	19	44	26	0	1	104	0	4	0	0	0	0	0	0	0	0	0	0	2	67	33	7	0	0	0	0	0	0	0	27.2	24.4	3
1600 - 1700	119	31	39	33	16	0	1	115	1	2	0	0	0	0	0	0	0	0	1	0	13	64	38	3	0	0	0	0	0	0	0	27.1	23.8	3.6
1700 - 1800	134	38	35	34	27	0	2	127	1	2	2	0	0	0	0	0	0	0	0	0	10	59	55	10	0	0	0	0	0	0	0	28.7	24.9	3.4
1800 - 1900	84	21	21	27	15	0	1	81	0	0	2	0	0	0	0	0	0	0	0	0	3	41	33	6	1	0	0	0	0	0	0	29.3	25.2	3.7
1900 - 2000	72	12	25	25	10	0	0	68	0	1	3	0	0	0	0	0	0	0	0	0	6	31	31	3	1	0	0	0	0	0	0	27.8	24.8	3.4
2000 - 2100	41	9	9	13	10	0	1	37	0	3	0	0	0	0	0	0	0	0	0	0	1	14	20	4	1	1	0	0	0	0	0	30.1	26.9	4.1
2100 - 2200	41	9	13	11	8	0	0	40	0	1	0	0	0	0	0	0	0	0	0	0	5	18	12	5	1	0	0	0	0	0	0	29.9	24.9	4.4
2200 - 2300	22	4	9	6	3	0	0	20	0	2	0	0	0	0	0	0	0	0	0	0	1	13	4	4	0	0	0	0	0	0	0	30.4	24.6	4.2
2300 - 0000	16	2	4	4	6	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	1	6	7	1	1	0	0	0	0	0	0	29.5	25.6	4.1
0700 - 1900	**1217**	**287**	**296**	**348**	**286**	**2**	**8**	**1148**	**8**	**37**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**65**	**618**	**437**	**78**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**28.1**	**24.7**	**3.6**
0600 - 2200	**1380**	**318**	**346**	**400**	**316**	**2**	**9**	**1301**	**8**	**42**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**78**	**684**	**504**	**91**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**28.1**	**24.8**	**3.7**
0600 - 0000	**1418**	**324**	**359**	**410**	**325**	**2**	**9**	**1336**	**8**	**45**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**80**	**703**	**515**	**96**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**28.1**	**24.8**	**3.7**
0000 - 0000	**1454**	**335**	**368**	**417**	**334**	**2**	**9**	**1370**	**8**	**47**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**81**	**711**	**530**	**103**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**28.4**	**24.8**	**3.7**

Sunday 13 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	9	2	3	3	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	1	0	0	0	0	0	0	-	25.1	4.8
0100 - 0200	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	-	26	6.3
0200 - 0300	2	0	2	0	0	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	0	-	28.7	1.1
0300 - 0400	4	1	1	2	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-	24.5	3.4
0400 - 0500	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	25.5	0.6
0500 - 0600	14	0	8	1	5	0	1	12	0	0	1	0	0	0	0	0	0	0	0	0	0	4	5	3	2	0	0	0	0	0	0	36	28.6	4.9
0600 - 0700	6	2	1	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	-	27.9	6.3
0700 - 0800	15	1	4	9	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	4	0	0	0	0	0	0	0	31	25.2	4
0800 - 0900	21	3	6	8	4	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	8	11	2	0	0	0	0	0	0	0	29.8	25.6	3.1
0900 - 1000	61	16	14	11	20	0	1	56	0	3	1	0	0	0	0	0	0	0	0	1	13	25	15	7	0	0	0	0	0	0	0	28.7	23.7	4.4
1000 - 1100	87	25	12	28	22	0	0	80	0	7	0	0	0	0	0	0	0	0	0	0	6	45	28	8	0	0	0	0	0	0	0	28.8	24.5	3.5
1100 - 1200	111	24	31	28	28	0	0	110	0	1	0	0	0	0	0	0	0	0	0	0	5	67	35	3	1	0	0	0	0	0	0	27.6	24.4	3.1
1200 - 1300	111	17	31	29	34	0	0	109	1	1	0	0	0	0	0	0	0	0	0	0	2	54	46	6	3	0	0	0	0	0	0	28.7	25.4	3.4
1300 - 1400	114	30	26	30	28	0	0	110	0	4	0	0	0	0	0	0	0	0	0	0	7	58	45	3	1	0	0	0	0	0	0	27.5	24.7	3.1
1400 - 1500	120	30	33	35	22	0	0	117	2	1	0	0	0	0	0	0	0	0	0	0	3	75	38	4	0	0	0	0	0	0	0	26.8	24.3	2.8
1500 - 1600	104	32	20	25	27	0	0	100	0	2	2	0	0	0	0	0	0	0	0	0	4	47	47	4	2	0	0	0	0	0	0	28.2	24.9	3.5
1600 - 1700	100	24	35	17	24	0	0	96	1	1	2	0	0	0	0	0	0	0	0	0	3	52	38	6	1	0	0	0	0	0	0	29.2	25.2	3.2
1700 - 1800	108	29	20	30	29	0	0	103	0	3	2	0	0	0	0	0	0	0	0	0	17	48	38	5	0	0	0	0	0	0	0	28.4	23.8	4.1
1800 - 1900	102	34	31	20	17	0	1	97	0	0	4	0	0	0	0	0	0	0	0	0	13	55	26	6	1	1	0	0	0	0	0	27.7	23.7	4
1900 - 2000	60	22	13	13	12	0	2	57	0	1	0	0	0	0	0	0	0	0	0	0	3	28	20	9	0	0	0	0	0	0	0	30	25.6	3.8
2000 - 2100	40	12	11	8	9	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	11	18	8	3	0	0	0	0	0	0	32.1	27.7	4.6
2100 - 2200	22	6	5	3	8	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	7	1	1	0	0	0	0	0	33.1	29.2	4.6
2200 - 2300	12	4	0	3	5	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	3	1	0	0	0	0	0	0	34.8	27.6	5.2
2300 - 0000	4	0	2	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	1	0	0	0	0	0	0	-	27	11.1
0700 - 1900	**1054**	**265**	**263**	**270**	**256**	**0**	**2**	**1012**	**4**	**25**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**73**	**544**	**368**	**58**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**28.0**	**24.5**	**3.5**
0600 - 2200	**1182**	**307**	**293**	**296**	**286**	**0**	**4**	**1137**	**4**	**26**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**77**	**586**	**419**	**83**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**28.6**	**24.8**	**3.7**
0600 - 0000	**1198**	**311**	**295**	**300**	**292**	**0**	**5**	**1152**	**4**	**26**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**78**	**589**	**425**	**86**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**28.7**	**24.8**	**3.8**
0000 - 0000	**1233**	**316**	**310**	**308**	**299**	**0**	**6**	**1184**	**4**	**27**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**78**	**603**	**439**	**90**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**28.7**	**24.9**	**3.8**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	2	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	-	27.8	5.6
0100 - 0200	2	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.8	6.1
0200 - 0300	2	1	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	-	29.9	4.3
0300 - 0400	2	1	0	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	-	26.7	6
0400 - 0500	3	0	1	1	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	29.4	3.9
0500 - 0600	14	3	4	3	4	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	3	5	3	2	0	0	0	0	0	34.1	28.5	5
0600 - 0700	21	5	5	4	8	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	1	6	9	3	2	0	0	0	0	0	33.4	27.6	5.6
0700 - 0800	60	8	11	18	22	0	1	52	0	6	1	0	0	0	0	0	0	0	0	1	2	23	23	6	3	1	0	0	0	0	31	26.4	5.2
0800 - 0900	120	24	26	37	33	0	0	107	1	9	1	1	0	0	0	0	0	0	0	1	9	47	40	14	6	2	0	0	0	0	31.3	26	5.3
0900 - 1000	93	27	18	23	25	0	0	81	1	8	1	1	0	0	0	0	0	0	0	1	8	40	33	8	2	0	0	0	0	0	29.3	25.2	4.6
1000 - 1100	105	29	25	27	23	0	0	92	1	8	2	1	0	0	0	1	0	0	0	1	11	55	33	4	1	0	0	0	0	0	27.4	24	3.8
1100 - 1200	113	25	28	28	31	0	0	102	1	6	1	1	0	0	0	0	0	0	0	2	12	58	36	4	1	0	0	0	0	0	27.4	23.8	3.7
1200 - 1300	115	25	26	34	31	0	0	107	1	6	1	1	0	0	0	0	0	0	0	2	10	62	36	5	1	0	0	0	0	0	27.2	24	3.7
1300 - 1400	122	33	28	32	29	1	1	111	1	7	1	1	0	0	0	0	0	0	0	2	11	63	39	5	0	0	0	0	0	0	27.3	23.9	3.8
1400 - 1500	145	33	34	35	42	0	0	134	1	7	1	1	0	0	0	0	0	0	0	1	12	79	47	6	0	0	0	0	0	0	27.5	24.1	3.5
1500 - 1600	172	38	42	46	46	0	1	159	1	8	1	0	0	0	0	0	0	0	0	2	15	95	53	7	1	0	0	0	0	0	27.2	24	3.3
1600 - 1700	166	38	44	42	42	0	1	153	1	9	2	0	0	0	0	0	0	0	0	0	13	86	59	7	1	0	0	0	0	0	27.6	24.3	3.4
1700 - 1800	159	44	37	38	39	0	1	151	1	5	2	0	0	0	0	0	0	0	0	1	13	81	54	9	1	0	0	0	0	0	27.8	24.3	3.7
1800 - 1900	110	32	30	25	23	0	1	106	0	2	2	0	0	0	0	0	0	0	0	0	11	55	36	6	1	0	0	0	0	0	27.7	24.2	3.7
1900 - 2000	85	28	22	19	15	0	0	81	0	2	2	0	0	0	0	0	0	0	0	1	8	39	30	6	1	0	0	0	0	0	28.6	24.7	3.9
2000 - 2100	48	15	14	9	9	0	0	46	0	1	1	0	0	0	0	0	0	0	0	1	3	20	18	5	1	0	0	0	0	0	29.9	25.4	4.4
2100 - 2200	37	9	10	9	9	0	0	36	0	1	0	0	0	0	0	0	0	0	0	0	2	11	16	7	1	0	0	0	0	0	30.5	26.6	4.5
2200 - 2300	20	6	6	4	4	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	1	9	8	3	0	0	0	0	0	0	30.5	26.1	3.9
2300 - 0000	8	2	2	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	-	27.2	5.1
0700 - 1900	**1479**	**356**	**348**	**388**	**387**	**1**	**7**	**1356**	**8**	**80**	**15**	**8**	**0**	**1**	**1**	**2**	**0**	**0**	**2**	**14**	**128**	**743**	**489**	**81**	**17**	**4**	**1**	**0**	**0**	**0**	**0**	**28.0**	**24.4**	**4.0**
0600 - 2200	**1671**	**414**	**400**	**429**	**428**	**1**	**7**	**1539**	**8**	**86**	**17**	**8**	**0**	**1**	**1**	**2**	**0**	**0**	**2**	**15**	**143**	**818**	**563**	**102**	**21**	**5**	**1**	**0**	**0**	**0**	**0**	**28.2**	**24.5**	**4.0**
0600 - 0000	**1699**	**423**	**407**	**434**	**434**	**1**	**7**	**1565**	**8**	**86**	**17**	**8**	**0**	**1**	**1**	**2**	**0**	**0**	**2**	**15**	**144**	**829**	**574**	**107**	**22**	**5**	**1**	**0**	**0**	**0**	**0**	**28.2**	**24.6**	**4.0**
0000 - 0000	**1726**	**430**	**415**	**441**	**440**	**1**	**7**	**1590**	**8**	**88**	**18**	**8**	**0**	**1**	**1**	**2**	**0**	**0**	**2**	**15**	**144**	**836**	**584**	**113**	**25**	**6**	**1**	**0**	**0**	**0**	**0**	**28.3**	**24.6**	**4.1**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
Mon	1893	468	461	463	501	5	11	1733	5	106	13	10	1	2	2	5	0	0	1	9	89	709	708	240	100	29	6	2	0	0	0	31.5	26.5	5.1
Tue	1878	486	456	467	469	1	7	1726	9	112	12	5	0	2	0	4	0	0	2	22	135	904	700	100	13	2	0	0	0	0	0	28	24.5	3.7
Wed	1784	444	403	474	463	0	6	1608	16	111	22	15	0	2	1	3	0	0	0	26	182	852	622	93	9	0	0	0	0	0	0	27.7	24.2	3.8
Thu	1949	502	462	459	526	0	5	1762	12	115	33	14	0	2	3	3	0	0	3	23	203	1042	573	89	12	2	1	1	0	0	0	27.4	23.9	3.8
Fri	1890	459	444	499	488	2	8	1746	3	101	16	9	0	2	1	2	0	0	5	17	239	1028	516	78	6	1	0	0	0	0	0	27.1	23.6	3.7
Sat	1454	335	368	417	334	2	9	1370	8	47	16	2	0	0	0	0	0	0	2	8	81	711	530	103	14	5	0	0	0	0	0	28.4	24.8	3.7
Sun	1233	316	310	308	299	0	6	1184	4	27	12	0	0	0	0	0	0	0	0	2	78	603	439	90	19	2	0	0	0	0	0	28.7	24.9	3.8

Whitehaven ATCs

Report Id 102/22
Site Name Site 2 of 2
Description Wilson Pit Road, 75m north of Clarendon Drive
Direction Southbound

Monday 07 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	-	33.2	5.1
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	35.2	-
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	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	12	0	3	4	5	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	44.4	39.4	3.2
0500 - 0600	69	9	14	21	25	1	1	64	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	24	28	12	4	0	0	0	0	41.6	36.9	4.6
0600 - 0700	99	24	23	30	22	0	1	97	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	36	47	11	2	0	0	0	0	39.8	36	3.6
0700 - 0800	126	24	38	22	42	0	1	119	0	5	0	0	0	0	1	0	0	0	0	0	0	9	14	46	46	11	0	0	0	0	0	39.1	34	4.9
0800 - 0900	179	47	40	42	50	0	0	165	0	12	1	0	0	1	0	0	0	0	0	0	0	8	28	78	55	9	1	0	0	0	0	38.6	33.5	4.5
0900 - 1000	90	28	27	13	22	1	0	78	2	4	1	2	0	1	1	0	0	0	0	2	13	12	18	17	20	7	0	0	1	0	0	33.3	24.7	8.5
1000 - 1100	88	20	21	27	20	0	0	81	1	5	0	1	0	0	0	0	0	0	0	2	4	20	38	17	5	1	1	0	0	0	0	28.2	22.6	5.9
1100 - 1200	106	31	23	30	22	0	1	93	0	10	1	1	0	0	0	0	0	0	0	0	0	21	64	17	3	0	1	0	0	0	0	25.9	22.9	3.6
1200 - 1300	117	31	30	30	26	1	0	101	2	11	1	0	0	1	0	0	0	0	0	0	0	16	71	26	3	1	0	0	0	0	0	26.5	23.3	3.4
1300 - 1400	118	37	28	27	26	0	0	110	1	4	0	1	0	2	0	0	0	0	0	0	0	13	72	27	6	0	0	0	0	0	0	27	23.7	3.4
1400 - 1500	142	30	43	32	37	0	0	127	2	12	1	0	0	0	0	0	0	0	0	0	1	16	75	42	7	1	0	0	0	0	0	27.2	23.9	3.7
1500 - 1600	162	47	37	43	35	0	3	143	0	15	0	0	0	0	1	0	0	0	0	0	0	28	91	39	3	1	0	0	0	0	0	26.8	23.1	3.5
1600 - 1700	168	52	38	41	37	0	3	153	0	12	0	0	0	0	0	0	0	0	0	0	0	12	102	42	10	2	0	0	0	0	0	27.3	24.3	3.4
1700 - 1800	141	39	45	32	25	0	0	136	0	4	0	0	0	1	0	0	0	0	0	0	0	0	77	58	3	3	0	0	0	0	0	29	25.1	3.5
1800 - 1900	136	29	33	38	36	1	0	130	0	5	0	0	0	0	0	0	0	0	0	0	0	18	79	31	7	1	0	0	0	0	0	25.9	23.5	3.5
1900 - 2000	76	21	25	18	12	0	1	75	0	0	0	0	0	0	0	0	0	0	0	0	1	11	38	20	5	1	0	0	0	0	0	28.9	24	4.4
2000 - 2100	35	11	10	4	10	0	2	32	0	1	0	0	0	0	0	0	0	0	0	0	0	5	13	13	4	0	0	0	0	0	0	29.7	25.3	4.4
2100 - 2200	24	5	10	6	3	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	10	2	2	0	0	0	0	0	31.6	25.8	5.5
2200 - 2300	13	9	4	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	9	0	1	0	0	0	0	0	29.4	26.3	6
2300 - 0000	2	0	2	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	0	-	26.6	2.1
0700 - 1900	**1573**	**415**	**403**	**377**	**378**	**3**	**8**	**1436**	**8**	**99**	**5**	**5**	**0**	**6**	**3**	**0**	**0**	**0**	**4**	**18**	**156**	**704**	**358**	**191**	**118**	**22**	**1**	**1**	**0**	**0**	**0**	**32.5**	**25.7**	**5.9**
0600 - 2200	**1807**	**476**	**471**	**435**	**425**	**3**	**12**	**1664**	**8**	**101**	**5**	**5**	**0**	**6**	**3**	**0**	**0**	**0**	**4**	**19**	**176**	**761**	**404**	**238**	**168**	**33**	**3**	**1**	**0**	**0**	**0**	**33.7**	**26.2**	**6.2**
0600 - 0000	**1822**	**485**	**477**	**435**	**425**	**3**	**12**	**1679**	**8**	**101**	**5**	**5**	**0**	**6**	**3**	**0**	**0**	**0**	**4**	**20**	**176**	**763**	**415**	**238**	**169**	**33**	**3**	**1**	**0**	**0**	**0**	**33.7**	**26.2**	**6.2**
0000 - 0000	**1908**	**499**	**494**	**460**	**455**	**4**	**13**	**1760**	**8**	**104**	**5**	**5**	**0**	**6**	**3**	**0**	**0**	**0**	**4**	**20**	**177**	**763**	**415**	**265**	**205**	**51**	**7**	**1**	**0**	**0**	**0**	**34.4**	**26.7**	**6.5**

Tuesday 08 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	1	0	0	1	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	0	-	34.3	0.2
0100 - 0200	5	3	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	-	33.1	2.9
0200 - 0300	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	0	-	27	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	8	0	1	5	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	3	0	0	0	0	0	0	-	31.6	4.3
0500 - 0600	66	4	19	14	29	0	1	63	0	2	0	0	0	0	0	0	0	0	0	0	1	17	26	14	7	0	1	0	0	0	0	33	28.3	5.2
0600 - 0700	87	24	19	24	20	0	2	84	0	1	0	0	0	0	0	0	0	0	0	0	0	38	36	10	3	0	0	0	0	0	0	30	26.2	3.7
0700 - 0800	144	34	30	37	43	1	0	132	3	6	1	0	0	0	1	0	0	0	0	1	18	67	40	16	2	0	0	0	0	0	0	28.6	24.4	4.5
0800 - 0900	150	37	41	34	38	0	1	139	0	10	0	0	0	0	0	0	0	0	0	0	6	100	32	11	1	0	0	0	0	0	0	27.3	24.3	3.2
0900 - 1000	121	38	32	29	22	0	0	111	0	9	1	0	0	0	0	0	0	0	0	0	24	65	24	5	3	0	0	0	0	0	0	26.7	23.3	4
1000 - 1100	88	25	14	22	27	0	0	76	0	9	1	0	0	1	0	1	0	0	0	0	12	53	19	4	0	0	0	0	0	0	0	25.5	23	3.2
1100 - 1200	114	33	20	33	28	0	0	101	2	9	1	1	0	0	0	0	0	0	0	0	31	53	27	2	1	0	0	0	0	0	0	26.8	22.6	3.9
1200 - 1300	138	24	32	44	38	0	1	130	1	5	0	0	0	0	1	0	0	0	0	0	31	70	32	3	1	1	0	0	0	0	0	26.6	23.1	3.9
1300 - 1400	108	28	28	18	34	1	0	92	0	11	1	2	0	0	0	1	0	0	0	2	15	67	19	4	0	1	0	0	0	0	0	26.1	22.9	3.9
1400 - 1500	113	23	29	31	30	0	0	109	1	2	0	0	0	1	0	0	0	0	0	3	19	57	29	4	1	0	0	0	0	0	0	26.5	23.1	4
1500 - 1600	156	42	34	42	38	1	1	141	2	11	0	0	0	0	0	0	0	0	0	4	45	73	34	0	0	0	0	0	0	0	0	25.9	22	3.5
1600 - 1700	164	31	46	41	46	0	0	154	0	9	0	0	0	1	0	0	0	0	0	1	28	81	43	4	3	2	1	0	0	0	0	26.9	23.6	4.9
1700 - 1800	168	50	37	44	37	0	0	159	0	8	0	0	0	0	1	0	0	0	0	1	47	87	25	6	1	1	0	0	0	0	0	26	22.2	4.1
1800 - 1900	136	43	25	37	31	0	0	130	0	6	0	0	0	0	0	0	0	0	0	7	39	75	8	7	0	0	0	0	0	0	0	24.4	21.3	3.9
1900 - 2000	75	14	17	25	19	0	0	74	0	1	0	0	0	0	0	0	0	0	0	0	9	43	17	3	3	0	0	0	0	0	0	27.8	24	4.1
2000 - 2100	42	9	11	11	11	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	7	19	10	3	2	1	0	0	0	0	0	29.7	24.5	5.3
2100 - 2200	28	10	7	1	10	0	0	28	0	0	0	0	0	0	0	0	0	0	0	2	3	8	8	6	1	0	0	0	0	0	0	31.8	25.2	5.8
2200 - 2300	18	12	5	1	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	4	0	0	0	0	0	0	0	30.8	26	4.6
2300 - 0000	3	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	-	29.5	3.9
0700 - 1900	**1600**	**408**	**368**	**412**	**412**	**3**	**3**	**1474**	**9**	**95**	**5**	**3**	**0**	**3**	**3**	**2**	**0**	**0**	**1**	**19**	**315**	**848**	**332**	**66**	**13**	**5**	**1**	**0**	**0**	**0**	**0**	**26.5**	**23.0**	**4.1**
0600 - 2200	**1832**	**465**	**422**	**473**	**472**	**3**	**5**	**1702**	**9**	**97**	**5**	**3**	**0**	**3**	**3**	**2**	**0**	**0**	**1**	**21**	**334**	**956**	**403**	**88**	**22**	**6**	**1**	**0**	**0**	**0**	**0**	**27.0**	**23.3**	**4.2**
0600 - 0000	**1853**	**477**	**429**	**474**	**473**	**3**	**5**	**1723**	**9**	**97**	**5**	**3**	**0**	**3**	**3**	**2**	**0**	**0**	**1**	**21**	**337**	**960**	**412**	**93**	**22**	**6**	**1**	**0**	**0**	**0**	**0**	**27.1**	**23.3**	**4.2**
0000 - 0000	**1935**	**485**	**450**	**495**	**505**	**3**	**6**	**1802**	**9**	**99**	**5**	**3**	**0**	**3**	**3**	**2**	**0**	**0**	**1**	**21**	**338**	**977**	**444**	**112**	**34**	**6**	**2**	**0**	**0**	**0**	**0**	**27.4**	**23.5**	**4.4**

Wednesday 09 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	-	31.2	4.6
0100 - 0200	2	1	1	0	0	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	-	28.5	0.8
0200 - 0300	1	1	0	0	0	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	-	31.9	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	7	2	1	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	-	28	4.4
0500 - 0600	69	7	14	18	30	0	1	65	0	3	0	0	0	0	0	0	0	0	0	0	0	16	32	15	5	1	0	0	0	0	33.3	28.3	4.6
0600 - 0700	83	23	17	24	19	1	2	79	0	1	0	0	0	0	0	0	0	0	0	2	1	22	36	15	5	2	0	0	0	0	32.3	27.2	5.2
0700 - 0800	127	24	27	32	44	0	2	118	0	6	1	0	0	0	0	0	0	0	0	0	10	58	45	7	5	2	0	0	0	0	28.5	25.3	4.5
0800 - 0900	143	46	35	36	26	1	0	131	0	8	1	0	0	2	0	0	0	0	0	1	11	78	43	8	0	2	0	0	0	0	27.8	24.2	3.9
0900 - 1000	99	30	25	13	31	0	0	88	1	7	0	0	0	2	1	0	0	0	0	0	6	65	27	1	0	0	0	0	0	0	27	24.1	2.6
1000 - 1100	97	27	22	19	29	1	0	82	3	6	2	0	0	0	3	0	0	0	0	0	20	58	17	2	0	0	0	0	0	0	26.3	22.6	3
1100 - 1200	83	20	19	21	23	0	0	69	3	9	0	0	0	1	1	0	0	0	0	0	19	45	13	6	0	0	0	0	0	0	27.5	23	3.7
1200 - 1300	112	25	28	31	28	0	0	94	2	12	2	1	0	0	1	0	0	0	0	0	18	59	29	4	2	0	0	0	0	0	27.1	23.8	3.7
1300 - 1400	110	38	23	24	25	0	0	102	0	6	0	0	0	1	1	0	0	0	0	0	21	55	23	8	3	0	0	0	0	0	27.6	23.6	4.4
1400 - 1500	106	20	21	30	35	0	0	96	3	6	0	1	0	0	0	0	0	0	0	0	21	52	29	3	1	0	0	0	0	0	26.8	23.4	3.9
1500 - 1600	157	38	35	38	46	0	0	139	2	12	0	0	0	0	3	1	0	0	0	5	40	79	27	6	0	0	0	0	0	0	25.9	22.2	3.7
1600 - 1700	149	26	45	36	42	0	0	142	1	6	0	0	0	0	0	0	0	0	0	1	38	83	23	2	0	2	0	0	0	0	25.6	22.3	3.8
1700 - 1800	149	43	27	39	40	0	0	145	0	4	0	0	0	0	0	0	0	0	0	0	29	77	39	4	0	0	0	0	0	0	26.4	22.9	3.3
1800 - 1900	121	25	34	32	30	0	0	113	0	8	0	0	0	0	0	0	0	0	0	1	32	62	20	6	0	0	0	0	0	0	26.1	22.4	3.7
1900 - 2000	85	21	23	25	16	0	0	84	0	1	0	0	0	0	0	0	0	0	0	0	11	46	21	6	1	0	0	0	0	0	27.4	23.7	3.8
2000 - 2100	52	14	16	8	14	0	0	51	0	1	0	0	0	0	0	0	0	0	0	0	9	26	13	2	1	1	0	0	0	0	27.9	23.9	5
2100 - 2200	29	7	8	9	5	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	2	11	13	2	1	0	0	0	0	0	29.8	26	4.7
2200 - 2300	15	2	6	5	2	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	4	5	3	2	1	0	0	0	0	0	32	25	5.8
2300 - 0000	2	0	0	1	1	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	-	34.5	1
0700 - 1900	**1453**	**362**	**341**	**351**	**399**	**2**	**2**	**1319**	**15**	**90**	**6**	**2**	**0**	**6**	**10**	**1**	**0**	**0**	**0**	**8**	**265**	**771**	**335**	**57**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**26.8**	**23.3**	**3.8**
0600 - 2200	**1702**	**427**	**405**	**417**	**453**	**3**	**4**	**1561**	**15**	**94**	**6**	**2**	**0**	**6**	**10**	**1**	**0**	**0**	**0**	**10**	**288**	**876**	**418**	**82**	**19**	**9**	**0**	**0**	**0**	**0**	**0**	**27.3**	**23.6**	**4.1**
0600 - 0000	**1719**	**429**	**411**	**423**	**456**	**3**	**4**	**1578**	**15**	**94**	**6**	**2**	**0**	**6**	**10**	**1**	**0**	**0**	**0**	**10**	**292**	**881**	**421**	**85**	**21**	**9**	**0**	**0**	**0**	**0**	**0**	**27.3**	**23.6**	**4.1**
0000 - 0000	**1801**	**440**	**430**	**443**	**488**	**3**	**5**	**1656**	**15**	**97**	**6**	**2**	**0**	**6**	**10**	**1**	**0**	**0**	**0**	**10**	**293**	**897**	**462**	**102**	**27**	**10**	**0**	**0**	**0**	**0**	**0**	**27.6**	**23.8**	**4.2**

Thursday 10 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	2	1	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	-	28.4	6.6
0100 - 0200	1	1	0	0	0	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	-	34.6	-
0200 - 0300	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	30.7	5.9
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	14	2	4	5	3	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	4	0	0	0	0	0	0	36.3	30.7	5.3
0500 - 0600	67	4	16	18	29	0	1	65	0	1	0	0	0	0	0	0	0	0	0	0	0	18	32	13	4	0	0	0	0	0	0	33.9	28.1	4.3
0600 - 0700	88	19	19	24	26	0	3	83	0	2	0	0	0	0	0	0	0	0	0	0	1	29	35	18	4	0	1	0	0	0	0	32.2	27.7	4.7
0700 - 0800	126	25	27	30	44	0	0	118	0	7	1	0	0	0	0	0	0	0	0	1	10	45	47	15	4	3	1	0	0	0	0	31.5	26.2	5.4
0800 - 0900	148	40	37	41	30	0	0	135	0	11	0	0	0	1	1	0	0	0	0	0	8	95	35	9	1	0	0	0	0	0	0	26.9	23.9	3.3
0900 - 1000	112	25	30	22	35	1	1	96	2	7	3	0	0	1	1	0	0	0	0	1	33	49	26	2	1	0	0	0	0	0	0	26.7	22.5	4
1000 - 1100	100	21	25	21	33	0	0	85	2	11	0	1	0	1	0	0	0	0	0	1	30	38	19	10	2	0	0	0	0	0	0	29.4	23.5	5.3
1100 - 1200	90	24	20	16	30	0	0	72	1	13	1	0	0	2	1	0	0	0	0	2	20	57	10	1	0	0	0	0	0	0	0	24.5	21.6	3.2
1200 - 1300	119	29	32	26	32	0	1	109	0	8	0	1	0	0	0	0	0	0	0	3	29	58	24	4	1	0	0	0	0	0	0	25.5	22.2	3.7
1300 - 1400	122	33	26	38	25	0	0	113	0	7	0	1	0	1	0	0	0	0	0	8	34	66	11	2	0	1	0	0	0	0	0	24.2	21.1	4.1
1400 - 1500	115	33	20	35	27	0	1	107	2	4	0	0	0	1	0	0	0	0	0	0	10	77	20	6	0	1	1	0	0	0	0	27	24	4.1
1500 - 1600	164	42	56	32	34	0	0	147	3	11	0	0	0	1	1	0	0	0	0	2	49	99	14	0	0	0	0	0	0	0	0	24.2	21.4	2.8
1600 - 1700	175	41	34	42	58	0	1	160	2	12	0	0	0	0	0	0	0	0	0	4	60	74	24	10	3	0	0	0	0	0	0	26.5	22.1	4.7
1700 - 1800	162	50	41	37	34	0	0	155	0	6	1	0	0	0	0	0	0	0	0	11	30	86	31	3	1	0	0	0	0	0	0	25.7	22.2	4
1800 - 1900	112	25	29	28	30	0	0	111	0	1	0	0	0	0	0	0	0	0	0	0	33	66	10	2	1	0	0	0	0	0	0	24.7	21.8	3.3
1900 - 2000	100	25	31	22	22	0	0	97	0	3	0	0	0	0	0	0	0	0	0	6	22	46	26	0	0	0	0	0	0	0	0	25.8	22	3.9
2000 - 2100	55	9	11	15	20	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	11	32	8	4	0	0	0	0	0	0	0	26.8	22.9	3.9
2100 - 2200	41	9	17	8	7	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	8	23	8	2	0	0	0	0	0	0	0	26.8	23.1	3.7
2200 - 2300	17	5	9	3	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	2	6	6	2	1	0	0	0	0	0	0	30.7	26.3	4.8
2300 - 0000	6	2	1	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	1	0	0	0	0	0	0	-	26.5	6.6
0700 - 1900	**1545**	**388**	**377**	**368**	**412**	**1**	**4**	**1408**	**12**	**98**	**6**	**3**	**0**	**8**	**4**	**1**	**0**	**0**	**0**	**33**	**346**	**810**	**271**	**64**	**14**	**5**	**2**	**0**	**0**	**0**	**0**	**26.3**	**22.7**	**4.3**
0600 - 2200	**1829**	**450**	**455**	**437**	**487**	**1**	**7**	**1684**	**12**	**103**	**6**	**3**	**0**	**8**	**4**	**1**	**0**	**0**	**0**	**39**	**388**	**940**	**348**	**88**	**18**	**5**	**3**	**0**	**0**	**0**	**0**	**26.7**	**22.9**	**4.4**
0600 - 0000	**1852**	**457**	**465**	**442**	**488**	**1**	**7**	**1707**	**12**	**103**	**6**	**3**	**0**	**8**	**4**	**1**	**0**	**0**	**0**	**39**	**392**	**946**	**357**	**90**	**20**	**5**	**3**	**0**	**0**	**0**	**0**	**26.8**	**22.9**	**4.4**
0000 - 0000	**1941**	**467**	**486**	**466**	**522**	**1**	**9**	**1793**	**12**	**104**	**6**	**3**	**0**	**8**	**4**	**1**	**0**	**0**	**0**	**39**	**393**	**968**	**393**	**112**	**28**	**5**	**3**	**0**	**0**	**0**	**0**	**27.3**	**23.2**	**4.6**

Friday 11 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	1	0	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	0	-	25.2	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	22.5	5.2
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	10	2	3	3	2	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	-	31.6	3.5
0500 - 0600	49	6	8	19	16	0	1	45	0	3	0	0	0	0	0	0	0	0	0	0	2	21	15	7	4	0	0	0	0	0	0	32.5	26.2	4.7
0600 - 0700	72	16	15	19	22	0	1	66	0	5	0	0	0	0	0	0	0	0	0	0	2	24	32	9	5	0	0	0	0	0	0	31.7	26.7	4.3
0700 - 0800	111	28	21	31	31	0	1	102	0	6	1	1	0	0	0	0	0	0	0	5	22	57	21	5	1	0	0	0	0	0	0	26.4	22.8	4.2
0800 - 0900	154	45	27	38	44	1	0	138	0	12	0	1	0	2	0	0	0	0	0	10	30	80	31	2	1	0	0	0	0	0	0	26.2	22	4.1
0900 - 1000	101	16	28	24	33	0	0	91	0	8	2	0	0	0	0	0	0	0	0	4	30	47	15	5	0	0	0	0	0	0	0	25.5	21.8	4.1
1000 - 1100	97	17	24	22	34	0	0	87	0	8	0	1	0	1	0	0	0	0	0	4	25	48	18	2	0	0	0	0	0	0	0	26.5	22	3.6
1100 - 1200	118	21	32	36	29	0	0	107	2	6	1	1	0	1	0	0	0	0	0	7	61	38	8	1	3	0	0	0	0	0	0	23.7	20.2	4.4
1200 - 1300	116	26	32	26	32	0	0	102	3	8	1	0	0	2	0	0	0	0	1	5	39	57	10	4	0	0	0	0	0	0	0	24.5	20.8	3.9
1300 - 1400	134	22	42	34	36	0	0	126	0	6	1	0	0	1	0	0	0	0	0	9	47	58	14	4	2	0	0	0	0	0	0	25.2	21.3	4.4
1400 - 1500	119	18	31	35	35	0	0	106	1	10	0	1	0	0	1	0	0	0	1	4	52	43	17	2	0	0	0	0	0	0	0	25.3	20.6	3.8
1500 - 1600	193	32	62	41	58	0	0	174	1	14	2	0	0	2	0	0	0	0	0	5	85	87	16	0	0	0	0	0	0	0	0	23.5	20.4	3
1600 - 1700	156	39	40	41	36	0	0	146	1	9	0	0	0	0	0	0	0	0	0	0	60	74	18	3	1	0	0	0	0	0	0	24.9	21.7	3.5
1700 - 1800	143	30	36	36	41	0	0	139	0	4	0	0	0	0	0	0	0	0	0	2	41	77	18	4	1	0	0	0	0	0	0	25.3	22.2	3.6
1800 - 1900	104	33	18	33	20	0	0	101	0	3	0	0	0	0	0	0	0	0	0	7	37	40	18	2	0	0	0	0	0	0	0	25.8	20.9	4
1900 - 2000	76	19	18	21	18	0	0	76	0	0	0	0	0	0	0	0	0	0	0	0	25	38	10	3	0	0	0	0	0	0	0	25.5	21.8	3.7
2000 - 2100	56	15	10	19	12	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	14	26	9	6	1	0	0	0	0	0	0	28.1	23.2	4.4
2100 - 2200	33	8	6	11	8	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	4	16	9	4	0	0	0	0	0	0	0	29.3	24.6	4.1
2200 - 2300	31	10	7	10	4	0	0	31	0	0	0	0	0	0	0	0	0	0	0	1	12	9	7	1	0	1	0	0	0	0	0	28	22.4	5.8
2300 - 0000	17	8	5	3	1	0	0	17	0	0	0	0	0	0	0	0	0	0	0	1	2	8	3	3	0	0	0	0	0	0	0	31.2	24.5	5.1
0700 - 1900	**1546**	**327**	**393**	**397**	**429**	**1**	**1**	**1419**	**8**	**94**	**8**	**5**	**0**	**9**	**1**	**0**	**0**	**0**	**2**	**62**	**529**	**706**	**204**	**34**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**25.3**	**21.4**	**3.9**
0600 - 2200	**1783**	**385**	**442**	**467**	**489**	**1**	**2**	**1650**	**8**	**99**	**8**	**5**	**0**	**9**	**1**	**0**	**0**	**0**	**2**	**62**	**574**	**810**	**264**	**56**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**25.7**	**21.7**	**4.1**
0600 - 0000	**1831**	**403**	**454**	**480**	**494**	**1**	**2**	**1698**	**8**	**99**	**8**	**5**	**0**	**9**	**1**	**0**	**0**	**0**	**2**	**64**	**588**	**827**	**274**	**60**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**25.7**	**21.8**	**4.2**
0000 - 0000	**1893**	**412**	**466**	**503**	**512**	**1**	**4**	**1755**	**8**	**102**	**8**	**5**	**0**	**9**	**1**	**0**	**0**	**0**	**2**	**64**	**591**	**848**	**294**	**72**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**26.1**	**21.9**	**4.3**

Saturday 12 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	13	3	3	5	2	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	6	4	2	1	0	0	0	0	0	0	33.4	26.5	5.4
0100 - 0200	3	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	26.4	4.1
0200 - 0300	4	2	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	-	25	1.6
0300 - 0400	5	2	2	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	-	26.3	5
0400 - 0500	14	2	3	5	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	1	4	8	1	0	0	0	0	0	0	29.3	25.6	3.1
0500 - 0600	14	4	2	4	4	0	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9	3	0	0	0	0	0	0	32	28	3.3
0600 - 0700	25	3	4	8	10	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	4	11	9	1	0	0	0	0	0	34.4	29	3.7
0700 - 0800	26	6	4	7	9	0	1	24	1	0	0	0	0	0	0	0	0	0	0	1	0	8	12	3	2	0	0	0	0	0	30.6	26.8	4.5
0800 - 0900	57	7	9	26	15	0	0	53	0	3	0	0	0	1	0	0	0	0	0	0	7	28	17	5	0	0	0	0	0	0	28.2	24.4	3.4
0900 - 1000	71	18	21	11	21	0	0	67	0	4	0	0	0	0	0	0	0	0	0	0	7	43	14	5	1	1	0	0	0	0	29.1	24.3	4.4
1000 - 1100	107	18	24	28	37	0	0	101	2	4	0	0	0	0	0	0	0	0	0	1	21	55	19	8	3	0	0	0	0	0	27.7	23.5	4.8
1100 - 1200	123	34	27	33	29	2	0	110	1	9	1	0	0	0	0	0	0	0	0	12	27	56	20	6	2	0	0	0	0	0	26.3	21.8	5.1
1200 - 1300	133	41	30	28	34	0	0	128	3	2	0	0	0	0	0	0	0	0	0	4	23	68	30	6	1	1	0	0	0	0	27.4	23.3	4.3
1300 - 1400	126	23	24	47	32	0	0	121	0	5	0	0	0	0	0	0	0	0	0	0	17	85	20	3	1	0	0	0	0	0	25.6	23	3.2
1400 - 1500	131	39	29	37	26	0	0	123	3	5	0	0	0	0	0	0	0	0	0	0	13	89	23	4	2	0	0	0	0	0	26.3	23.3	3.3
1500 - 1600	121	27	24	30	40	0	3	109	2	7	0	0	0	0	0	0	0	0	0	0	29	57	22	11	1	1	0	0	0	0	28.2	23.6	4.8
1600 - 1700	134	43	36	30	25	1	1	131	1	0	0	0	0	0	0	0	0	0	0	0	46	72	13	1	2	0	0	0	0	0	24.8	21.8	3.5
1700 - 1800	123	26	39	32	26	1	2	118	0	2	0	0	0	0	0	0	0	0	0	1	25	67	20	6	1	3	0	0	0	0	27	23.3	4.7
1800 - 1900	88	28	26	27	7	0	0	88	0	0	0	0	0	0	0	0	0	0	0	0	19	49	16	2	2	0	0	0	0	0	26.1	22.8	3.7
1900 - 2000	71	14	18	17	22	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	13	36	16	4	2	0	0	0	0	0	28.2	23.9	4.3
2000 - 2100	46	11	11	8	16	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	10	20	16	0	0	0	0	0	0	0	26.3	22.8	3.5
2100 - 2200	32	9	1	14	8	0	0	31	0	1	0	0	0	0	0	0	0	0	0	0	7	18	6	1	0	0	0	0	0	0	25.8	22.7	3.2
2200 - 2300	37	12	10	8	7	0	0	35	0	2	0	0	0	0	0	0	0	0	0	0	5	22	7	3	0	0	0	0	0	0	27.3	23.3	3.6
2300 - 0000	17	4	4	5	4	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	4	4	8	1	0	0	0	0	0	0	27.3	23.8	4.3
0700 - 1900	**1240**	**310**	**293**	**336**	**301**	**4**	**7**	**1173**	**13**	**41**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**234**	**677**	**226**	**60**	**18**	**6**	**0**	**0**	**0**	**0**	**0**	**26.7**	**23.2**	**4.3**
0600 - 2200	**1414**	**347**	**327**	**383**	**357**	**4**	**7**	**1345**	**13**	**43**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**264**	**755**	**275**	**74**	**21**	**6**	**0**	**0**	**0**	**0**	**0**	**27.0**	**23.3**	**4.3**
0600 - 0000	**1468**	**363**	**341**	**396**	**368**	**4**	**7**	**1396**	**13**	**46**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**273**	**781**	**290**	**78**	**21**	**6**	**0**	**0**	**0**	**0**	**0**	**27.0**	**23.3**	**4.3**
0000 - 0000	**1521**	**376**	**355**	**410**	**380**	**4**	**7**	**1447**	**13**	**48**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**274**	**799**	**315**	**86**	**22**	**6**	**0**	**0**	**0**	**0**	**0**	**27.2**	**23.4**	**4.3**

Sunday 13 March 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	15	3	4	4	4	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	4	10	1	0	0	0	0	0	0	29.1	26.2	2.3
0100 - 0200	7	3	3	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	-	24.1	1.5
0200 - 0300	4	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	-	28.3	2.8
0300 - 0400	10	4	2	3	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	5	1	1	0	0	0	0	0	0	-	22.9	4
0400 - 0500	15	0	4	5	6	0	0	15	0	0	0	0	0	0	0	0	0	0	0	1	3	4	4	3	0	0	0	0	0	0	31.2	24.1	6
0500 - 0600	8	4	1	1	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	-	27.9	2.5
0600 - 0700	14	4	2	5	3	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	4	7	2	1	0	0	0	0	0	31.7	27.9	3.5
0700 - 0800	19	3	6	3	7	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7	6	0	0	0	0	0	0	32.2	27.1	4.5
0800 - 0900	30	5	5	8	12	0	0	29	0	1	0	0	0	0	0	0	0	0	0	0	2	12	13	3	0	0	0	0	0	0	28.6	25.4	3.4
0900 - 1000	51	5	12	17	17	0	2	49	0	0	0	0	0	0	0	0	0	0	0	0	3	16	21	8	3	0	0	0	0	0	31.9	26.4	4.8
1000 - 1100	93	25	23	20	25	0	0	89	0	4	0	0	0	0	0	0	0	0	0	0	20	41	22	9	0	1	0	0	0	0	28.4	23.9	4.4
1100 - 1200	118	23	26	33	36	0	1	112	0	4	1	0	0	0	0	0	0	0	0	4	28	60	22	3	1	0	0	0	0	0	26.2	22.4	4.1
1200 - 1300	114	31	31	26	26	0	1	110	1	2	0	0	0	0	0	0	0	0	0	0	15	75	23	0	1	0	0	0	0	0	25.8	23	3.1
1300 - 1400	124	35	29	24	36	0	0	121	0	3	0	0	0	0	0	0	0	0	0	0	22	70	22	9	1	0	0	0	0	0	28.1	23.2	4
1400 - 1500	122	31	30	29	32	0	1	118	2	1	0	0	0	0	0	0	0	0	0	0	34	62	14	10	1	1	0	0	0	0	27.6	22.9	4.6
1500 - 1600	104	33	26	18	27	1	1	99	0	3	0	0	0	0	0	0	0	0	0	2	20	48	31	3	0	0	0	0	0	0	26.9	23.1	4
1600 - 1700	112	30	25	31	26	0	0	106	0	6	0	0	0	0	0	0	0	0	0	0	9	66	29	8	0	0	0	0	0	0	27.3	24.1	3.3
1700 - 1800	103	24	29	19	31	0	1	99	0	3	0	0	0	0	0	0	0	0	0	0	12	57	30	4	0	0	0	0	0	0	27.1	23.9	3.4
1800 - 1900	94	29	25	20	20	0	0	90	0	4	0	0	0	0	0	0	0	0	0	0	2	64	20	7	1	0	0	0	0	0	28.6	24.5	3.7
1900 - 2000	46	12	11	17	6	0	0	44	0	2	0	0	0	0	0	0	0	0	0	0	5	19	16	3	0	3	0	0	0	0	29.5	25.7	5.7
2000 - 2100	36	11	7	12	6	0	0	35	0	1	0	0	0	0	0	0	0	0	0	0	2	13	12	5	2	2	0	0	0	0	33	26.8	5.9
2100 - 2200	23	6	4	8	5	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8	3	2	1	0	0	0	0	34.1	27.8	5.6
2200 - 2300	10	7	1	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	5	4	0	0	0	0	0	0	0	-	24.1	3.6
2300 - 0000	11	5	2	2	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	3	0	0	0	0	0	0	34.2	27.6	5
0700 - 1900	**1084**	**274**	**267**	**248**	**295**	**1**	**7**	**1041**	**3**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**170**	**574**	**254**	**70**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**27.6**	**23.7**	**4.0**
0600 - 2200	**1203**	**307**	**291**	**290**	**315**	**1**	**7**	**1156**	**3**	**35**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**177**	**619**	**297**	**83**	**13**	**8**	**0**	**0**	**0**	**0**	**0**	**28.2**	**24.0**	**4.3**
0600 - 0000	**1224**	**319**	**294**	**294**	**317**	**1**	**7**	**1177**	**3**	**35**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**178**	**627**	**306**	**86**	**13**	**8**	**0**	**0**	**0**	**0**	**0**	**28.2**	**24.0**	**4.3**
0000 - 0000	**1283**	**333**	**310**	**309**	**331**	**1**	**7**	**1235**	**3**	**36**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**184**	**645**	**332**	**94**	**13**	**8**	**0**	**0**	**0**	**0**	**0**	**28.3**	**24.0**	**4.3**

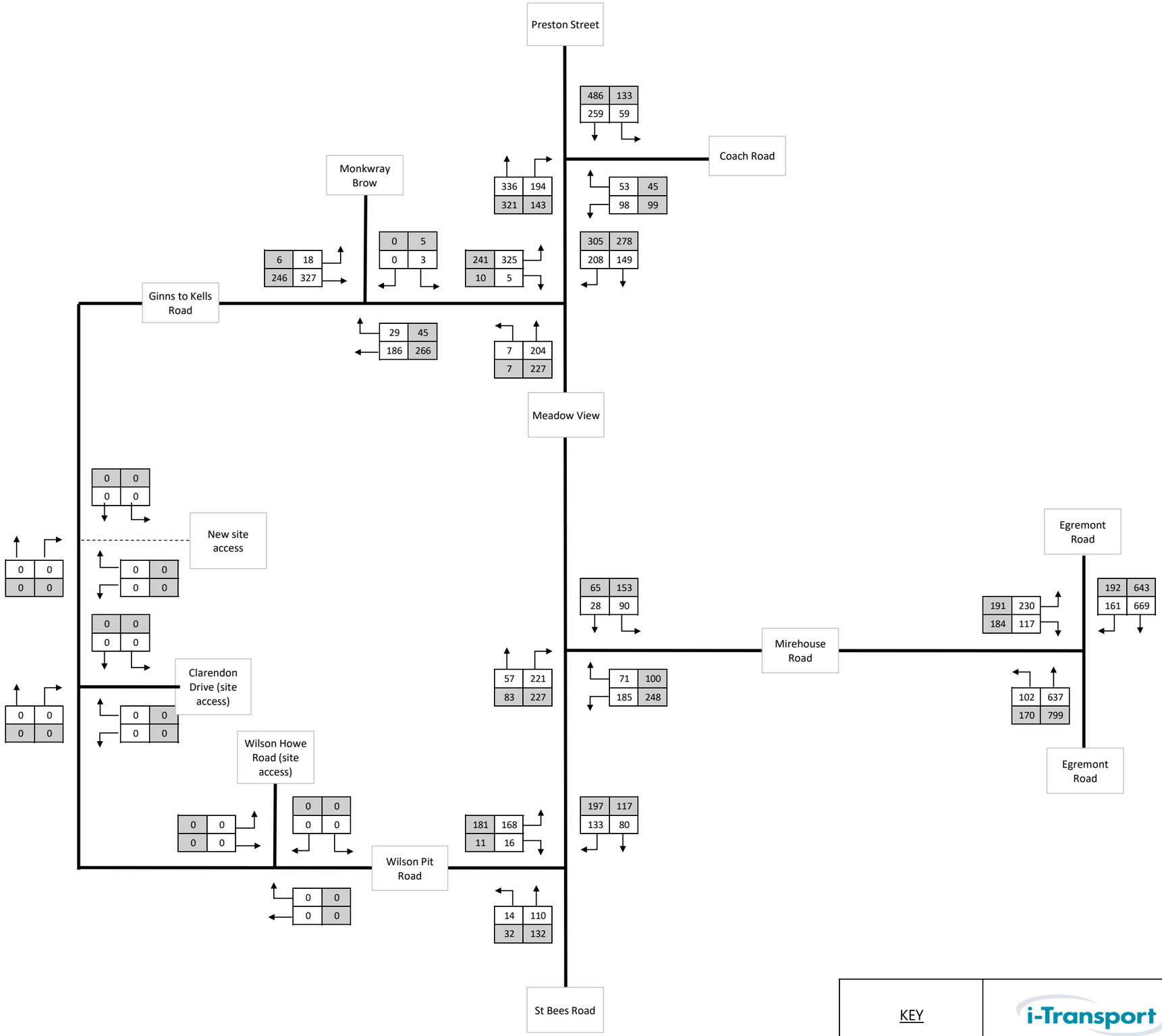
Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme 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	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	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	2	2	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	-	27.9	4.9
0100 - 0200	3	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	28.5	4.8
0200 - 0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27	4
0300 - 0400	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24	4.5
0400 - 0500	11	1	3	4	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	2	2	1	0	0	0	0	0	36.9	29.8	6.6
0500 - 0600	49	5	11	14	19	0	1	46	0	2	0	0	0	0	0	0	0	0	0	0	1	11	17	11	7	2	1	0	0	0	0	36.2	29.7	5.9
0600 - 0700	67	16	14	19	17	0	1	64	0	2	0	0	0	0	0	0	0	0	0	0	1	17	23	14	9	2	0	0	0	0	0	35.8	29	5.6
0700 - 0800	97	21	22	23	31	0	1	90	1	4	1	0	0	0	0	0	0	0	0	1	9	35	27	14	9	2	0	0	0	0	0	33.8	26.6	6
0800 - 0900	123	32	28	32	31	0	0	113	0	8	0	0	0	1	0	0	0	0	0	2	9	57	28	17	8	2	0	0	0	0	0	32.3	25.8	5.6
0900 - 1000	92	23	25	18	26	0	0	83	1	6	1	0	0	1	0	0	0	0	0	3	16	43	21	7	2	0	0	0	0	0	0	28	23.6	5
1000 - 1100	96	22	22	23	29	0	0	86	1	7	0	0	0	0	0	0	0	0	0	1	21	47	19	6	1	0	0	0	0	0	0	27	23	4.4
1100 - 1200	107	27	24	29	28	0	0	95	1	9	1	0	0	1	0	0	0	0	0	4	30	53	17	3	1	0	0	0	0	0	0	26.1	22	4.2
1200 - 1300	121	30	31	30	31	0	0	111	2	7	1	0	0	0	0	0	0	0	0	2	24	65	25	3	1	0	0	0	0	0	0	26.3	22.8	3.8
1300 - 1400	120	31	29	30	31	0	0	112	0	6	0	1	0	1	0	0	0	0	0	3	24	68	19	5	1	0	0	0	0	0	0	26.1	22.6	4.1
1400 - 1500	121	28	29	33	32	0	0	112	2	6	0	0	0	0	0	0	0	0	0	1	24	65	25	5	1	0	0	0	0	0	0	26.5	23.1	4
1500 - 1600	151	37	39	35	40	0	1	136	1	10	0	0	0	0	1	0	0	0	0	3	42	76	26	3	0	0	0	0	0	0	0	25.9	22.1	3.7
1600 - 1700	151	37	38	37	39	0	1	142	1	8	0	0	0	0	0	0	0	0	0	1	36	79	27	5	2	1	0	0	0	0	0	26.3	22.8	4.1
1700 - 1800	141	37	36	34	33	0	0	136	0	4	0	0	0	0	0	0	0	0	0	2	26	75	32	4	1	1	0	0	0	0	0	26.6	23	3.9
1800 - 1900	113	30	27	31	25	0	0	109	0	4	0	0	0	0	0	0	0	0	0	2	26	62	18	5	1	0	0	0	0	0	0	25.7	22.4	3.8
1900 - 2000	76	18	20	21	16	0	0	74	0	1	0	0	0	0	0	0	0	0	0	1	14	38	18	3	1	0	0	0	0	0	0	27.7	23.4	4.3
2000 - 2100	46	11	11	11	13	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	8	21	12	3	1	1	0	0	0	0	0	28.7	24	4.7
2100 - 2200	30	8	8	8	7	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	4	13	9	3	1	0	0	0	0	0	0	29.8	24.8	4.8
2200 - 2300	20	8	6	4	2	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	4	8	6	2	0	0	0	0	0	0	0	29.3	24.3	5
2300 - 0000	8	3	2	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	-	25.8	5.2
0700 - 1900	**1434**	**355**	**349**	**356**	**375**	**2**	**5**	**1324**	**10**	**78**	**5**	**3**	**0**	**5**	**3**	**1**	**0**	**0**	**1**	**24**	**288**	**727**	**283**	**77**	**27**	**7**	**1**	**0**	**0**	**0**	**0**	**27.2**	**23.3**	**4.6**
0600 - 2200	**1653**	**408**	**402**	**415**	**428**	**2**	**6**	**1537**	**10**	**82**	**5**	**3**	**0**	**5**	**3**	**1**	**0**	**0**	**1**	**25**	**314**	**817**	**344**	**101**	**39**	**10**	**1**	**0**	**0**	**0**	**0**	**27.7**	**23.5**	**4.8**
0600 - 0000	**1681**	**419**	**410**	**421**	**432**	**2**	**6**	**1565**	**10**	**82**	**5**	**3**	**0**	**5**	**3**	**1**	**0**	**0**	**1**	**26**	**319**	**826**	**354**	**104**	**40**	**10**	**1**	**0**	**0**	**0**	**0**	**27.7**	**23.6**	**4.8**
0000 - 0000	**1755**	**430**	**427**	**441**	**456**	**2**	**7**	**1635**	**10**	**84**	**5**	**3**	**0**	**5**	**3**	**1**	**0**	**0**	**1**	**26**	**321**	**842**	**379**	**120**	**50**	**12**	**2**	**0**	**0**	**0**	**0**	**28.2**	**23.8**	**5.0**

Virtual Week (1.00)

| Time | Hourly Totals | 15 Minute Bin Drops | | | | Number Vehicle Classes ARX Scheme | | | | | | | | | | | | Vehicle Speed | | | | | | | | | | | |

APPENDIX 5.B 2022 Survey Traffic Flow Diagram



KEY

500 = TOTAL PCUs

i-Transport

Centurion House, 129 Deansgate,
Manchester, M3 3WR
Tel: 0161 830 2172
www.i-transport.co.uk

Edgehill Park Phase 4

Appendix 5.B.

2022 Observed Traffic Flows

APPENDIX 5.C Existing Capacity Assessments – Local Road Network

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: St Bees Road, Mirehouse Road t-junction.j10
Path: M:\Projects\17460ITM - Edgehill Park Phase 4\Tech\Junction Assessments\Picady
Report generation date: 27/04/2022 09:46:41

»Existing Layout - 2022, AM
»Existing Layout - 2022, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Layout - 2022									
Stream B-C	D1	0.4	6.47	0.27	A	D2	0.6	8.04	0.38	A
Stream B-A		0.2	9.39	0.17	A		0.3	11.07	0.25	B
Stream C-AB		0.5	6.98	0.32	A		0.5	7.58	0.35	A

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

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

File summary

File Description

Title	Edgehill Park Phase 4
Location	St Bees Rd/Mirehouse Rd
Site number	
Date	14/01/2022
Version	
Status	Existing
Identifier	
Client	Story Homes
Jobnumber	ITM17460
Enumerator	I-TRANSPORT\matthewseabrook
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Existing Layout - 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd/Mirehouse Rd	T-Junction	Two-way	Two-way	Two-way		5.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.22	A

Arms

Arms

Arm	Name	Description	Arm type
A	St Bees Road (SB)		Major
B	Mirehouse Road		Minor
C	St Bees Road (NB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.65	200.0	✓	4.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.50	5.50	5.50	5.40	✓	3.00	200	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	586	0.107	0.270	0.170	0.385
B-C	817	0.125	0.316	-	-
C-B	799	0.309	0.309	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	118	100.000
B		ONE HOUR	✓	256	100.000
C		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	90	28
	B	71	0	185
	C	57	221	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	6.47	0.4	A	170	254
B-A	0.17	9.39	0.2	A	65	98
C-AB	0.32	6.98	0.5	A	203	304
C-A					52	78
A-B					83	124
A-C					26	39

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	139	35	780	0.178	138	0.0	0.2	5.603	A
B-A	54	13	502	0.107	53	0.0	0.1	8.018	A
C-AB	166	42	771	0.216	165	0.0	0.3	5.930	A
C-A	43	11			43				
A-B	68	17			68				
A-C	21	5			21				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	42	772	0.215	166	0.2	0.3	5.940	A
B-A	64	16	485	0.132	64	0.1	0.2	8.548	A
C-AB	199	50	766	0.259	198	0.3	0.3	6.339	A
C-A	51	13			51				
A-B	81	20			81				
A-C	25	6			25				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	51	760	0.268	203	0.3	0.4	6.457	A
B-A	79	20	462	0.170	78	0.2	0.2	9.378	A
C-AB	243	61	759	0.321	243	0.3	0.5	6.970	A
C-A	63	16			63				
A-B	99	25			99				
A-C	31	8			31				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	51	760	0.268	203	0.4	0.4	6.466	A
B-A	79	20	462	0.170	78	0.2	0.2	9.391	A
C-AB	243	61	759	0.321	243	0.5	0.5	6.981	A
C-A	63	16			63				
A-B	99	25			99				
A-C	31	8			31				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	42	772	0.215	166	0.4	0.3	5.954	A
B-A	64	16	485	0.132	64	0.2	0.2	8.566	A
C-AB	199	50	766	0.259	199	0.5	0.4	6.355	A
C-A	51	13			51				
A-B	81	20			81				
A-C	25	6			25				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	139	35	780	0.178	139	0.3	0.2	5.624	A
B-A	54	13	501	0.107	54	0.2	0.1	8.048	A
C-AB	166	42	771	0.216	167	0.4	0.3	5.959	A
C-A	43	11			43				
A-B	68	17			68				
A-C	21	5			21				

Existing Layout - 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd/Mirehouse Rd	T-Junction	Two-way	Two-way	Two-way		5.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	218	100.000
B		ONE HOUR	✓	348	100.000
C		ONE HOUR	✓	311	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	153	65
	B	100	0	248
	C	83	227	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.38	8.04	0.6	A	228	341
B-A	0.25	11.07	0.3	B	92	138
C-AB	0.35	7.58	0.5	A	209	313
C-A					76	114
A-B					140	211
A-C					60	90

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	187	47	754	0.248	185	0.0	0.3	6.316	A
B-A	75	19	485	0.155	75	0.0	0.2	8.753	A
C-AB	171	43	748	0.229	170	0.0	0.3	6.217	A
C-A	63	16			63				
A-B	115	29			115				
A-C	49	12			49				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	223	56	741	0.301	223	0.3	0.4	6.942	A
B-A	90	22	464	0.194	90	0.2	0.2	9.599	A
C-AB	205	51	738	0.277	204	0.3	0.4	6.735	A
C-A	75	19			75				
A-B	138	34			138				
A-C	59	15			59				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	721	0.379	272	0.4	0.6	8.008	A
B-A	110	28	435	0.253	110	0.2	0.3	11.036	B
C-AB	251	63	726	0.346	250	0.4	0.5	7.564	A
C-A	91	23			91				
A-B	168	42			168				
A-C	72	18			72				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	721	0.379	273	0.6	0.6	8.038	A
B-A	110	28	435	0.253	110	0.3	0.3	11.070	B
C-AB	251	63	726	0.346	251	0.5	0.5	7.582	A
C-A	91	23			91				
A-B	168	42			168				
A-C	72	18			72				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	223	56	740	0.301	224	0.6	0.4	6.979	A
B-A	90	22	464	0.194	90	0.3	0.2	9.637	A
C-AB	205	51	738	0.277	205	0.5	0.4	6.757	A
C-A	75	19			75				
A-B	138	34			138				
A-C	59	15			59				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	187	47	754	0.248	187	0.4	0.3	6.359	A
B-A	75	19	485	0.155	76	0.2	0.2	8.804	A
C-AB	171	43	748	0.229	172	0.4	0.3	6.249	A
C-A	63	16			63				
A-B	115	29			115				
A-C	49	12			49				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574
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Filename: ST Bees Road, Wilson Pit Road t-junction.j10
Path: M:\Projects\17460ITM - Edgehill Park Phase 4\Tech\Junction Assessments\Picady
Report generation date: 27/04/2022 09:49:40

»Existing Layout - 2022 Base, AM
»Existing Layout - 2022 Base, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Layout - 2022 Base									
Stream B-C	D1	0.3	6.53	0.25	A	D2	0.4	6.80	0.27	A
Stream B-A		0.0	9.32	0.04	A		0.0	10.12	0.03	B
Stream C-AB		0.3	6.36	0.21	A		0.4	7.45	0.31	A

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

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

File summary

File Description

Title	Edgehill Phase 4
Location	St Bees Rd / Wilson Pit Road
Site number	
Date	14/01/2022
Version	
Status	Existing
Identifier	
Client	Story HOmes
Jobnumber	ITM17460
Enumerator	I-TRANSPORT\matthewseabrook
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Existing Layout - 2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd / Wilson Pit Rd	T-Junction	Two-way	Two-way	Two-way		4.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.02	A

Arms

Arms

Arm	Name	Description	Arm type
A	St Bees Road (NB)		Major
B	Wilson Pit Lane		Minor
C	Wilson Pit Road (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.80	115.0	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.00	6.50	5.50	5.50	✓	3.00	95	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	494	0.090	0.227	0.143	0.325
B-C	783	0.120	0.303	-	-
C-B	752	0.291	0.291	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	124	100.000
B		ONE HOUR	✓	184	100.000
C		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	110
	B	16	0	168
	C	80	133	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.25	6.53	0.3	A	154	231
B-A	0.04	9.32	0.0	A	15	22
C-AB	0.21	6.36	0.3	A	122	183
C-A					73	110
A-B					13	19
A-C					101	151

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	32	751	0.168	126	0.0	0.2	5.747	A
B-A	12	3	433	0.028	12	0.0	0.0	8.554	A
C-AB	100	25	725	0.138	100	0.0	0.2	5.751	A
C-A	60	15			60				
A-B	11	3			11				
A-C	83	21			83				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	745	0.203	151	0.2	0.3	6.058	A
B-A	14	4	421	0.034	14	0.0	0.0	8.862	A
C-AB	120	30	720	0.166	120	0.2	0.2	5.998	A
C-A	72	18			72				
A-B	13	3			13				
A-C	99	25			99				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	46	736	0.251	185	0.3	0.3	6.522	A
B-A	18	4	404	0.044	18	0.0	0.0	9.315	A
C-AB	147	37	712	0.206	146	0.2	0.3	6.358	A
C-A	88	22			88				
A-B	15	4			15				
A-C	121	30			121				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	46	736	0.251	185	0.3	0.3	6.530	A
B-A	18	4	404	0.044	18	0.0	0.0	9.319	A
C-AB	147	37	712	0.206	147	0.3	0.3	6.363	A
C-A	88	22			88				
A-B	15	4			15				
A-C	121	30			121				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	745	0.203	151	0.3	0.3	6.067	A
B-A	14	4	420	0.034	14	0.0	0.0	8.868	A
C-AB	120	30	720	0.166	120	0.3	0.2	6.005	A
C-A	72	18			72				
A-B	13	3			13				
A-C	99	25			99				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	32	751	0.168	127	0.3	0.2	5.765	A
B-A	12	3	432	0.028	12	0.0	0.0	8.566	A
C-AB	100	25	725	0.138	100	0.2	0.2	5.765	A
C-A	60	15			60				
A-B	11	3			11				
A-C	83	21			83				

Existing Layout - 2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd / Wilson Pit Rd	T-Junction	Two-way	Two-way	Two-way		4.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	164	100.000
B		ONE HOUR	✓	192	100.000
C		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	132
	B	11	0	181
	C	117	197	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	6.80	0.4	A	166	248
B-A	0.03	10.12	0.0	B	10	15
C-AB	0.31	7.45	0.4	A	180	271
C-A					107	161
A-B					29	44
A-C					121	182

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	136	34	746	0.182	135	0.0	0.2	5.883	A
B-A	8	2	408	0.020	8	0.0	0.0	8.998	A
C-AB	148	37	716	0.207	147	0.0	0.3	6.314	A
C-A	88	22			88				
A-B	24	6			24				
A-C	100	25			100				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	162	41	739	0.220	162	0.2	0.3	6.240	A
B-A	10	2	391	0.025	10	0.0	0.0	9.442	A
C-AB	177	44	709	0.249	176	0.3	0.3	6.756	A
C-A	105	26			105				
A-B	29	7			29				
A-C	119	30			119				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	199	50	728	0.273	198	0.3	0.4	6.787	A
B-A	12	3	368	0.033	12	0.0	0.0	10.120	B
C-AB	216	54	700	0.309	216	0.3	0.4	7.440	A
C-A	129	32			129				
A-B	35	9			35				
A-C	146	36			146				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	199	50	728	0.273	199	0.4	0.4	6.796	A
B-A	12	3	368	0.033	12	0.0	0.0	10.125	B
C-AB	216	54	700	0.309	216	0.4	0.4	7.451	A
C-A	129	32			129				
A-B	35	9			35				
A-C	146	36			146				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	162	41	739	0.220	163	0.4	0.3	6.253	A
B-A	10	2	391	0.025	10	0.0	0.0	9.451	A
C-AB	177	44	709	0.249	177	0.4	0.3	6.775	A
C-A	105	26			105				
A-B	29	7			29				
A-C	119	30			119				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	136	34	746	0.182	136	0.3	0.2	5.905	A
B-A	8	2	408	0.020	8	0.0	0.0	9.013	A
C-AB	148	37	716	0.207	148	0.3	0.3	6.342	A
C-A	88	22			88				
A-B	24	6			24				
A-C	100	25			100				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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Filename: Site Access Clarendon Drive.j10
Path: W:\Projects\17460ITM - Edgehill Park Phase 4\Tech\Junction Assessments\Picady
Report generation date: 10/05/2022 15:42:34

»2022 Survey, AM
»2022 Survey, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Survey									
Stream B-AC	D1	0.1	6.18	0.12	A	D2	0.1	5.93	0.06	A
Stream C-AB		0.1	5.51	0.04	A		0.2	5.73	0.12	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Survey	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Survey	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027 Base + Committed + Permitted Phase 3	AM	ONE HOUR	07:45	09:15	15	
D4	2027 Base + Committed + Permitted Phase 3	PM	ONE HOUR	16:45	18:15	15	
D5	2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development	AM	ONE HOUR	07:45	09:15	15	
D6	2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development	PM	ONE HOUR	16:45	18:15	15	
D7	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development	AM	ONE HOUR	07:45	09:15	15	
D8	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development	PM	ONE HOUR	16:45	18:15	15	

Analysis Set Details

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

2022 Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.77	A

Arms

Arms

Arm	Name	Description	Arm type
A	Wilson Pit Road		Major
B	Clarendon Drive		Minor
C	Wilson Pit Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.05	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	582	0.100	0.253	0.159	0.361
B-C	731	0.106	0.267	-	-
C-B	632	0.231	0.231	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Survey	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	118	100.000
B		ONE HOUR	✓	73	100.000
C		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	114
	B	11	0	62
	C	124	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	6.18	0.1	A	67	100
C-AB	0.04	5.51	0.1	A	24	37
C-A					110	164
A-B					4	6
A-C					105	157

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	676	0.081	55	0.0	0.1	5.790	A
C-AB	19	5	673	0.029	19	0.0	0.0	5.505	A
C-A	91	23			91				
A-B	3	0.75			3				
A-C	86	21			86				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	16	671	0.098	66	0.1	0.1	5.949	A
C-AB	24	6	681	0.035	24	0.0	0.0	5.476	A
C-A	108	27			108				
A-B	4	0.90			4				
A-C	102	26			102				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	663	0.121	80	0.1	0.1	6.175	A
C-AB	30	8	693	0.044	30	0.0	0.1	5.433	A
C-A	131	33			131				
A-B	4	1			4				
A-C	126	31			126				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	663	0.121	80	0.1	0.1	6.177	A
C-AB	30	8	693	0.044	30	0.1	0.1	5.434	A
C-A	131	33			131				
A-B	4	1			4				
A-C	126	31			126				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	16	671	0.098	66	0.1	0.1	5.951	A
C-AB	24	6	681	0.035	24	0.1	0.0	5.475	A
C-A	108	27			108				
A-B	4	0.90			4				
A-C	102	26			102				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	676	0.081	55	0.1	0.1	5.798	A
C-AB	19	5	673	0.029	19	0.0	0.0	5.509	A
C-A	91	23			91				
A-B	3	0.75			3				
A-C	86	21			86				

2022 Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Survey	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	170	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	10	160
	B	5	0	28
	C	165	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	5.93	0.1	A	30	45
C-AB	0.12	5.73	0.2	A	66	99
C-A					137	205
A-B					9	14
A-C					147	220

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	663	0.037	25	0.0	0.0	5.640	A
C-AB	51	13	685	0.075	51	0.0	0.1	5.677	A
C-A	115	29			115				
A-B	8	2			8				
A-C	120	30			120				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	655	0.045	30	0.0	0.0	5.759	A
C-AB	64	16	696	0.092	64	0.1	0.1	5.698	A
C-A	135	34			135				
A-B	9	2			9				
A-C	144	36			144				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	643	0.056	36	0.0	0.1	5.930	A
C-AB	83	21	711	0.117	83	0.1	0.2	5.731	A
C-A	160	40			160				
A-B	11	3			11				
A-C	176	44			176				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	643	0.056	36	0.1	0.1	5.930	A
C-AB	83	21	711	0.117	83	0.2	0.2	5.735	A
C-A	160	40			160				
A-B	11	3			11				
A-C	176	44			176				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	655	0.045	30	0.1	0.0	5.763	A
C-AB	64	16	696	0.092	64	0.2	0.1	5.705	A
C-A	135	34			135				
A-B	9	2			9				
A-C	144	36			144				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	663	0.037	25	0.0	0.0	5.645	A
C-AB	52	13	685	0.075	52	0.1	0.1	5.686	A
C-A	115	29			115				
A-B	8	2			8				
A-C	120	30			120				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574
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Filename: Meadow View_Ginns_Coach Road - Linked Junction.j10
Path: M:\Projects\17460ITM - Edgehill Park Phase 4\Tech\Junction Assessments\Picady
Report generation date: 01/04/2022 16:04:17

»2022 Survey, AM
»2022 Survey, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2022 Survey									
1 - Preston Street / Coach Road - A - B5435 Preston Street	D1	0.0	0.06		A	D2	0.2	1.02		A
1 - Preston Street / Coach Road - B - Coach Road		0.7	14.72		B		1.2	23.71		C
1 - Preston Street / Coach Road - C - B5435 Internal		1.2	7.36		A		1.0	6.70		A
2 - Meadow View / Ginns to Kells Road - A - B5435 Meadow View		0.0	0.27		A		0.0	0.15		A
2 - Meadow View / Ginns to Kells Road - B - Ginns to Kells Road Internal		0.6	6.18		A		0.4	6.30		A
2 - Meadow View / Ginns to Kells Road - C - B5435 Internal		0.8	7.42		A		1.9	10.26		B
3 - Ginns to Kells Road / Monkwray Brow - A - Ginns to Kells Road		0.4	3.15		A		0.1	1.03		A
3 - Ginns to Kells Road / Monkwray Brow - B - Monkwray Brow		0.0	0.00		A		0.0	13.31		B
3 - Ginns to Kells Road / Monkwray Brow - C - Ginns to Kells Road Internal		0.1	0.83		A		0.1	0.83		A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	
Location	
Site number	
Date	24/03/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			1179297616	101	6.11

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Survey	AM	ONE HOUR	08:00	09:30	15	✓
D2	2022 Survey	PM	ONE HOUR	16:00	17:30	15	✓
D3	2027 Base + Committed + Permitted	AM	ONE HOUR	08:00	09:30	15	
D4	2027 Base + Committed + Permitted	PM	ONE HOUR	16:00	17:30	15	
D5	2027 Base + Committed + Permitted + Development	AM	ONE HOUR	08:00	09:30	15	
D6	2027 Base + Committed + Permitted + Development	PM	ONE HOUR	16:00	17:30	15	

Analysis Set Details

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

2022 Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - Preston Street / Coach Road	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	2 - Meadow View / Ginns to Kells Road	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3 - Ginns to Kells Road / Monkwray Brow	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Preston Street / Coach Road	T-Junction	Two-way	Two-way	Two-way		6.14	A
2	Meadow View / Ginns to Kells Road	T-Junction	Two-way	Two-way	Two-way		5.26	A
3	Ginns to Kells Road / Monkwray Brow	T-Junction	Two-way	Two-way	Two-way		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.93	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Preston Street / Coach Road	A	B5435 Preston Street		Major
	B	Coach Road		Minor
	C	B5435 Internal		Major
2 - Meadow View / Ginns to Kells Road	A	B5435 Meadow View		Major
	B	Ginns to Kells Road Internal		Minor
	C	B5435 Internal		Major
3 - Ginns to Kells Road / Monkwray Brow	A	Ginns to Kells Road		Major
	B	Monkwray Brow		Minor
	C	Ginns to Kells Road Internal		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)	Vehicles causing blocking (%)
1 - Preston Street / Coach Road	C - B5435 Internal	6.00			140.0	✓	0.00	100
2 - Meadow View / Ginns to Kells Road	C - B5435 Internal	6.00			200.0	✓	0.00	100
3 - Ginns to Kells Road / Monkwray Brow	C - Ginns to Kells Road Internal	8.50			200.0	✓	0.00	100

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - Preston Street / Coach Road	B - Coach Road	One lane	3.25	25	22
2 - Meadow View / Ginns to Kells Road	B - Ginns to Kells Road Internal	One lane	3.65	55	20
3 - Ginns to Kells Road / Monkwray Brow	B - Monkwray Brow	One lane	2.50	17	7

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - Preston Street / Coach Road	B-A	509	0.093	0.234	0.147	0.335
	B-C	654	0.100	0.253	-	-
	C-B	655	0.254	0.254	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - Meadow View / Ginns to Kells Road	B-A	538	0.098	0.248	0.156	0.354
	B-C	678	0.104	0.263	-	-
	C-B	690	0.267	0.267	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3 - Ginns to Kells Road / Monkwray Brow	B-A	462	0.075	0.190	0.119	0.271
	B-C	597	0.082	0.206	-	-
	C-B	690	0.238	0.238	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Lane Simulation: Arm options

Junction	Arm	Traffic considering secondary lanes (%)
1 - Preston Street / Coach Road	A - B5435 Preston Street	10.00
	B - Coach Road	10.00
	C - B5435 Internal	10.00
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	10.00
	B - Ginns to Kells Road Internal	10.00
	C - B5435 Internal	10.00
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	10.00
	B - Monkwray Brow	10.00
	C - Ginns to Kells Road Internal	10.00

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minim capac (PCU/
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C		Infinity			0
		Exit	1	1			Infinity			
	B - Coach Road	Entry	1	1	A, C		Infinity			0
		Exit	1	1			Infinity			
	C - B5435 Internal	Entry	1	1	A, B	✓	4.00			0
		Exit	1	1		✓	3.00			
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C		Infinity			0
		Exit	1	1			Infinity			
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	✓	1.00			0
		Exit	1	1		✓	3.00			
	C - B5435 Internal	Entry	1	1	A, B	✓	4.00			0
		Exit	1	1		✓	3.00			
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C		Infinity			0
		Exit	1	1			Infinity			
	B - Monkwray Brow	Entry	1	1	A, C		Infinity			0
		Exit	1	1			Infinity			
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	✓	1.00			0
		Exit	1	1		✓	3.00			

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				B5435 Preston Street	Coach Road	B5435 Internal
1 - Preston Street / Coach Road	A - B5435 Preston Street	1	1		✓	✓
	B - Coach Road	1	1	✓		✓
	C - B5435 Internal	1	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				B5435 Meadow View	Ginns to Kells Road Internal	B5435 Internal
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	1	1		✓	✓
	B - Ginns to Kells Road Internal	1	1	✓		✓
	C - B5435 Internal	1	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Ginns to Kells Road	Monkwray Brow	Ginns to Kells Road Internal
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	1	1		✓	✓
	B - Monkwray Brow	1	1	✓		✓
	C - Ginns to Kells Road Internal	1	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Survey	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Preston Street / Coach Road	C - B5435 Internal	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Meadow View / Ginns to Kells Road	B - Ginns to Kells Road Internal	3	C	Simple (vertical queueing)	Normal	0	100.00	
	C - B5435 Internal	1	C	Simple (vertical queueing)	Normal	0	100.00	
3 - Ginns to Kells Road / Monkwray Brow	C - Ginns to Kells Road Internal	2	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Preston Street / Coach Road	A - B5435 Preston Street		ONE HOUR	✓	318	100.000
	B - Coach Road		ONE HOUR	✓	151	100.000
	C - B5435 Internal	✓				
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View		ONE HOUR	✓	211	100.000
	B - Ginns to Kells Road Internal	✓				
	C - B5435 Internal	✓				
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road		ONE HOUR	✓	345	100.000
	B - Monkwray Brow		ONE HOUR	✓	3	100.000
	C - Ginns to Kells Road Internal	✓				

Origin-Destination Data

1 - Preston Street / Coach Road

Demand (PCU/hr)

		To		
		A - B5435 Preston Street	B - Coach Road	C - B5435 Internal
From	A - B5435 Preston Street	0	59	259
	B - Coach Road	53	0	98
	C - B5435 Internal	336	194	0

2 - Meadow View / Ginns to Kells Road

Demand (PCU/hr)

		To		
		A - B5435 Meadow View	B - Ginns to Kells Road Internal	C - B5435 Internal
From	A - B5435 Meadow View	0	7	204
	B - Ginns to Kells Road Internal	5	0	325
	C - B5435 Internal	149	208	0

3 - Ginns to Kells Road / Monkwray Brow

Demand (PCU/hr)

		To		
		A - Ginns to Kells Road	B - Monkwray Brow	C - Ginns to Kells Road Internal
From	A - Ginns to Kells Road	0	18	327
	B - Monkwray Brow	0	0	3
	C - Ginns to Kells Road Internal	186	29	0

Vehicle Mix

1 - Preston Street / Coach Road

Heavy Vehicle Percentages

		To		
		A - B5435 Preston Street	B - Coach Road	C - B5435 Internal
From	A - B5435 Preston Street	0	0	0
	B - Coach Road	0	0	0
	C - B5435 Internal	0	0	0

2 - Meadow View / Ginns to Kells Road

Heavy Vehicle Percentages

		To		
		A - B5435 Meadow View	B - Ginns to Kells Road Internal	C - B5435 Internal
From	A - B5435 Meadow View	0	0	0
	B - Ginns to Kells Road Internal	0	0	0
	C - B5435 Internal	0	0	0

3 - Ginns to Kells Road / Monkwray Brow

Heavy Vehicle Percentages

		To		
		A - Ginns to Kells Road	B - Monkwray Brow	C - Ginns to Kells Road Internal
From	A - Ginns to Kells Road	0	0	0
	B - Monkwray Brow	0	0	0
	C - Ginns to Kells Road Internal	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Preston Street / Coach Road	A - B5435 Preston Street	0.06	0.0	A	292	438
	B - Coach Road	14.72	0.7	B	137	206
	C - B5435 Internal	7.36	1.2	A	486	729
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	0.27	0.0	A	197	295
	B - Ginns to Kells Road Internal	6.18	0.6	A	300	450
	C - B5435 Internal	7.42	0.8	A	326	488
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	3.15	0.4	A	315	472
	B - Monkwray Brow	0.00	0.0	A	0	0
	C - Ginns to Kells Road Internal	0.83	0.1	A	196	295

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	233	58	233	244	296	0.0	0.0	0.001
	B - Coach Road	108	27	109	113	192	0.0	0.2	10.203
	C - B5435 Internal	402	101	402	400	256	0.0	0.5	4.825
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	164	41	164	162	110	0.0	0.0	0.003
	B - Ginns to Kells Road Internal	247	62	248	248	156	0.0	0.3	5.719
	C - B5435 Internal	256	64	256	268	402	0.0	0.3	5.506
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	262	65	261	265	134	0.0	0.0	0.166
	B - Monkwray Brow	0	0	0	0	36	0.0	0.0	0.000
	C - Ginns to Kells Road Internal	156	39	156	161	247	0.0	0.1	0.786

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	298	74	298	288	354	0.0	0.0	0.010
	B - Coach Road	135	34	136	137	229	0.2	0.3	11.076
	C - B5435 Internal	480	120	481	467	332	0.5	0.8	5.535
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	189	47	188	189	147	0.0	0.0	0.068
	B - Ginns to Kells Road Internal	303	76	302	290	198	0.3	0.5	5.865
	C - B5435 Internal	332	83	334	324	480	0.3	0.4	5.963
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	322	80	322	309	171	0.0	0.0	0.432
	B - Monkwray Brow	0	0	0	0	42	0.0	0.0	0.000
	C - Ginns to Kells Road Internal	198	49	197	193	303	0.1	0.1	0.795

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	347	87	347	349	437	0.0	0.0	0.057
	B - Coach Road	168	42	169	165	282	0.3	0.6	14.019
	C - B5435 Internal	583	146	588	572	385	0.8	0.8	6.886
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	236	59	236	230	175	0.0	0.0	0.184
	B - Ginns to Kells Road Internal	359	90	360	355	223	0.5	0.6	6.179
	C - B5435 Internal	385	96	384	387	583	0.4	0.7	6.592
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	379	95	379	377	195	0.0	0.4	2.405
	B - Monkwray Brow	0	0	0	0	47	0.0	0.0	0.000
	C - Ginns to Kells Road Internal	223	56	223	229	359	0.1	0.0	0.744

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	344	86	344	354	433	0.0	0.0	0.045
	B - Coach Road	162	40	162	167	281	0.6	0.7	14.715
	C - B5435 Internal	592	148	594	590	385	0.8	1.2	7.361
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	237	59	237	233	160	0.0	0.0	0.273
	B - Ginns to Kells Road Internal	367	92	368	372	240	0.6	0.5	6.109
	C - B5435 Internal	385	96	386	395	592	0.7	0.8	7.425
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	372	93	379	389	207	0.4	0.2	3.149
	B - Monkwray Brow	0	0	0	0	50	0.0	0.0	0.000
	C - Ginns to Kells Road Internal	240	60	240	242	367	0.0	0.0	0.768

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	288	72	288	288	344	0.0	0.0	0.000
	B - Coach Road	133	33	133	134	213	0.7	0.4	11.446
	C - B5435 Internal	463	116	459	480	323	1.2	0.8	5.805
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	195	49	195	192	136	0.0	0.0	0.056
	B - Ginns to Kells Road Internal	277	69	276	297	197	0.5	0.6	5.851
	C - B5435 Internal	323	81	324	323	463	0.8	0.5	6.246
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	293	73	293	313	168	0.2	0.1	0.771
	B - Monkwray Brow	0	0	0	0	44	0.0	0.0	0.000
	C - Ginns to Kells Road Internal	197	49	197	196	277	0.0	0.0	0.760

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	241	60	241	243	295	0.0	0.0	0.000
	B - Coach Road	117	29	115	115	185	0.4	0.4	9.724
	C - B5435 Internal	396	99	396	398	272	0.8	0.5	4.938
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	161	40	161	159	117	0.0	0.0	0.012
	B - Ginns to Kells Road Internal	245	61	245	247	166	0.6	0.4	5.742
	C - B5435 Internal	272	68	273	274	396	0.5	0.4	5.382
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	261	65	261	259	143	0.1	0.0	0.198
	B - Monkwray Brow	0	0	0	0	38	0.0	0.0	0.000
	C - Ginns to Kells Road Internal	166	41	166	166	245	0.0	0.0	0.825

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	233	233	244	0.0	0.0
		Exit	1	1		296	296	293	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	108	109	113	0.0	0.2
		Exit	1	1		192	192	194	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	402	402	400	0.0	0.5
		Exit	1	1		256	256	269	0.0	0.0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	164	164	162	0.0	0.0
		Exit	1	1		110	110	115	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	247	248	248	0.0	0.3
		Exit	1	1		156	156	162	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	256	256	268	0.0	0.3
		Exit	1	1		402	402	402	0.0	0.0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	262	261	265	0.0	0.0
		Exit	1	1		134	134	139	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	0	0	0	0.0	0.0
		Exit	1	1		36	36	37	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	156	156	161	0.0	0.1
		Exit	1	1		247	247	250	0.0	0.2

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	298	298	288	0.0	0.0
		Exit	1	1		354	354	345	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	135	136	137	0.2	0.3
		Exit	1	1		229	229	222	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	480	481	467	0.5	0.8
		Exit	1	1		332	332	325	0.0	0.0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	189	188	189	0.0	0.0
		Exit	1	1		147	147	142	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	303	302	290	0.3	0.5
		Exit	1	1		198	198	193	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	332	334	324	0.3	0.4
		Exit	1	1		481	480	468	0.0	0.1
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	322	322	309	0.0	0.0
		Exit	1	1		171	171	168	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	0	0	0	0.0	0.0
		Exit	1	1		42	42	42	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	198	197	193	0.1	0.1
		Exit	1	1		306	303	291	0.2	0.4

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	347	347	349	0.0	0.0
		Exit	1	1		437	437	421	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	168	169	165	0.3	0.6
		Exit	1	1		282	282	276	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	583	588	572	0.8	0.8
		Exit	1	1		385	385	388	0.0	0.0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	236	236	230	0.0	0.0
		Exit	1	1		175	175	172	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	359	360	355	0.5	0.6
		Exit	1	1		223	223	229	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	385	384	387	0.4	0.7
		Exit	1	1		582	583	572	0.1	0.1
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	379	379	377	0.0	0.4
		Exit	1	1		195	195	200	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	0	0	0	0.0	0.0
		Exit	1	1		47	47	48	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	223	223	229	0.1	0.0
		Exit	1	1		360	359	356	0.4	0.9

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	344	344	354	0.0	0.0
		Exit	1	1		433	433	432	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	162	162	167	0.6	0.7
		Exit	1	1		281	281	283	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	592	594	590	0.8	1.2
		Exit	1	1		386	385	396	0.0	0.0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	237	237	233	0.0	0.0
		Exit	1	1		160	160	166	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	367	368	372	0.6	0.5
		Exit	1	1		240	240	242	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	385	386	395	0.7	0.8
		Exit	1	1		592	592	591	0.1	0.2
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	372	379	389	0.4	0.2
		Exit	1	1		207	207	210	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	0	0	0	0.0	0.0
		Exit	1	1		50	50	50	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	240	240	242	0.0	0.0
		Exit	1	1		362	367	372	0.9	0.7

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	288	288	288	0.0	0.0
		Exit	1	1		344	344	354	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	133	133	134	0.7	0.4
		Exit	1	1		213	213	227	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	463	459	480	1.2	0.8
		Exit	1	1		323	323	322	0.0	0.0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	195	195	192	0.0	0.0
		Exit	1	1		136	136	138	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	277	276	297	0.5	0.6
		Exit	1	1		197	197	196	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	323	324	323	0.8	0.5
		Exit	1	1		463	463	479	0.2	0.0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	293	293	313	0.2	0.1
		Exit	1	1		168	168	170	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	0	0	0	0.0	0.0
		Exit	1	1		44	44	42	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	197	197	196	0.0	0.0
		Exit	1	1		278	277	297	0.7	0.5

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	241	241	243	0.0	0.0
		Exit	1	1		295	295	289	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	117	115	115	0.4	0.4
		Exit	1	1		185	185	193	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	396	396	398	0.8	0.5
		Exit	1	1		272	272	274	0.0	0.0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	161	161	159	0.0	0.0
		Exit	1	1		117	117	118	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	245	245	247	0.6	0.4
		Exit	1	1		166	166	166	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	272	273	274	0.5	0.4
		Exit	1	1		395	396	397	0.0	0.0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	261	261	259	0.1	0.0
		Exit	1	1		143	143	142	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	0	0	0	0.0	0.0
		Exit	1	1		38	38	38	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	166	166	166	0.0	0.0
		Exit	1	1		245	245	246	0.5	0.2

Lane movements: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	46	12	-	-	-	46
					C	187	47	-	-	-	18
	B - Coach Road	Entry	1	1	A	39	10	509	371	0.106	40
					B	0	0	0	0	0.000	0
					C	69	17	654	602	0.115	69
	C - B5435 Internal	Entry	1	1	A	256	64	-	-	-	25
					B	146	37	655	596	0.245	14
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	5	1	-	-	-	5
					C	159	40	-	-	-	15
	B - Ginns to Kells Road Internal	Entry	1	1	A	4	1	352	276	0.015	4
					B	0	0	0	0	0.000	0
					C	243	61	678	636	0.382	24
	C - B5435 Internal	Entry	1	1	A	106	26	-	-	-	10
					B	150	38	690	646	0.233	15
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	14	4	-	-	-	14
					C	247	62	-	-	-	24
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	0	0	0	0	0.000	0
	C - Ginns to Kells Road Internal	Entry	1	1	A	134	34	-	-	-	13
					B	22	5	690	626	0.035	22
					C	0	0	0	0	0.000	0

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	57	14	-	-	-	57
					C	241	60	-	-	-	24
	B - Coach Road	Entry	1	1	A	45	11	509	344	0.130	45
					B	0	0	0	0	0.000	0
					C	90	22	654	588	0.153	91
	C - B5435 Internal	Entry	1	1	A	308	77	-	-	-	30
					B	172	43	655	580	0.296	17
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	5	1	-	-	-	5
					C	184	46	-	-	-	18
	B - Ginns to Kells Road Internal	Entry	1	1	A	5	1	346	259	0.019	5
					B	0	0	0	0	0.000	0
					C	299	75	678	629	0.475	29
	C - B5435 Internal	Entry	1	1	A	141	35	-	-	-	14
					B	191	48	690	639	0.300	19
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	16	4	-	-	-	16
					C	306	76	-	-	-	30
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	0	0	0	0	0.000	0
	C - Ginns to Kells Road Internal	Entry	1	1	A	171	43	-	-	-	17
					B	26	7	690	614	0.043	26
					C	0	0	0	0	0.000	0

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	70	18	-	-	-	70
					C	277	69	-	-	-	27
	B - Coach Road	Entry	1	1	A	59	15	509	308	0.193	60
					B	0	0	0	0	0.000	0
					C	109	27	654	577	0.188	10
	C - B5435 Internal	Entry	1	1	A	374	93	-	-	-	37
					B	209	52	655	568	0.368	21
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	8	2	-	-	-	8
					C	228	57	-	-	-	22
	B - Ginns to Kells Road Internal	Entry	1	1	A	5	1	416	287	0.019	5
					B	0	0	0	0	0.000	0
					C	354	88	678	617	0.573	35
	C - B5435 Internal	Entry	1	1	A	170	42	-	-	-	17
					B	215	54	690	627	0.343	21
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	20	5	-	-	-	19
					C	359	90	-	-	-	36
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	0	0	0	0	0.000	0
	C - Ginns to Kells Road Internal	Entry	1	1	A	195	49	-	-	-	19
					B	28	7	690	597	0.047	28
					C	0	0	0	0	0.000	0

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	63	16	-	-	-	63
					C	281	70	-	-	-	28
	B - Coach Road	Entry	1	1	A	58	14	509	307	0.188	57
					B	0	0	0	0	0.000	0
					C	104	26	654	576	0.181	10
	C - B5435 Internal	Entry	1	1	A	373	93	-	-	-	37
					B	219	55	655	568	0.386	21
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	8	2	-	-	-	8
					C	228	57	-	-	-	22
	B - Ginns to Kells Road Internal	Entry	1	1	A	5	1	426	293	0.016	5
					B	0	0	0	0	0.000	0
					C	362	91	678	617	0.587	36
	C - B5435 Internal	Entry	1	1	A	155	39	-	-	-	15
					B	231	58	690	626	0.369	23
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	16	4	-	-	-	17
					C	355	89	-	-	-	36
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	0	0	0	0	0.000	0
	C - Ginns to Kells Road Internal	Entry	1	1	A	207	52	-	-	-	20
					B	32	8	690	596	0.054	33
					C	0	0	0	0	0.000	0

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	52	13	-	-	-	52
					C	237	59	-	-	-	23
	B - Coach Road	Entry	1	1	A	47	12	509	346	0.135	47
					B	0	0	0	0	0.000	0
					C	86	22	654	588	0.146	87
	C - B5435 Internal	Entry	1	1	A	298	74	-	-	-	29
					B	165	41	655	581	0.284	16
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	5	1	-	-	-	5
					C	190	48	-	-	-	19
	B - Ginns to Kells Road Internal	Entry	1	1	A	3	0.86	373	275	0.013	3
					B	0	0	0	0	0.000	0
					C	274	68	678	627	0.436	27
	C - B5435 Internal	Entry	1	1	A	133	33	-	-	-	13
					B	190	47	690	638	0.298	19
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	16	4	-	-	-	16
					C	278	69	-	-	-	27
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	0	0	0	0	0.000	0
	C - Ginns to Kells Road Internal	Entry	1	1	A	168	42	-	-	-	16
					B	29	7	690	619	0.046	29
					C	0	0	0	0	0.000	0

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	43	11	-	-	-	43
					C	197	49	-	-	-	19
	B - Coach Road	Entry	1	1	A	42	10	509	373	0.111	40
					B	0	0	0	0	0.000	0
					C	75	19	654	598	0.126	75
	C - B5435 Internal	Entry	1	1	A	254	63	-	-	-	25
					B	142	35	655	594	0.239	14
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	6	2	-	-	-	6
					C	154	39	-	-	-	15
	B - Ginns to Kells Road Internal	Entry	1	1	A	4	0.89	309	242	0.015	4
					B	0	0	0	0	0.000	0
					C	241	60	678	637	0.379	24
	C - B5435 Internal	Entry	1	1	A	113	28	-	-	-	11
					B	159	40	690	647	0.246	16
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	16	4	-	-	-	16
					C	245	61	-	-	-	24
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	0	0	0	0	0.000	0
	C - Ginns to Kells Road Internal	Entry	1	1	A	143	36	-	-	-	14
					B	23	6	690	627	0.036	22
					C	0	0	0	0	0.000	0

2022 Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - Preston Street / Coach Road	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	2 - Meadow View / Ginns to Kells Road	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3 - Ginns to Kells Road / Monkwray Brow	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Preston Street / Coach Road	T-Junction	Two-way	Two-way	Two-way		5.78	A
2	Meadow View / Ginns to Kells Road	T-Junction	Two-way	Two-way	Two-way		7.13	A
3	Ginns to Kells Road / Monkwray Brow	T-Junction	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Survey	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Preston Street / Coach Road	C - B5435 Internal	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Meadow View / Ginns to Kells Road	B - Ginns to Kells Road Internal	3	C	Simple (vertical queueing)	Normal	0	100.00	
	C - B5435 Internal	1	C	Simple (vertical queueing)	Normal	0	100.00	
3 - Ginns to Kells Road / Monkwray Brow	C - Ginns to Kells Road Internal	2	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Preston Street / Coach Road	A - B5435 Preston Street		ONE HOUR	✓	619	100.000
	B - Coach Road		ONE HOUR	✓	144	100.000
	C - B5435 Internal	✓				
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View		ONE HOUR	✓	234	100.000
	B - Ginns to Kells Road Internal	✓				
	C - B5435 Internal	✓				
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road		ONE HOUR	✓	252	100.000
	B - Monkwray Brow		ONE HOUR	✓	5	100.000
	C - Ginns to Kells Road Internal	✓				

Origin-Destination Data

1 - Preston Street / Coach Road

Demand (PCU/hr)

		To		
		A - B5435 Preston Street	B - Coach Road	C - B5435 Internal
From	A - B5435 Preston Street	0	133	486
	B - Coach Road	45	0	99
	C - B5435 Internal	321	143	0

2 - Meadow View / Ginns to Kells Road

Demand (PCU/hr)

		To		
		A - B5435 Meadow View	B - Ginns to Kells Road Internal	C - B5435 Internal
From	A - B5435 Meadow View	0	7	227
	B - Ginns to Kells Road Internal	10	0	241
	C - B5435 Internal	278	305	0

3 - Ginns to Kells Road / Monkwray Brow

Demand (PCU/hr)

		To		
		A - Ginns to Kells Road	B - Monkwray Brow	C - Ginns to Kells Road Internal
From	A - Ginns to Kells Road	0	6	246
	B - Monkwray Brow	0	0	5
	C - Ginns to Kells Road Internal	266	45	0

Vehicle Mix

1 - Preston Street / Coach Road

Heavy Vehicle Percentages

		To		
		A - B5435 Preston Street	B - Coach Road	C - B5435 Internal
From	A - B5435 Preston Street	0	0	0
	B - Coach Road	0	0	0
	C - B5435 Internal	0	0	0

2 - Meadow View / Ginns to Kells Road

Heavy Vehicle Percentages

		To		
		A - B5435 Meadow View	B - Ginns to Kells Road Internal	C - B5435 Internal
From	A - B5435 Meadow View	0	0	0
	B - Ginns to Kells Road Internal	0	0	0
	C - B5435 Internal	0	0	0

3 - Ginns to Kells Road / Monkwray Brow

Heavy Vehicle Percentages

		To		
		A - Ginns to Kells Road	B - Monkwray Brow	C - Ginns to Kells Road Internal
From	A - Ginns to Kells Road	0	0	0
	B - Monkwray Brow	0	0	0
	C - Ginns to Kells Road Internal	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Preston Street / Coach Road	A - B5435 Preston Street	1.02	0.2	A	574	861
	B - Coach Road	23.71	1.2	C	130	196
	C - B5435 Internal	6.70	1.0	A	425	638
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	0.15	0.0	A	214	321
	B - Ginns to Kells Road Internal	6.30	0.4	A	227	340
	C - B5435 Internal	10.26	1.9	B	539	809
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	1.03	0.1	A	227	340
	B - Monkwray Brow	13.31	0.0	B	5	7
	C - Ginns to Kells Road Internal	0.83	0.1	A	289	433

Main Results for each time segment

16:00 - 16:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	480	120	480	476	272	0.0	0.0	0.111
	B - Coach Road	104	26	104	106	203	0.0	0.4	10.713
	C - B5435 Internal	345	86	342	352	452	0.0	0.5	4.270
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	170	43	170	176	215	0.0	0.0	0.012
	B - Ginns to Kells Road Internal	187	47	187	191	246	0.0	0.3	5.972
	C - B5435 Internal	452	113	449	446	345	0.0	1.0	6.888
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	186	47	186	191	215	0.0	0.0	0.058
	B - Monkwray Brow	4	1	4	6	35	0.0	0.0	6.103
	C - Ginns to Kells Road Internal	246	62	246	237	187	0.0	0.0	0.720

16:15 - 16:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	569	142	568	556	324	0.0	0.1	0.301
	B - Coach Road	119	30	117	125	245	0.4	0.5	13.008
	C - B5435 Internal	418	104	415	419	530	0.5	0.7	4.882
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	215	54	215	213	263	0.0	0.0	0.042
	B - Ginns to Kells Road Internal	219	55	220	223	284	0.3	0.4	6.102
	C - B5435 Internal	530	132	529	519	418	1.0	1.2	7.899
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	220	55	221	225	245	0.0	0.0	0.219
	B - Monkwray Brow	4	0.98	4	4	45	0.0	0.0	8.979
	C - Ginns to Kells Road Internal	284	71	284	274	219	0.0	0.1	0.812

16:30 - 16:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	673	168	671	674	398	0.1	0.2	0.949
	B - Coach Road	159	40	154	159	297	0.5	1.2	23.272
	C - B5435 Internal	502	126	503	506	634	0.7	0.8	6.334
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	254	63	254	255	319	0.0	0.0	0.132
	B - Ginns to Kells Road Internal	269	67	269	271	334	0.4	0.4	6.300
	C - B5435 Internal	634	158	634	633	502	1.2	1.8	9.902
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	266	67	267	274	287	0.0	0.0	0.670
	B - Monkwray Brow	5	1	5	4	53	0.0	0.0	7.769
	C - Ginns to Kells Road Internal	334	84	334	338	269	0.1	0.1	0.827

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	702	176	703	699	403	0.2	0.1	1.017
	B - Coach Road	161	40	156	161	313	1.2	1.1	23.706
	C - B5435 Internal	515	129	516	513	661	0.8	1.0	6.703
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	259	65	259	259	325	0.0	0.0	0.146
	B - Ginns to Kells Road Internal	272	68	273	272	354	0.4	0.4	6.280
	C - B5435 Internal	661	165	662	659	515	1.8	1.9	10.255
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	271	68	272	273	303	0.0	0.1	1.032
	B - Monkwray Brow	6	1	6	5	58	0.0	0.0	13.310
	C - Ginns to Kells Road Internal	354	89	354	351	272	0.1	0.0	0.813

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	556	139	555	560	339	0.1	0.1	0.292
	B - Coach Road	132	33	133	134	250	1.1	0.4	13.885
	C - B5435 Internal	426	107	426	422	526	1.0	0.7	5.480
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	211	53	211	211	263	0.0	0.0	0.053
	B - Ginns to Kells Road Internal	230	58	231	226	279	0.4	0.3	6.151
	C - B5435 Internal	526	131	526	533	426	1.9	0.8	7.876
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	231	58	231	226	238	0.1	0.0	0.276
	B - Monkwray Brow	5	1	5	5	46	0.0	0.0	8.333
	C - Ginns to Kells Road Internal	279	70	279	284	230	0.0	0.1	0.792

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Preston Street / Coach Road	A - B5435 Preston Street	464	116	464	462	269	0.1	0.0	0.050
	B - Coach Road	108	27	108	109	211	0.4	0.3	10.396
	C - B5435 Internal	345	86	344	345	434	0.7	0.5	4.328
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	173	43	173	173	209	0.0	0.0	0.023
	B - Ginns to Kells Road Internal	185	46	183	184	234	0.3	0.3	5.822
	C - B5435 Internal	434	109	432	436	345	0.8	0.9	6.297
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	187	47	187	184	202	0.0	0.0	0.203
	B - Monkwray Brow	3	0.77	3	4	37	0.0	0.0	10.769
	C - Ginns to Kells Road Internal	234	58	234	236	185	0.1	0.0	0.753

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	480	480	476	0.0	0.0
		Exit	1	1		272	272	279	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	104	104	106	0.0	0.4
		Exit	1	1		203	203	205	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	345	342	352	0.0	0.5
		Exit	1	1		451	452	450	0.0	0.1
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	170	170	176	0.0	0.0
		Exit	1	1		215	215	222	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	187	187	191	0.0	0.3
		Exit	1	1		246	246	237	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	452	449	446	0.0	1.0
		Exit	1	1		345	345	353	0.0	0.0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	186	186	191	0.0	0.0
		Exit	1	1		215	215	205	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	4	4	6	0.0	0.0
		Exit	1	1		35	35	36	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	246	246	237	0.0	0.0
		Exit	1	1		187	187	192	0.0	0.1

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	569	568	556	0.0	0.1
		Exit	1	1		324	324	330	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	119	117	125	0.4	0.5
		Exit	1	1		245	245	248	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	418	415	419	0.5	0.7
		Exit	1	1		531	530	520	0.1	0.3
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	215	215	213	0.0	0.0
		Exit	1	1		263	263	260	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	219	220	223	0.3	0.4
		Exit	1	1		284	284	275	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	530	529	519	1.0	1.2
		Exit	1	1		417	418	420	0.0	0.0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	220	221	225	0.0	0.0
		Exit	1	1		245	245	235	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	4	4	4	0.0	0.0
		Exit	1	1		45	45	45	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	284	284	274	0.0	0.1
		Exit	1	1		219	219	223	0.1	0.2

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	673	671	674	0.1	0.2
		Exit	1	1		398	398	399	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	159	154	159	0.5	1.2
		Exit	1	1		297	297	304	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	502	503	506	0.7	0.8
		Exit	1	1		634	634	635	0.3	0.5
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	254	254	255	0.0	0.0
		Exit	1	1		319	319	314	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	269	269	271	0.4	0.4
		Exit	1	1		334	334	338	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	634	634	633	1.2	1.8
		Exit	1	1		504	502	506	0.0	0.1
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	266	267	274	0.0	0.0
		Exit	1	1		287	287	289	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	5	5	4	0.0	0.0
		Exit	1	1		53	53	55	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	334	334	338	0.1	0.1
		Exit	1	1		266	269	272	0.2	0.2

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	702	703	699	0.2	0.1
		Exit	1	1		403	403	405	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	161	156	161	1.2	1.1
		Exit	1	1		313	313	308	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	515	516	513	0.8	1.0
		Exit	1	1		659	661	660	0.5	0.4
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	259	259	259	0.0	0.0
		Exit	1	1		325	325	326	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	272	273	272	0.4	0.4
		Exit	1	1		354	354	350	0.0	0.1
	C - B5435 Internal	Entry	1	1	A, B	661	662	659	1.8	1.9
		Exit	1	1		514	515	514	0.1	0.1
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	271	272	273	0.0	0.1
		Exit	1	1		303	303	301	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	6	6	5	0.0	0.0
		Exit	1	1		58	58	56	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	354	354	351	0.1	0.0
		Exit	1	1		271	272	272	0.2	0.3

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	556	555	560	0.1	0.1
		Exit	1	1		339	339	334	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	132	133	134	1.1	0.4
		Exit	1	1		250	250	255	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	426	426	422	1.0	0.7
		Exit	1	1		526	526	529	0.4	0.1
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	211	211	211	0.0	0.0
		Exit	1	1		263	263	264	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	230	231	226	0.4	0.3
		Exit	1	1		279	279	285	0.1	0.0
	C - B5435 Internal	Entry	1	1	A, B	526	526	533	1.9	0.8
		Exit	1	1		426	426	421	0.1	0.0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	231	231	226	0.1	0.0
		Exit	1	1		238	238	244	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	5	5	5	0.0	0.0
		Exit	1	1		46	46	46	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	279	279	284	0.0	0.1
		Exit	1	1		231	230	226	0.3	0.2

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queu (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	B, C	464	464	462	0.1	0.0
		Exit	1	1		269	269	271	0.0	0.0
	B - Coach Road	Entry	1	1	A, C	108	108	109	0.4	0.3
		Exit	1	1		211	211	208	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	345	344	345	0.7	0.5
		Exit	1	1		436	434	437	0.1	0.1
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	B, C	173	173	173	0.0	0.0
		Exit	1	1		209	209	213	0.0	0.0
	B - Ginns to Kells Road Internal	Entry	1	1	A, C	185	183	184	0.3	0.3
		Exit	1	1		234	234	236	0.0	0.0
	C - B5435 Internal	Entry	1	1	A, B	434	432	436	0.8	0.9
		Exit	1	1		345	345	344	0.0	0.0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	B, C	187	187	184	0.0	0.0
		Exit	1	1		202	202	203	0.0	0.0
	B - Monkwray Brow	Entry	1	1	A, C	3	3	4	0.0	0.0
		Exit	1	1		37	37	38	0.0	0.0
	C - Ginns to Kells Road Internal	Entry	1	1	A, B	234	234	236	0.1	0.0
		Exit	1	1		185	185	184	0.2	0.1

Lane movements: Main Results for each time segment

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	99	25	-	-	-	99
					C	381	95	-	-	-	38
	B - Coach Road	Entry	1	1	A	35	9	509	338	0.102	34
					B	0	0	0	0	0.000	0
					C	70	17	654	549	0.127	70
	C - B5435 Internal	Entry	1	1	A	240	60	-	-	-	23
					B	106	26	655	533	0.198	10
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	5	1	-	-	-	5
					C	166	41	-	-	-	16
	B - Ginns to Kells Road Internal	Entry	1	1	A	7	2	469	328	0.022	7
					B	0	0	0	0	0.000	0
					C	180	45	678	634	0.283	18
	C - B5435 Internal	Entry	1	1	A	208	52	-	-	-	20
					B	244	61	690	644	0.378	24
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	4	0.95	-	-	-	4
					C	182	46	-	-	-	18
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	4	1	532	493	0.009	4
	C - Ginns to Kells Road Internal	Entry	1	1	A	215	54	-	-	-	21
					B	31	8	690	645	0.048	31
					C	0	0	0	0	0.000	0

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	120	30	-	-	-	11
					C	450	112	-	-	-	44
	B - Coach Road	Entry	1	1	A	35	9	509	306	0.116	35
					B	0	0	0	0	0.000	0
					C	83	21	654	529	0.157	82
	C - B5435 Internal	Entry	1	1	A	290	72	-	-	-	28
					B	128	32	655	510	0.250	12
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	8	2	-	-	-	8
					C	207	52	-	-	-	20
	B - Ginns to Kells Road Internal	Entry	1	1	A	9	2	474	311	0.030	9
					B	0	0	0	0	0.000	0
					C	210	53	678	623	0.337	21
	C - B5435 Internal	Entry	1	1	A	255	64	-	-	-	25
					B	275	69	690	632	0.435	27
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	6	2	-	-	-	6
					C	214	54	-	-	-	21
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	4	0.98	349	322	0.012	4
	C - Ginns to Kells Road Internal	Entry	1	1	A	245	61	-	-	-	24
					B	39	10	690	637	0.061	39
					C	0	0	0	0	0.000	0

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	140	35	-	-	-	14
					C	532	133	-	-	-	53
	B - Coach Road	Entry	1	1	A	52	13	509	267	0.194	51
					B	0	0	0	0	0.000	0
					C	107	27	654	505	0.213	10
	C - B5435 Internal	Entry	1	1	A	347	87	-	-	-	34
					B	155	39	655	484	0.320	15
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	8	2	-	-	-	8
					C	246	62	-	-	-	24
	B - Ginns to Kells Road Internal	Entry	1	1	A	11	3	501	287	0.038	11
					B	0	0	0	0	0.000	0
					C	257	64	678	613	0.420	25
	C - B5435 Internal	Entry	1	1	A	309	77	-	-	-	30
					B	324	81	690	622	0.521	32
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	6	1	-	-	-	6
					C	260	65	-	-	-	26
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	5	1	355	323	0.016	5
	C - Ginns to Kells Road Internal	Entry	1	1	A	287	72	-	-	-	28
					B	47	12	690	626	0.076	47
					C	0	0	0	0	0.000	0

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	155	39	-	-	-	15
					C	547	137	-	-	-	54
	B - Coach Road	Entry	1	1	A	47	12	509	259	0.183	46
					B	0	0	0	0	0.000	0
					C	113	28	654	499	0.227	11
	C - B5435 Internal	Entry	1	1	A	356	89	-	-	-	35
					B	158	40	655	475	0.334	15
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	8	2	-	-	-	8
					C	252	63	-	-	-	25
	B - Ginns to Kells Road Internal	Entry	1	1	A	10	2	506	283	0.034	10
					B	0	0	0	0	0.000	0
					C	262	65	678	611	0.428	26
	C - B5435 Internal	Entry	1	1	A	315	79	-	-	-	31
					B	346	87	690	621	0.558	34
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	7	2	-	-	-	7
					C	264	66	-	-	-	26
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	6	1	437	396	0.014	6
	C - Ginns to Kells Road Internal	Entry	1	1	A	303	76	-	-	-	30
					B	51	13	690	624	0.082	51
					C	0	0	0	0	0.000	0

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	123	31	-	-	-	12
					C	433	108	-	-	-	43
	B - Coach Road	Entry	1	1	A	40	10	509	308	0.128	40
					B	0	0	0	0	0.000	0
					C	92	23	654	532	0.174	93
	C - B5435 Internal	Entry	1	1	A	299	75	-	-	-	29
					B	128	32	655	514	0.248	12
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	7	2	-	-	-	7
					C	204	51	-	-	-	20
	B - Ginns to Kells Road Internal	Entry	1	1	A	9	2	485	310	0.030	9
					B	0	0	0	0	0.000	0
					C	221	55	678	624	0.355	22
	C - B5435 Internal	Entry	1	1	A	254	63	-	-	-	25
					B	272	68	690	633	0.430	27
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	5	1	-	-	-	5
					C	226	56	-	-	-	22
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	5	1	431	398	0.013	5
	C - Ginns to Kells Road Internal	Entry	1	1	A	238	60	-	-	-	23
					B	41	10	690	635	0.064	41
					C	0	0	0	0	0.000	0

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throug (PCU
1 - Preston Street / Coach Road	A - B5435 Preston Street	Entry	1	1	A	0	0	0	0	0.000	0
					B	102	25	-	-	-	10
					C	363	91	-	-	-	36
	B - Coach Road	Entry	1	1	A	34	9	509	347	0.099	34
					B	0	0	0	0	0.000	0
					C	73	18	654	552	0.133	73
	C - B5435 Internal	Entry	1	1	A	235	59	-	-	-	23
					B	110	27	655	538	0.204	11
					C	0	0	0	0	0.000	0
2 - Meadow View / Ginns to Kells Road	A - B5435 Meadow View	Entry	1	1	A	0	0	0	0	0.000	0
					B	5	1	-	-	-	5
					C	168	42	-	-	-	16
	B - Ginns to Kells Road Internal	Entry	1	1	A	6	2	432	303	0.020	6
					B	0	0	0	0	0.000	0
					C	178	45	678	634	0.281	17
	C - B5435 Internal	Entry	1	1	A	204	51	-	-	-	20
					B	230	58	690	644	0.358	22
					C	0	0	0	0	0.000	0
3 - Ginns to Kells Road / Monkwray Brow	A - Ginns to Kells Road	Entry	1	1	A	0	0	0	0	0.000	0
					B	5	1	-	-	-	5
					C	181	45	-	-	-	18
	B - Monkwray Brow	Entry	1	1	A	0	0	0	0	0.000	0
					B	0	0	0	0	0.000	0
					C	3	0.77	372	348	0.009	3
	C - Ginns to Kells Road Internal	Entry	1	1	A	202	50	-	-	-	20
					B	32	8	690	646	0.050	32
					C	0	0	0	0	0.000	0

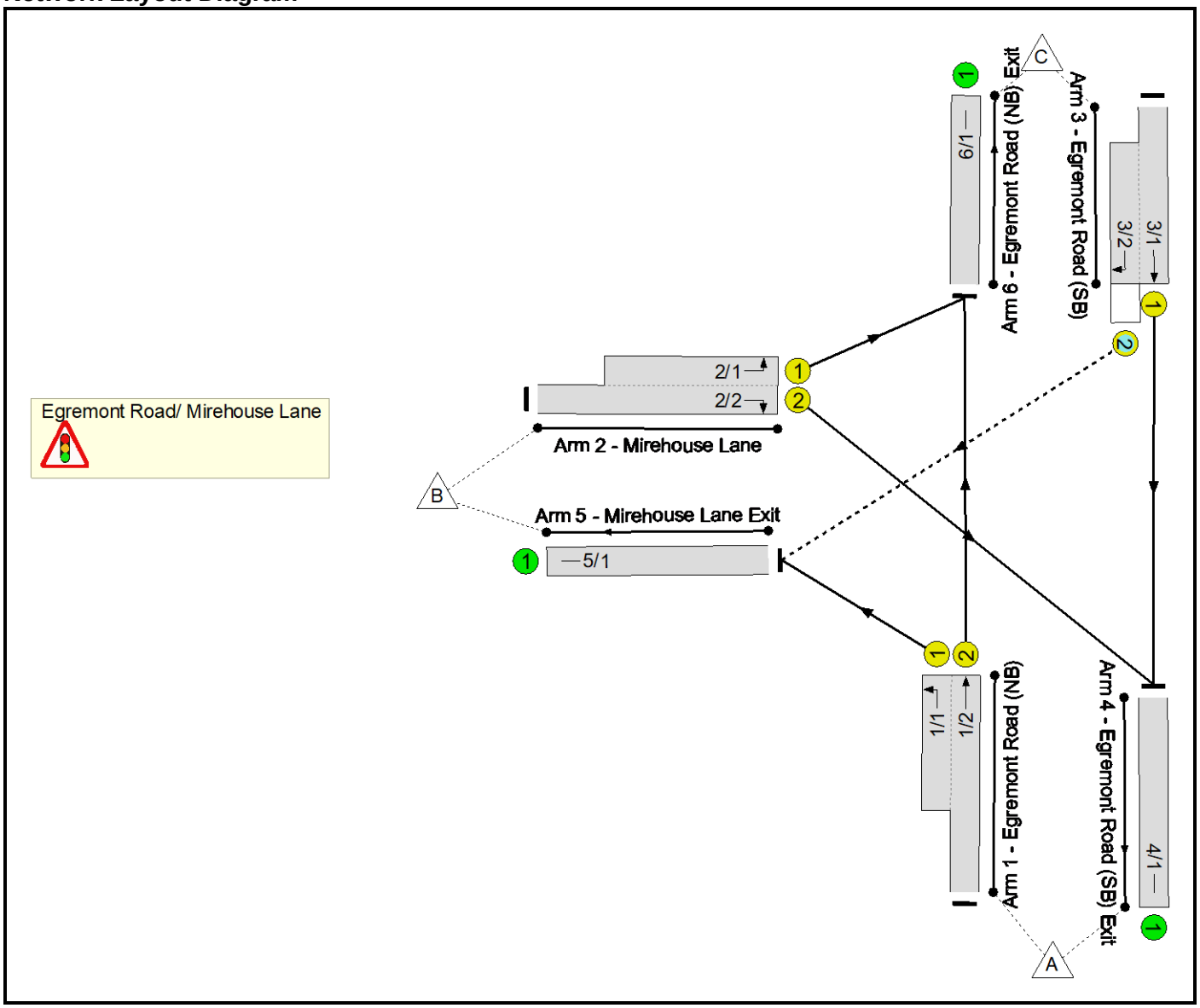
APPENDIX 5.D Existing Capacity Assessments – Strategic Road Network

Full Input Data And Results

User and Project Details

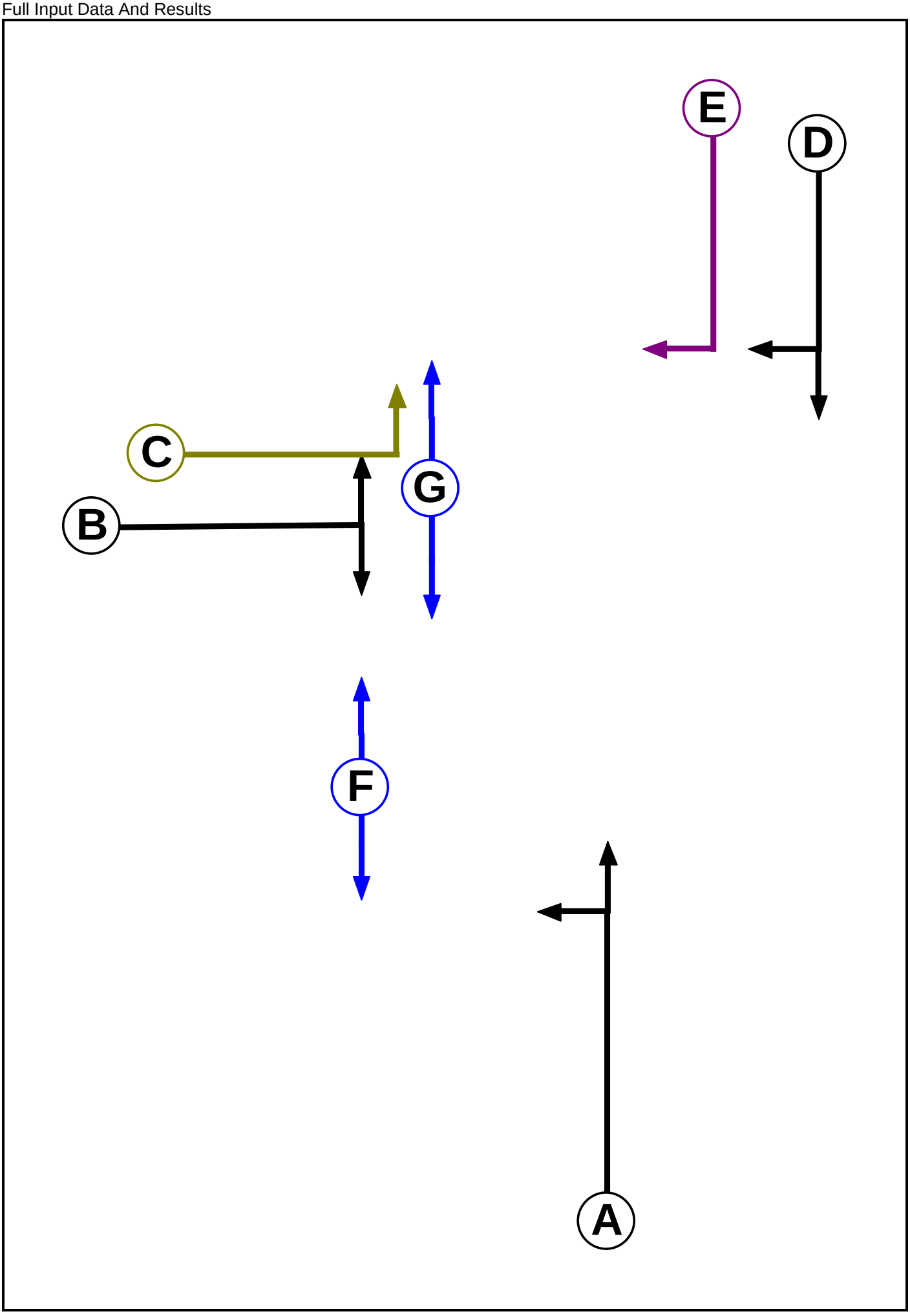
Project:	**ITM17460 Edgehill Park**
Title:	**A595 / Mirehouse Lane**
Location:	
Client:	Story Homes
Date Started:	14/01/22
Model Purpose:	Existing Layout
Additional detail:	
File name:	Egremont Road, Mirehouse Lane Observed.lsg3x
Author:	MS
Company:	i-Transport
Address:	Manchester

Network Layout Diagram



Full Input Data And Results

Phase Diagram


E
D
C
G
B
F
A

Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Filter	B	4	0
D	Traffic		7	7
E	Ind. Arrow	D	4	4
F	Pedestrian		5	5
G	Pedestrian		6	6

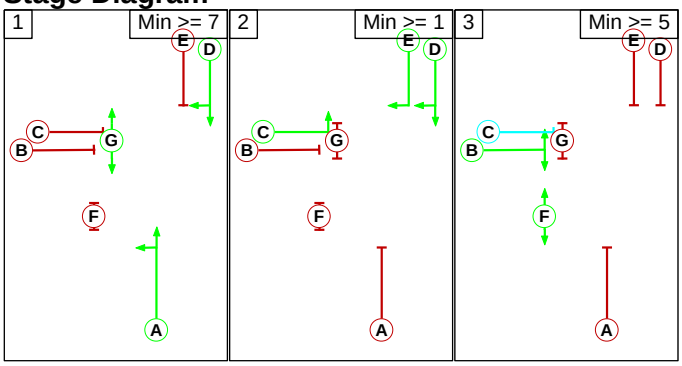
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		6	6	-	5	7	-
	B	5		-	6	6	-	5
	C	5	-		-	-	-	5
	D	-	5	-		-	8	-
	E	5	5	-	-		8	-
	F	7	-	-	7	7		-
	G	-	8	8	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		8	8
	2	X		8
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Egremont Road/ Mirehouse Lane											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/2 (Egremont Road (SB))	5/1 (Right)	1439	0	1/2	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Egremont Road/ Mirehouse Lane												
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 (Egremont Road (NB))	U	A	2	3	7.0	Geom	-	3.20	0.00	Y	Arm 5 Left	10.00
1/2 (Egremont Road (NB))	U	A	2	3	60.0	Geom	-	3.20	0.00	N	Arm 6 Ahead	Inf
2/1 (Mirehouse Lane)	U	B C	2	3	9.0	Geom	-	3.00	0.00	Y	Arm 6 Left	10.00
2/2 (Mirehouse Lane)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 4 Right	10.00
3/1 (Egremont Road (SB))	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
3/2 (Egremont Road (SB))	O	D E	2	3	11.5	Geom	-	3.25	0.00	N	Arm 5 Right	10.00
4/1 (Egremont Road (SB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Mirehouse Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Egremont Road (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Observed AM'	07:45	08:45	01:00	
2: '2022 Observed PM'	16:45	17:45	01:00	

Scenario 1: '2022 Observed AM' (FG1: '2022 Observed AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	102	637	739
	B	117	0	230	347
	C	669	161	0	830
	Tot.	786	263	867	1916

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2022 Observed AM
Junction: Egremont Road/ Mirehouse Lane	
1/1 (short)	102
1/2 (with short)	739(In) 637(Out)
2/1 (short)	230
2/2 (with short)	347(In) 117(Out)
3/1 (with short)	830(In) 669(Out)
3/2 (short)	161
4/1	786
5/1	263
6/1	867

Lane Saturation Flows

Junction: Egremont Road/ Mirehouse Lane								
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 (Egremont Road (NB))	3.20	0.00	Y	Arm 5 Left	10.00	100.0 %	1683	1683
1/2 (Egremont Road (NB))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
2/1 (Mirehouse Lane)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Mirehouse Lane)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
3/1 (Egremont Road (SB))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Egremont Road (SB))	3.25	0.00	N	Arm 5 Right	10.00	100.0 %	1809	1809
4/1 (Egremont Road (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Mirehouse Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Egremont Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2022 Observed PM' (FG2: '2022 Observed PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	170	799	969
	B	184	0	191	375
	C	643	192	0	835
	Tot.	827	362	990	2179

Traffic Lane Flows

Lane	Scenario 2: 2022 Observed PM
Junction: Egremont Road/ Mirehouse Lane	
1/1 (short)	170
1/2 (with short)	969(In) 799(Out)
2/1 (short)	191
2/2 (with short)	375(In) 184(Out)
3/1 (with short)	835(In) 643(Out)
3/2 (short)	192
4/1	827
5/1	362
6/1	990

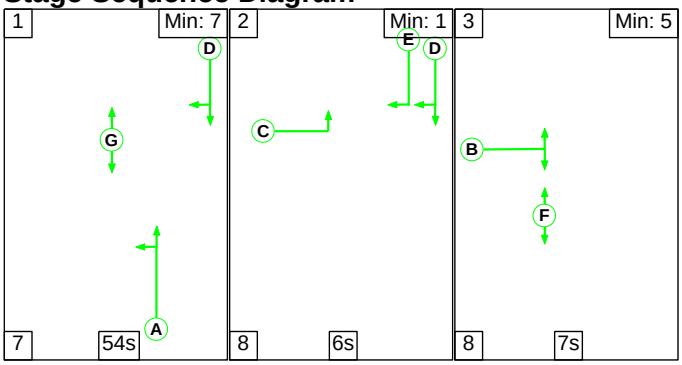
Full Input Data And Results

Lane Saturation Flows

Junction: Egremont Road/ Mirehouse Lane								
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 (Egremont Road (NB))	3.20	0.00	Y	Arm 5 Left	10.00	100.0 %	1683	1683
1/2 (Egremont Road (NB))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
2/1 (Mirehouse Lane)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Mirehouse Lane)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
3/1 (Egremont Road (SB))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Egremont Road (SB))	3.25	0.00	N	Arm 5 Right	10.00	100.0 %	1809	1809
4/1 (Egremont Road (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Mirehouse Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Egremont Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 Observed AM' (FG1: '2022 Observed AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

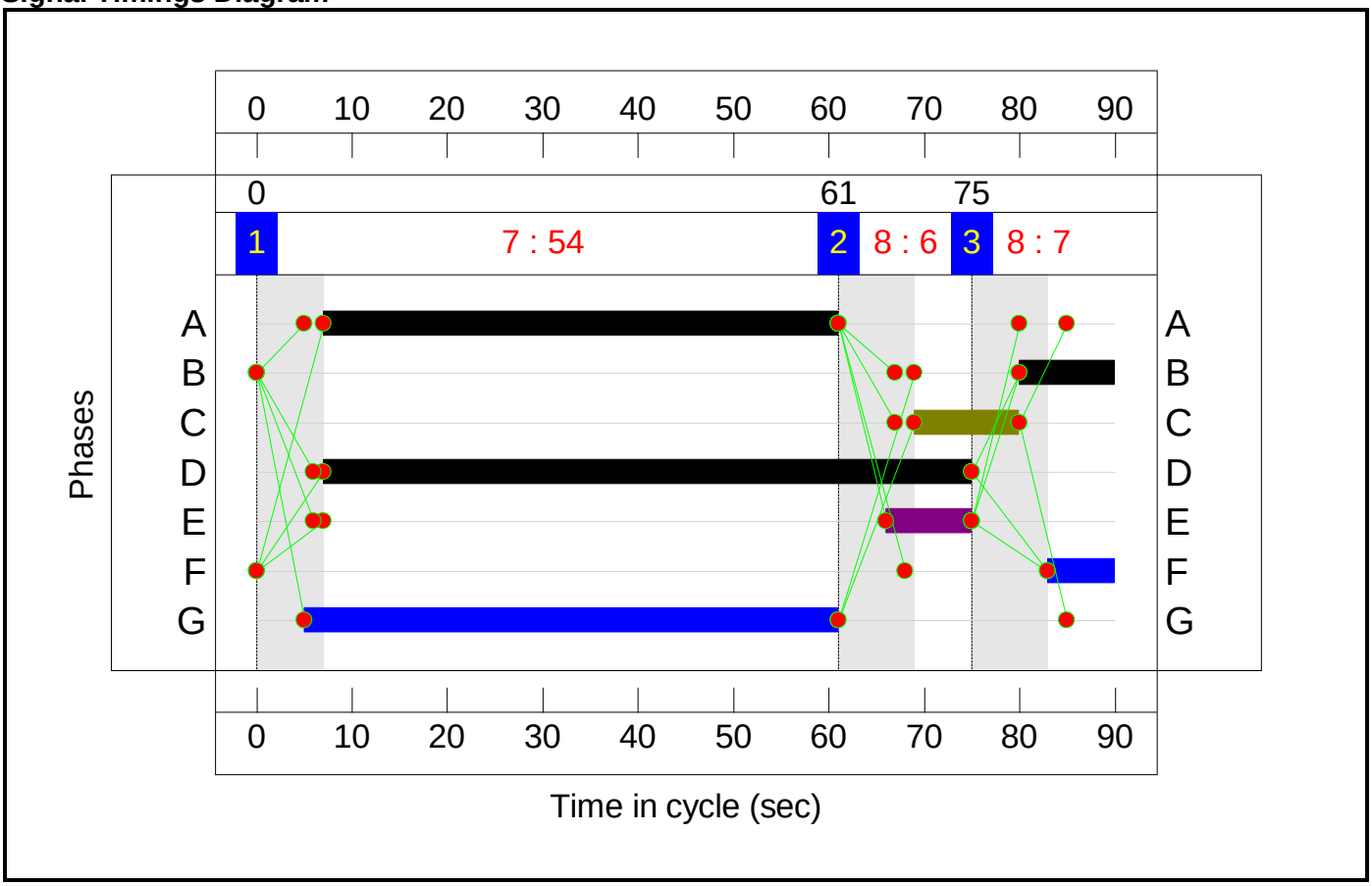


Stage Timings

Stage	1	2	3
Duration	54	6	7
Change Point	0	61	75

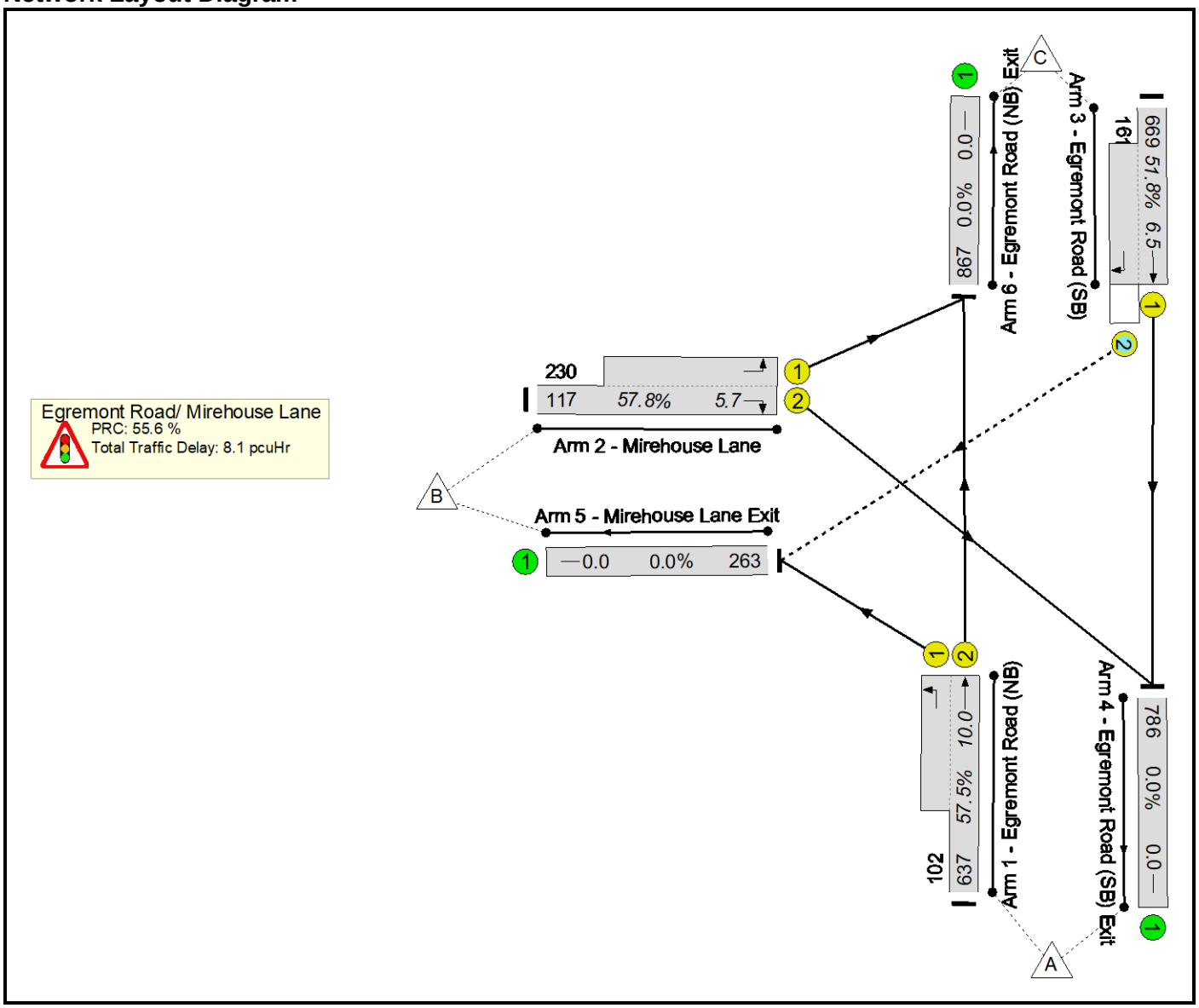
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A595 / Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.8%**
Egremont Road/ Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.8%**
1/2+1/1	Egremont Road (NB) Left Ahead	U	N/A	N/A	A		1	54	-	739	2075:1683	1285	57.5%
2/2+2/1	Mirehouse Lane Right Left	U	N/A	N/A	B	C	1	10:21	11	347	1787:1665	600	57.8%
3/1+3/2	Egremont Road (SB) Ahead Right	U+O	N/A	N/A	D	E	1	68	9	830	1940:1809	1603	51.8%
4/1	Egremont Road (SB) Exit	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
5/1	Mirehouse Lane Exit	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
6/1	Egremont Road (NB) Exit	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%

Full Input Data And Results

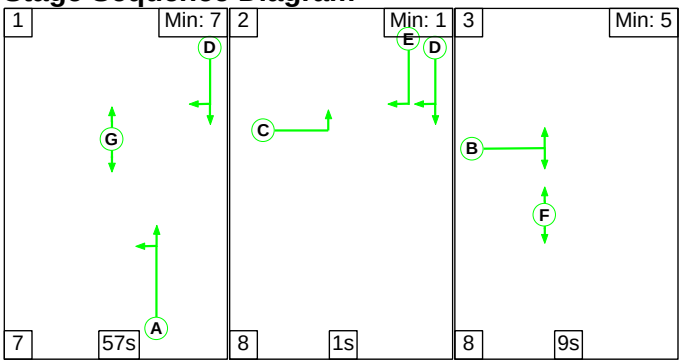
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A595 / Mirehouse Lane	**-**	**-**	**136**	**21**	**4**	**5.9**	**1.9**	**0.3**	**8.1**	**-**	**-**	**-**	**-**
Egremont Road/ Mirehouse Lane	**-**	**-**	**136**	**21**	**4**	**5.9**	**1.9**	**0.3**	**8.1**	**-**	**-**	**-**	**-**
1/2+1/1	739	739	-	-	-	2.0	0.7	-	2.6	12.8	9.4	0.7	10.0
2/2+2/1	347	347	-	-	-	3.1	0.7	-	3.8	39.4	5.0	0.7	5.7
3/1+3/2	830	830	136	21	4	0.8	0.5	0.3	1.7	7.3	5.9	0.5	6.5
4/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 55.6 Total Delay for Signalled Lanes (pcuHr): 8.11 Cycle Time (s): 90
PRC Over All Lanes (%): 55.6 Total Delay Over All Lanes(pcuHr): 8.11

Full Input Data And Results

Scenario 2: '2022 Observed PM' (FG2: '2022 Observed PM', Plan 1: 'Network Control Plan 1')

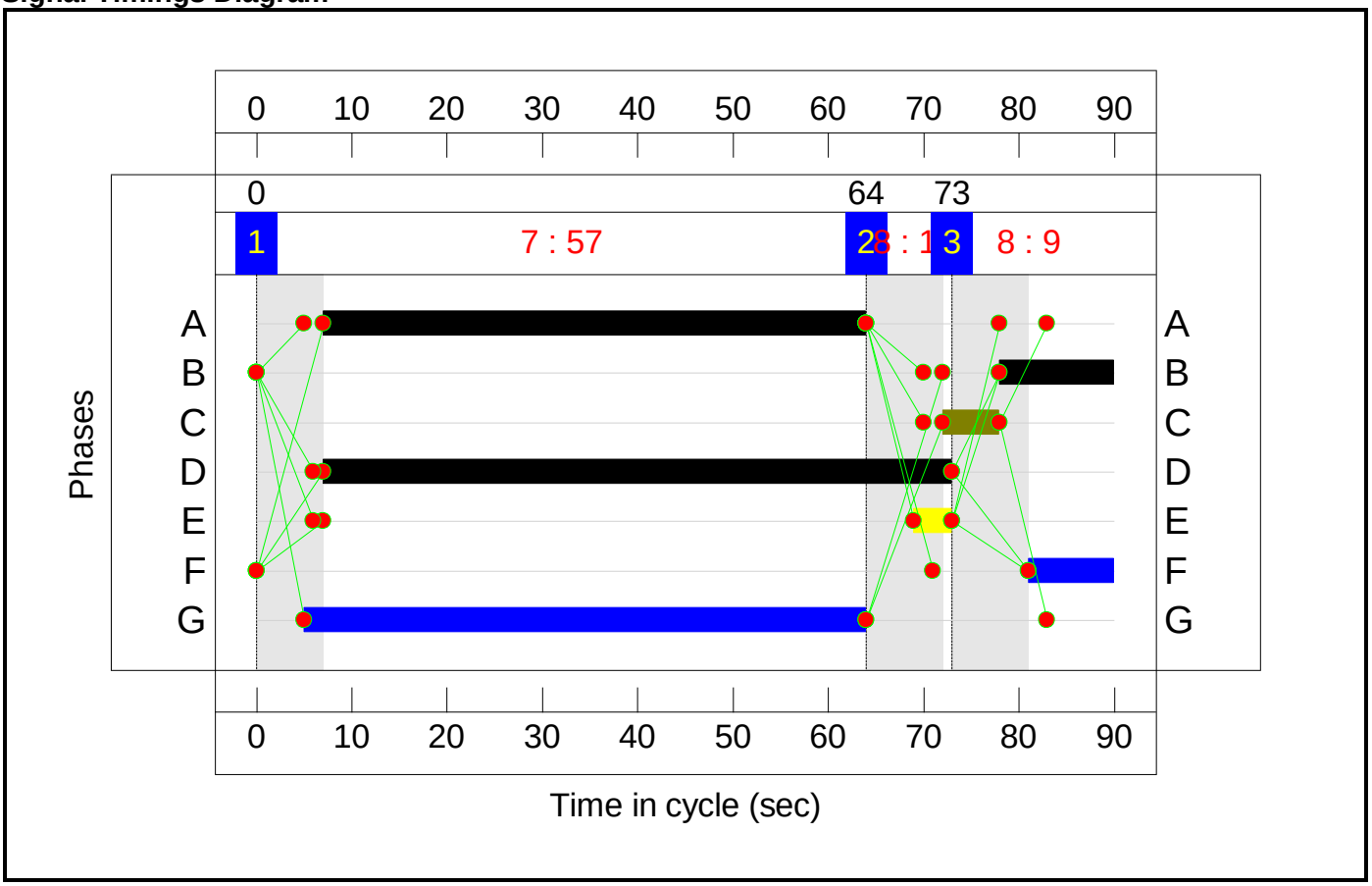
Stage Sequence Diagram



Stage Timings

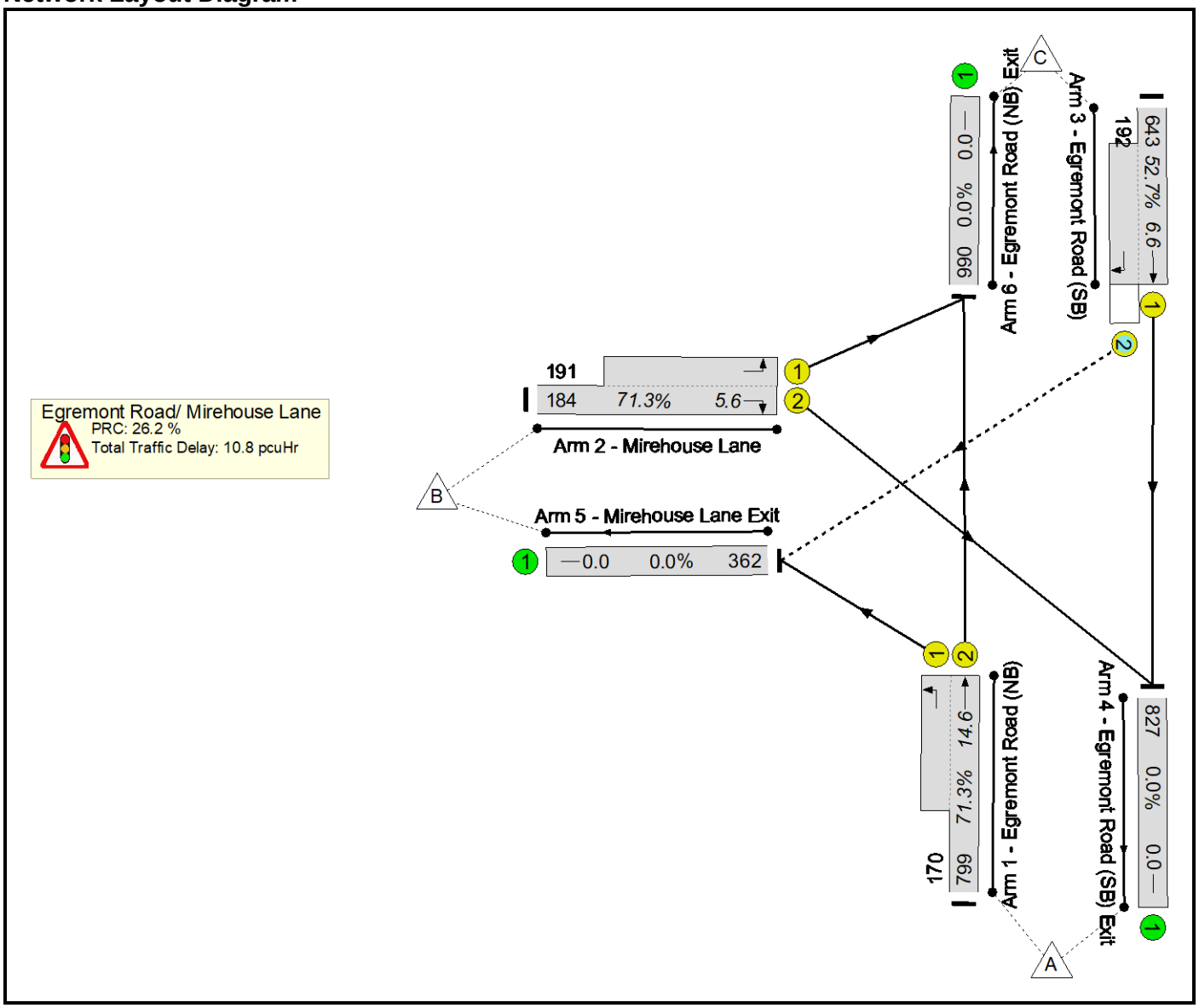
Stage	1	2	3
Duration	57	1	9
Change Point	0	64	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

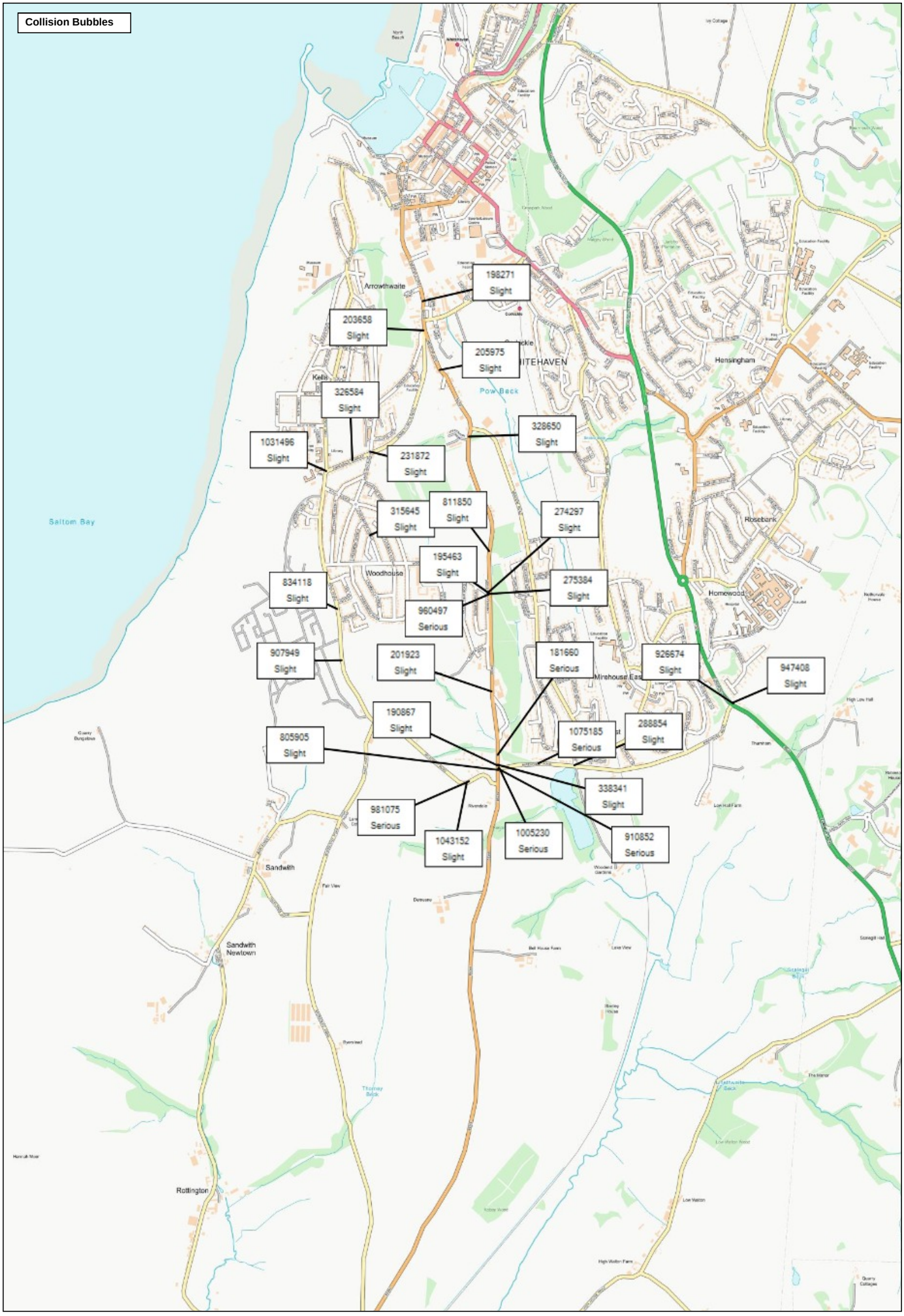
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A595 / Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**
Egremont Road/ Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**
1/2+1/1	Egremont Road (NB) Left Ahead	U	N/A	N/A	A		1	57	-	969	2075:1683	1358	71.3%
2/2+2/1	Mirehouse Lane Right Left	U	N/A	N/A	B	C	1	12:18	6	375	1787:1665	526	71.3%
3/1+3/2	Egremont Road (SB) Ahead Right	U+O	N/A	N/A	D	E	1	66	4	835	1940:1809	1585	52.7%
4/1	Egremont Road (SB) Exit	U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
5/1	Mirehouse Lane Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
6/1	Egremont Road (NB) Exit	U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A595 / Mirehouse Lane	**-**	**-**	**173**	**15**	**4**	**7.1**	**3.0**	**0.7**	**10.8**	**-**	**-**	**-**	**-**
Egremont Road/ Mirehouse Lane	**-**	**-**	**173**	**15**	**4**	**7.1**	**3.0**	**0.7**	**10.8**	**-**	**-**	**-**	**-**
1/2+1/1	969	969	-	-	-	2.5	1.2	-	3.7	13.8	13.3	1.2	14.6
2/2+2/1	375	375	-	-	-	3.6	1.2	-	4.8	45.9	4.3	1.2	5.6
3/1+3/2	835	835	173	15	4	1.0	0.6	0.7	2.3	10.0	6.1	0.6	6.6
4/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 26.2 Total Delay for Signalled Lanes (pcuHr): 10.83 Cycle Time (s): 90
PRC Over All Lanes (%): 26.2 Total Delay Over All Lanes(pcuHr): 10.83

APPENDIX 5.E Collision Data



Based upon OS 1:50000 Raster (5x5Km) © Crown Copyright and Database Right. 2011 Ordnance Survey License No. 100019596

Full Collision Report

Report date range

Start Date =
31/Mar/2017
End Date =
31/Mar/2022

Accident No:	**181660**			**Conditions**	
Severity:	**SERIOUS**			**Weather:**	FINE (WITHOUT HIGH WINDS)
Date:	Tuesday	9-May-17	at 1213	**Road Surface:**	DRY
No. Casualties:	1	**No. Vehicles**	3	**Lighting:**	DAYLIGHT
Easting:	297638	**Northing:**	515261	**Special Conds:**	NONE
				Carriageway Hazds	

Road:	B5345	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY
Location:	ST BEES ROAD B5345 MIREHOUSE ROAD				
Description:	VEH 1 TURNS RIGHT INTO MIREHOUSE ROAD, VEH 3 TRAVELLING DOWN ST BEES ROAD AS WELL AS VEH 2 , VEH 3 INDICATED TO TURN LEFT INTO SLIP WAY ONTO MIREHOUSE ROAD, AS VEH 3 WOULD NEED TO GIVE WAY TO VEH 1, VEH 1 HAS GONE TO TURN NOT NOTICING THE DIRECTION OF VEH 2 AND A COLLISION OCCURED				

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005			
Factor 1:	FAILED TO LOOK PROPERLY	**Confidence:**	VERY LIKELY
Factor 2:	POOR TURN OR MANOEUVRE	**Confidence:**	UNKNOWN
Factor 3:	FAILED TO LOOK PROPERLY	**Confidence:**	UNKNOWN

Junction Details:	SLIP ROAD
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	**1**	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
Driver Sex:	FEMALE	**Object in Cway:**	NONE
Driver Age:	45	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S E		
	S E	**Vehicle Make:**	VAUXHALL

Casualties

Vehicle Number :	**2**	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	MOTORCYCLE OVER 500CC	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	OVERTURNED
Driver Sex:	MALE	**Object in Cway:**	NONE
Driver Age:	43	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	NE9	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	BMW(M/CYCLES)

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SERIOUS	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	43	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	3	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	WAITING TO TURN LEFT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	37		
Driver Postcode:	CA22	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC	**Hit and Run:**	OTHER
Direction:	N E		
	N E	**Vehicle Make:**	SEAT

Casualties

Conditions

Accident No:	**195463**			**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	**SLIGHT**			**Road Surface:**	DRY
Date:	Sunday	18-Jun-17	at 1345	**Lighting:**	DAYLIGHT
No. Casualties:	2	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297598	**Northing:**	516038	**Carriageway Hazds**	

Road:	B5345	**Speed Limit:**	60	**Road**	SINGLE CARRIAGEWAY
Location:	ST BEES ROAD B5345 AT JN WITH MIREHOUSE ROAD				
Description:	VEH 1 TURNED INTO MIREHOUSE ROAD COLLIDING WITH VEH 2 TRAVELLING SOUTHBOUND ON B5345				

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY)	**Confidence:**	VERY LIKELY
Factor 2:	FOLLOWING TOO CLOSE	**Confidence:**	UNKNOWN
Factor 3:	ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY)	**Confidence:**	VERY LIKELY
Factor 4:	FOLLOWING TOO CLOSE	**Confidence:**	UNKNOWN

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	81		
Driver Postcode:	LA19	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S E		
	S E	**Vehicle Make:**	NISSAN(UK)

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	81	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO

Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
Driver Sex:	MALE	**Object in Cway:**	NONE
Driver Age:	60	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S N S	**Vehicle Make:**	SUZUKI(CARS)

Casualties

Casualty :	2	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	60	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	190867	**Weather:**	FINE WITH HIGH WINDS
Severity:	SLIGHT	**Road Surface:**	WET / DAMP
Date:	Saturday 10-Jun-17 at 2334	**Lighting:**	DARKNESS: NO STREET LIGHTING
No. Casualties:	1 **No. Vehicles** 2	**Special Conds:**	NONE
Easting:	297638 **Northing:** 515209	**Carriageway Hazds**	

Road:	B5345	**Speed Limit:**	60	**Road**	SINGLE CARRIAGEWAY
Location:	B5345				
Description:	VEH 2 TRAVELLING SOUTH, VEH 1 NORTHBOUND LOST CONTROL AND CROSSED INTO THE OTHER SIDE OF THE ROAD COLLIDING WITH VEH 2				

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	IMPAIRED BY ALCOHOL	**Confidence:**	UNKNOWN
Factor 2:	LOSS OF CONTROL	**Confidence:**	UNKNOWN

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
Driver Sex:	FEMALE	**Object in Cway:**	NONE
Driver Age:	35	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	POSITIVE	**Hit and Run:**	OTHER
Direction:	S N S N	**Vehicle Make:**	FORD(EUROPE)

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN

Age:	35	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	53		
Driver Postcode:	CA15	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	MERCEDES

Casualties

Conditions

Accident No:	198271			**Weather:**	UNKNOWN
Severity:	SLIGHT			**Road Surface:**	DRY
Date:	Friday	30-Jun-17	at 0910	**Lighting:**	DAYLIGHT
No. Casualties:	1	**No. Vehicles**	1	**Special Conds:**	ROAD SURFACE DEFECTIVE
Easting:	297265	**Northing:**	517451	**Carriageway Hazds**	

Road:	B5345	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY

Location: PRESTON STREET

Description: V001 travelling along Preston Street has lost control and rider has come off and injured himself

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	SLIPPERY ROAD (DUE TO WEATHER)	**Confidence:**	UNKNOWN

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	MOTORCYCLE 50CC AND UNDER	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	SKIDDED
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	41		
Driver Postcode:	CA27	**Object off Cway:**	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	PIAGGIO

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	41	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	**203658**			**Weather:**	UNKNOWN
Severity:	**SLIGHT**			**Road Surface:**	DRY
Date:	Sunday	23-Jul-17	at 1423	**Lighting:**	DAYLIGHT
No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297269	**Northing:**	517310	**Carriageway Hazds**	

Road: C4034 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY
Location: MONKWRAY BROW
Description: V001 pulled out of layby not seen V002 coming downhill and vehicles have collided

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	**Confidence:**	UNKNOWN
Factor 2:	BUILDINGS, ROAD SIGNS, STREET FURNITURE	**Confidence:**	VERY LIKELY
Factor 3:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	**Confidence:**	VERY LIKELY
Factor 4:	BUILDINGS, ROAD SIGNS, STREET FURNITURE	**Confidence:**	UNKNOWN
Factor 5:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	**Confidence:**	UNKNOWN

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	STARTING
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	0		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S N		
	S N	**Vehicle Make:**	HONDA

Casualties

Vehicle Number :	2	**Journey Purpose:**	OTHER
Vehicle Type:	MOTORCYCLE OVER 500CC	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	46		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	KAWASAKI

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	46	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	**201923**	**Weather:**	UNKNOWN
Severity:	**SLIGHT**	**Road Surface:**	DRY
Date:	Tuesday	11-Jul-17 at 1752	**Lighting:**	DAYLIGHT

No. Casualties:	2	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297607	**Northing:**	515567	**Carriageway Hazds**	

Road: B5345 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: ST BEES ROAD B5345 NEAR JN WITH MIREHOUSE ROAD

Description: V001 has been waiting in the filter lane on St Bees Road to turn right into Mirehouse Road. V002 has been travelling along St Bees road from Whitehaven in the direction of St Bees. As V002 has reached the junction V001 has turned right into Mirehouse road, hitting the front end of V002 as it passed the junction.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1: FAILED TO LOOK PROPERLY **Confidence:** UNKNOWN

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	33		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	HONDA

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	33	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	45		
Driver Postcode:	CA27	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	E W		
	E W	**Vehicle Make:**	BMW

Casualties

Casualty :	2	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	45	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No: 205975 **Weather:** UNKNOWN

Severity:	**SLIGHT**			**Road Surface:**	DRY
Date:	Tuesday	25-Jul-17	at 1930	**Lighting:**	DAYLIGHT
No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297350	**Northing:**	517120	**Carriageway Hazds**	

Road: B5345 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: LOW ROAD

Description: V001 has been travelling towards Whitehaven with V002 following. V001 has attempted to negotiate passed parked vehicles but stopped and then engaged reverse - collides with V002 and causes rider to fall from motorcycle. Driver of V001 eventually remains at scene but left without exchanging details

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	FAILED TO LOOK PROPERLY	**Confidence:**	UNKNOWN
Factor 2:	STATIONARY OR PARKED VEHICLE(S)	**Confidence:**	UNKNOWN

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	VAN/GOODS VEHICLE 3.5 TONNES MAXIMUM GROSS WEIGHT (MGW) AND UNDER	**Veh. Manoeuvres:**	REVERSING
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	0		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	BACK
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC(	**Hit and Run:**	NON-STOP VEHICLE NOT HIT
Direction:	E W		
	E W	**Vehicle Make:**	?

Casualties

Vehicle Number :	2	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	MOTORCYCLE OVER 50CC AND UP TO 125CC	**Veh. Manoeuvres:**	WAITING TO GO AHEAD BUT HELD UP
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	61		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC(	**Hit and Run:**	OTHER
Direction:	E W		
	E W	**Vehicle Make:**	YAMAHA

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	61	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	**231872**	**Weather:**	RAINING (WITHOUT HIGH WINDS)
Severity:	**SLIGHT**	**Road Surface:**	WET / DAMP
Date:	Thursday	12-Oct-17 at 2155	**Lighting:**	DARKNESS: STREET LIGHTS PRESENT AND LIT

No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297004	**Northing:**	516725	**Carriageway Hazds**	

Road: U4347 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY
Location: ENNERDALE TERRACE AT JN WITH LAKELAND AVENUE
Description: V001 has failed to give way at junction of Lakeland Ave & Ennerdale Terrace - colliding with nearside of V002.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	IMPAIRED BY ALCOHOL	**Confidence:**	UNKNOWN
Factor 2:	DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS	**Confidence:**	UNKNOWN

Junction Details:	CROSSROADS
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	29		
Driver Postcode:	CA12	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	POSITIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	VAUXHALL

Casualties

Vehicle Number :	2	**Journey Purpose:**	COMMUTING TO/FROM WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	STARTING
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	40		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	POSITIVE	**Hit and Run:**	OTHER
Direction:	E W		
	E W	**Vehicle Make:**	CITROEN

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	40	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	274297	**Weather:**	UNKNOWN
Severity:	SLIGHT	**Road Surface:**	DRY
Date:	Wednesday 28-Feb-18 at 1500	**Lighting:**	DAYLIGHT
No. Casualties:	1 **No. Vehicles** 1	**Special Conds:**	NONE
Easting:	297587 **Northing:** 516042	**Carriageway Hazds**	

Road: U4380 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY
Location: ST BEES ROAD AT JN WITH WOODHOUSE ROAD
Description: C001 has climbed onto the tow bar of a V001 - as V001 was driven down St Bees Road towards Whitehaven - C001 jumped off and landed

on the road causing minor injury.

Causation Factors: Pre 2005		Confidence:
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	DANGEROUS ACTION IN CARRIAGEWAY (EG. PLAYING)	Confidence:	UNKNOWN

Junction Details:	OTHER JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	VAN/GOODS VEHICLE 3.5 TONNES MAXIMUM GROSS WEIGHT (MGW) AND UNDER	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE IN MIDDLE OF JUNCTION
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	56		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC(	**Hit and Run:**	OTHER
Direction:	S N		
	S N	**Vehicle Make:**	?

Casualties

Casualty :	1	**Pedestrian Location**	IN CARRIAGEWAY, NOT CROSSING
Severity:	SLIGHT	**Pedestrian Movement:**	UNKNOWN OR OTHER
Age:	8	**Pedestrian Direction:**	N
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	PEDESTRIAN	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	**275384**			**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	**SLIGHT**			**Road Surface:**	DRY
Date:	Thursday	8-Feb-18	at 1335	**Lighting:**	DAYLIGHT
No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297598	**Northing:**	516038	**Carriageway Hazds**	

Road:	B5345	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY

Location:	ST BEES ROAD B5345 AT JN WITH MIREHOUSE ROAD
Description:	V2 WAS TRAVELLING ALONG ST BEES ROAD IN DIRECTION OF ST BEES. V1 HAS BEEN COMING IN THE OPPOSITE DIRECTION AND GONE TO TURN RIGHT ONTO MIREHOUSE ROAD. IN DOING SO, V1 HAS TURNED ACROSS THE PATH OF V2 CAUSING A COLLISION, FRONT TO FRONT, AND CAUSING V2 TO MOUNT A TRAFFIC ISLAND AND DAMAGE A BOLLARD.

Causation Factors: Pre 2005		Confidence:
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	FAILED TO LOOK PROPERLY	Confidence:	UNKNOWN

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY

Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	27		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	?		
	?	**Vehicle Make:**	KIA

Casualties

Vehicle Number :	2	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	LEFT CARRIAGEWAY NEARSIDE
Driver Age:	49		
Driver Postcode:	1	**Object off Cway:**	ROAD SIGN / TRAFFIC SIGNAL
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	?		
	?	**Vehicle Make:**	SUZUKI

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	49	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	288854	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT	**Road Surface:**	DRY
Date:	Thursday 26-Apr-18 at 1135	**Lighting:**	DAYLIGHT
No. Casualties:	2 **No. Vehicles** 3	**Special Conds:**	NONE
Easting:	298018 **Northing:** 515211	**Carriageway Hazds**	

Road: C4035 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: MIREHOUSE ROAD AT JN WITH SKIDDAW ROAD

Description: V001 has been stationary at junction of Skiddaw Road with Mirehouse Road - V001 alleges that V003 has flashed them out - V001 has pulled out and V002 has collided with offside front wing - V003 undamaged.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1: FAILED TO LOOK PROPERLY **Confidence:** UNKNOWN

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	38		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	FRONT

Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S N S	**Vehicle Make:**	MINI

Casualties

Vehicle Number :	2	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	21		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	E W E W	**Vehicle Make:**	FORD

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	21	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Casualty :	2	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	23	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	VEHICLE OR PILLION PASSEN	**Car Passenger:**	FRONT SEAT CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	3	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	WAITING TO TURN RIGHT
Towing Artic:	SINGLE TRAILER	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	37		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S N S N	**Vehicle Make:**	PEUGEOT

Casualties

Conditions

Accident No:	315645			**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT			**Road Surface:**	DRY
Date:	Wednesday	25-Jul-18	at 1340	**Lighting:**	DAYLIGHT
No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297003	**Northing:**	516321	**Carriageway Hazds**	

Road:	U4068	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY
Location:	LOWESWATER AVENUE WHITEHAVEN AT JN WITH CRUMMOCK AVENUE WHITEHAVEN				
Description:	V002 driving along Loweswater Ave., indicated to turn right into Crummock Ave., as V002 turned - V001 drove straight into V002 rear drivers side door.				

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	FOLLOWING TOO CLOSE	**Confidence:**	UNKNOWN

Factor 2:	AGGRESSIVE DRIVING	**Confidence:**	UNKNOWN
Factor 3:	FOLLOWING TOO CLOSE	**Confidence:**	UNKNOWN
Factor 4:	AGGRESSIVE DRIVING	**Confidence:**	UNKNOWN
Factor 5:	FOLLOWING TOO CLOSE	**Confidence:**	UNKNOWN
Factor 6:	AGGRESSIVE DRIVING	**Confidence:**	UNKNOWN

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	MOTORCYCLE OVER 125CC AND UP TO 500CC	**Veh. Manoeuvres:**	OVERTAKING MOVING VEHICLE ON ITS OFFSIDE
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	37		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	BACK
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC	**Hit and Run:**	NON-STOP VEHICLE NOT HIT
Direction:	W E		
	W E	**Vehicle Make:**	KAWASAKI

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	37	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	39		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	W E		
	W E	**Vehicle Make:**	SEAT

Casualties

Conditions

Accident No:	328650			**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT			**Road Surface:**	DRY
Date:	Sunday	16-Sep-18	at 2041	**Lighting:**	DARKNESS: STREET LIGHTS PRESENT AND LIT
No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297494	**Northing:**	516797	**Carriageway Hazds**	

Road:	B5345	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY
Location:	LOW ROAD AT JN WITH MEADOW ROAD				
Description:	V001 pulled out of a junction turning right and collided with V002 which has been travelling straight along the road causing damage to both.				

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	POOR TURN OR MANOEUVRE	**Confidence:**	UNKNOWN

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	22		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	OFFSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	W S W S	**Vehicle Make:**	SEAT

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	22	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	TAXI/PRIVATE HIRE CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	34		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S N S N	**Vehicle Make:**	SKODA

Casualties

Conditions

Accident No:	326584			**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT			**Road Surface:**	DRY
Date:	Tuesday	11-Sep-18	at 0739	**Lighting:**	DAYLIGHT
No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	296916	**Northing:**	516684	**Carriageway Hazds**	

Road:	C4034	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY
Location:	8 ENNERDALE TERRACE				
Description:	Vehicle 1 collided with parked Vehicle 2 for unknown reason causing damage to both vehicles.				

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	UNKNOWN	**Confidence:**	UNKNOWN

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	PARKED VEHICLE - UNLIT
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	59		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	MAZDA

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	59	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	PARKED
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	0		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	BACK
Breath Test:	NOT APPLICIABLE	**Hit and Run:**	OTHER
Direction:	S N		
	S N	**Vehicle Make:**	SKODA

Casualties

Conditions

Accident No:	338341			**Weather:**	UNKNOWN
Severity:	SLIGHT			**Road Surface:**	DRY
Date:	Tuesday	9-Oct-18	at 1940	**Lighting:**	DARKNESS: STREET LIGHTING UNKNOWN
No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297638	**Northing:**	515213	**Carriageway Hazds**	

Road: B5345 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: ST BEES ROAD AT JN WITH MIREHOUSE ROAD

Description: V001 travelling along St Bees Road towards Whitehaven - V002 travelling along St Bees Road from Whitehaven towards St Bees - V001 has turned right into Mirehouse Road junction and has collided with oncoming V002.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	FAILED TO LOOK PROPERLY	**Confidence:**	UNKNOWN
Factor 2:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	**Confidence:**	UNKNOWN

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING

Driver Sex:	FEMALE	**Object in Cway:**	NONE
Driver Age:	50	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	OFFSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	SEAT

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	50	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	44		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	OFFSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S N		
	S N	**Vehicle Make:**	FORD

Casualties

Conditions

Accident No:	805905			**Weather:**	UNKNOWN
Severity:	SLIGHT			**Road Surface:**	DRY
Date:	Sunday	23-Dec-18	at 1522	**Lighting:**	DAYLIGHT
No. Casualties:	4	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297640	**Northing:**	515188	**Carriageway Hazds**	

Road: B5345 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: ST BEES ROAD (B5345) NEAR JUNCTION WITH MIREHOUSE ROAD

Description: V1 HAS BEEN TRAVELLING NORTH ON ST BEES ROAD, V2 HAS BEEN TRAVELLING SOUTH ON ST BEES ROAD TOWARDS ST BEES. V1 HAS ATTEMPTED TO TURN RIGHT AT THE JUNCTION OF MIREHOUSE ROAD, HOWEVER HAS TURNED TOO EARLY INTO ONCOMMING TRAFFIC, LEFT LANE OF MIREHOUSE ROAD. V2 HAS SWERVED TO AVOID V1 AND DRIVEN LIGHTLY ONTO THE PAVEMENT, BUT BOTH VEHICLES HAVE COLLIDED. EXTENSIVE DAMAGE TO V1 OFFSIDE AND FRONT OF VEHICLE AND SEVER DAMAGE TO V2 OFFSIDE FRONT OF VEHICLE.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	POOR TURN OR MANOEUVRE	**Confidence:**	VERY LIKELY
Factor 2:	ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY)	**Confidence:**	UNKNOWN

Junction Details:	OTHER JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	SKIDDED
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	22		

Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	OFFSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S N S N	**Vehicle Make:**	FORD

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	22	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Casualty :	3	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	14	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	VEHICLE OR PILLION PASSEN	**Car Passenger:**	FRONT SEAT CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	SKIDDED
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	55		
Driver Postcode:	CA27	**Object off Cway:**	NONE
		First Point of Impact:	OFFSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S N S	**Vehicle Make:**	KIA

Casualties

Casualty :	2	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	55	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Casualty :	4	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	54	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	VEHICLE OR PILLION PASSEN	**Car Passenger:**	FRONT SEAT CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	**811850**	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	**SLIGHT**	**Road Surface:**	WET / DAMP
Date:	Wednesday 16-Jan-19 at 1133	**Lighting:**	DAYLIGHT
No. Casualties:	1 **No. Vehicles** 2	**Special Conds:**	NONE
Easting:	297595 **Northing:** 516245	**Carriageway Hazds**	

Road: B5345 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: LOW ROAD (B5345)

Description: V001 has collided to the rear of V002. V002 has been driving down a narrow part of a road - driver of V002 has braked to let another vehicle pass and V001 has collided with the rear of V002.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	UNKNOWN	**Confidence:**	VERY LIKELY

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	MOTORCYCLE OVER 500CC	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	23		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	BACK
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	BENELLI

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	23	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	STOPPING
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	20		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	RENAULT

Casualties

Conditions

Accident No:	834118			**Weather:**	UNKNOWN
Severity:	SLIGHT			**Road Surface:**	DRY
Date:	Sunday	14-Apr-19	at 0350	**Lighting:**	DARKNESS: STREET LIGHTS PRESENT AND LIT
No. Casualties:	2	**No. Vehicles**	3	**Special Conds:**	NONE
Easting:	296841	**Northing:**	515965	**Carriageway Hazds**	

Road:	C4034	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY

Location:	HIGH ROAD - 34 METRES FROM JUNCTION WITH LADSTOCK GROVE
Description:	V1 HAS BEEN TRAVELLING DOWN THE ROAD AND V2 HAS BEEN REVERSING OFF A DRIVEWAY. V1 HAS COLLIDED WITH THE REARSIDE FRONT DOOR OF V2 CAUSING V2 TO SPIN INTO V3 WHICH WAS PARKED ON THE DRIVEWAY. V2 REAR BUMPER HAS COLLIDED WITH THE FRONT NEARSIDE BUMPER OF V3.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	EXCEEDING SPEED LIMIT	**Confidence:**	VERY LIKELY
Factor 2:	CARELESS/RECKLESS/IN A HURRY	**Confidence:**	VERY LIKELY
Factor 3:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	**Confidence:**	POSSIBLE
Factor 4:	FAILED TO LOOK PROPERLY	**Confidence:**	POSSIBLE

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE

Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	50		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S N		
	S N	**Vehicle Make:**	VAUXHALL

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	50	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	REVERSING
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	PARKED VEHICLE - UNLIT
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	LEFT CARRIAGEWAY NEARSIDE
Driver Age:	92		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	NE NW		
	NE NW	**Vehicle Make:**	AUDI

Casualties

Casualty :	2	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	92	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	3	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	PARKED
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	0		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC	**Hit and Run:**	OTHER
Direction:	0 0		
	0 0	**Vehicle Make:**	FORD

Casualties

Conditions

Accident No:	907949	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT	**Road Surface:**	DRY
Date:	Saturday 23-Nov-19 at 0532	**Lighting:**	DARKNESS: STREET LIGHTS PRESENT BUT UNLIT

No. Casualties:	1	**No. Vehicles**	1	**Special Conds:**	NONE
Easting:	296863	**Northing:**	515718	**Carriageway Hazds**	

Road:	C4034	**Speed Limit:**	40	**Road**	SINGLE CARRIAGEWAY
Location:	HIGH ROAD - 200 METRES FROM JUNCTION WITH HARTFIELD CLOSE				
Description:	V001 left road to nearside for unknown reason - mounted pavement and rolled into field.				

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	IMPAIRED BY ALCOHOL	**Confidence:**	VERY LIKELY
Factor 2:	EXCEEDING SPEED LIMIT	**Confidence:**	VERY LIKELY
Factor 3:	INEXPERIENCED OR LEARNER DRIVER/RIDER	**Confidence:**	VERY LIKELY
Factor 4:	IMPAIRED BY DRUGS (ILLICIT OR MEDICINAL)	**Confidence:**	POSSIBLE

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD LEFT HAND BEND
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	OVERTURNED
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	LEFT CARRIAGEWAY NEARSIDE
Driver Age:	20		
Driver Postcode:	CA27	**Object off Cway:**	ROAD SIGN / TRAFFIC SIGNAL
		First Point of Impact:	FRONT
Breath Test:	POSITIVE	**Hit and Run:**	NON-STOP VEHICLE NOT HIT
Direction:	N S		
	N S	**Vehicle Make:**	PEUGEOT

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	20	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	910852	**Weather:**	UNKNOWN
Severity:	SERIOUS	**Road Surface:**	DRY
Date:	Saturday 27-Jul-19 at 1255	**Lighting:**	DAYLIGHT
No. Casualties:	2 **No. Vehicles** 3	**Special Conds:**	NONE
Easting:	297640 **Northing:** 515194	**Carriageway Hazds**	

Road:	B5345	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY
Location:	ST BEES ROAD (B5345) AT JUNCTION WITH MIREHOUSE ROAD				
Description:	VEH 1 WAITING IN FILTER LANE, VEH 1 HAS TURNED INFRONT OF VEH 2 AND COLLIDED, VEH 2 OVERTURNED AND COLLIDED WITH VEH 3				

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	**Confidence:**	POSSIBLE
Factor 2:	FAILED TO LOOK PROPERLY	**Confidence:**	VERY LIKELY
Factor 3:	LOSS OF CONTROL	**Confidence:**	POSSIBLE
Factor 4:	EXCEEDING SPEED LIMIT	**Confidence:**	VERY LIKELY
Factor 5:	SLIPPERY ROAD (DUE TO WEATHER)	**Confidence:**	POSSIBLE
Factor 6:	FAILED TO SIGNAL/MISLEADING SIGNAL	**Confidence:**	POSSIBLE

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	CENTRAL REFUGE - NO OTHER CONTROLS

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	21		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	NEARSIDE
Breath Test:	NOT PROVIDED (MEDICAL REASONS)	**Hit and Run:**	OTHER
Direction:	S E S E	**Vehicle Make:**	MINI

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SERIOUS	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	21	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	51		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S N S	**Vehicle Make:**	KIA

Casualties

Casualty :	2	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	51	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	3	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	WAITING TO TURN RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	66		
Driver Postcode:	CA22	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	E N E N	**Vehicle Make:**	SKODA

Casualties

Conditions

Accident No:	926674	**Weather:**	FINE (WITHOUT HIGH WINDS)

Severity:	**SLIGHT**			**Road Surface:**	DRY
Date:	Monday	20-Jan-20	at 1240	**Lighting:**	DAYLIGHT
No. Casualties:	2	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	298807	**Northing:**	515509	**Carriageway Hazds**	

Road:	A595T	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY

Location: EGREMONT ROAD (A595) AT JUNCTION WITH MIREHOUSE ROAD

Description: V001 was driving south down A595 when lights were on green as they changed to red was too committed and continued - as V002 was pulling out of junction at West Lakes science park - V001 tried to swerve and both vehicles collided head on.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	FAILED TO LOOK PROPERLY	**Confidence:**	VERY LIKELY
Factor 2:	CARELESS/RECKLESS/IN A HURRY	**Confidence:**	VERY LIKELY
Factor 3:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	**Confidence:**	VERY LIKELY

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	32		
Driver Postcode:	CA15	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S N S	**Vehicle Make:**	BMW

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	32	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD RIGHT HAND BEND
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	38		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NOT REQUESTED	**Hit and Run:**	OTHER
Direction:	W S W S	**Vehicle Make:**	MERCEDES

Casualties

Casualty :	2	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	38	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	**947408**	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	**SLIGHT**	**Road Surface:**	DRY
Date:	Friday 13-Mar-20 at 1506	**Lighting:**	DAYLIGHT
No. Casualties:	1 **No. Vehicles** 2	**Special Conds:**	NONE
Easting:	298803 **Northing:** 515512	**Carriageway Hazds**	

Road: A595T **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: EGREMONT ROAD (A595) AT JUNCTION WITH MIREHOUSE ROAD

Description: VEH 2 WAITING AT TRAFFIC LIGHTS, VEH 1 FAILED TO SLOW IN TIME AND COLLIDED WITH REAR OF VEH 2

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005			
Factor 1:	FOLLOWING TOO CLOSE	**Confidence:**	VERY LIKELY
Factor 2:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	**Confidence:**	VERY LIKELY
Factor 3:	CARELESS/RECKLESS/IN A HURRY	**Confidence:**	VERY LIKELY

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	AUTOMATIC TRAFFIC SIGNAL
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	67		
Driver Postcode:	CA14	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC(	**Hit and Run:**	OTHER
Direction:	S N		
	S N	**Vehicle Make:**	FIAT

Casualties

Vehicle Number :	2	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	WAITING TO GO AHEAD BUT HELD UP
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	36		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	BACK
Breath Test:	DRIVER NOT CONTACTED AT TIME OF AC(	**Hit and Run:**	OTHER
Direction:	S N		
	S N	**Vehicle Make:**	FORD

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	36	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	**960497**	**Weather:**	RAINING (WITHOUT HIGH WINDS)
Severity:	**SERIOUS**	**Road Surface:**	WET / DAMP
Date:	Friday 19-Jun-20 at 1846	**Lighting:**	DAYLIGHT

No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	297598	**Northing:**	516038	**Carriageway Hazds**	

Road: B5345 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: LOW ROAD (B5345) AT JUNCTION WITH WOODHOUSE ROAD

Description: Young male has been riding his bike at speed down woodhouse road towards st Bees road. At the junction of the two roads he has not stopped at the give way and has proceeded I to the nearside of the road and into vehicle 1 the peugeot which was travelling at 30 mph north bound. The cyclist has hit the windscreen of the vehicle and then rebounded off and landed on the offside carriageway on the floor.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1: UNKNOWN **Confidence:** UNKNOWN

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	OTHER OBJECT
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	25		
Driver Postcode:	WA5	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S N		
	S N	**Vehicle Make:**	PEUGEOT

Casualties

Vehicle Number :	2	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	PEDAL CYCLE	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	14		
Driver Postcode:	CA25	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NOT APPLICIABLE	**Hit and Run:**	OTHER
Direction:	E W		
	E W	**Vehicle Make:**	?

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SERIOUS	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	14	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	**981075**	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	**SERIOUS**	**Road Surface:**	DRY
Date:	Saturday 29-Aug-20 at 1207	**Lighting:**	DAYLIGHT
No. Casualties:	2 **No. Vehicles** 2	**Special Conds:**	NONE
Easting:	297495 **Northing:** 515133	**Carriageway Hazds**	

Road: C4034 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: WILSON PIT ROAD - 43 METRES FROM JUNCTION WITH WILSON HOWE

Description:	Vehicle 1 has come around a left hand bend and been unable to stope behind a vehicle travelling in the same direction. Due to this vehicle 1 has overtook narrowly avoiding a head on collision with Vehicle 2 but has swerved colliding with the off side and has then skidded down the offside carriageway coming to respect partially on the carriageway - offside and in the bushes.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	POOR TURN OR MANOEUVRE	**Confidence:**	VERY LIKELY
Factor 2:	SWERVED	**Confidence:**	VERY LIKELY
Factor 3:	LOSS OF CONTROL	**Confidence:**	VERY LIKELY

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	NOT APPLICABLE
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD LEFT HAND BEND
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	20		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	W E		
	W E	**Vehicle Make:**	FORD

Casualties

Vehicle Number :	2	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD RIGHT HAND BEND
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	37		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	OFFSIDE
Breath Test:	NOT REQUESTED	**Hit and Run:**	OTHER
Direction:	W E		
	W E	**Vehicle Make:**	AUDI

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	37	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Casualty :	2	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SERIOUS	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	2	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	VEHICLE OR PILLION PASSEN	**Car Passenger:**	REAR SEAT CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Accident No:	**1005230**	**Conditions**	
Severity:	**SERIOUS**	**Weather:**	FINE (WITHOUT HIGH WINDS)
Date:	Thursday 3-Dec-20 at 1700	**Road Surface:**	DRY
No. Casualties:	2 **No. Vehicles** 2	**Lighting:**	DARKNESS: STREET LIGHTS PRESENT AND LIT
		Special Conds:	NONE

Easting:	297644	**Northing:**	515200	**Carriageway Hazds**	
Road:	C4035	**Speed Limit:**	30	**Road**	UNKNOWN
Location:	MIREHOUSE ROAD NEAR JUNCTION WITH ST BEES ROAD (B5345)				
Description:	V1 HAS TURNED RIGHT OFF THE ST BEES ROAD TOWARDS MIREHOUSE ROAD INTO THE PATH OF V2 WHICH WAS TRAVELLING ON ST BEES ROAD TOWARDS ST BEES. BOTH VEHICLES HAVE IMPACTED EACH OTHER TO THE FRONT OFFSIDE.				

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005			
Factor 1:	FAILED TO LOOK PROPERLY	**Confidence:**	VERY LIKELY
Factor 2:	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	**Confidence:**	VERY LIKELY
Factor 3:	CARELESS/RECKLESS/IN A HURRY	**Confidence:**	VERY LIKELY

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	37		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S E		
	S E	**Vehicle Make:**	SKODA

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	37	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Vehicle Number :	2	**Journey Purpose:**	JOURNEY AS PART OF WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	LEFT CARRIAGEWAY NEARSIDE
Driver Age:	52		
Driver Postcode:	CA14	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	CITROEN

Casualties

Casualty :	2	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SERIOUS	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	52	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	1031496	**Weather:**	FINE (WITHOUT HIGH WINDS)

Severity:	**SLIGHT**			**Road Surface:**	DRY
Date:	Thursday	18-Mar-21	at 0853	**Lighting:**	DAYLIGHT
No. Casualties:	1	**No. Vehicles**	2	**Special Conds:**	NONE
Easting:	296786	**Northing:**	516631	**Carriageway Hazds**	

Road: C4034 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: ENNERDALE TERRACE AT JUNCTION WITH HIGH ROAD

Description: Vehicle 1 has been pulling out of car park of St Mary's, Whitehaven into the path of Vehicle 2 hitting the front offside of the car causing damage. Damage was also caused to Vehicle 1.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1: FAILED TO LOOK PROPERLY **Confidence:** VERY LIKELY

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	STARTING
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	60		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S NW		
	S NW	**Vehicle Make:**	MERCEDES-BENZ

Casualties

Vehicle Number :	2	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:	NOT FOREIGN REGISTERED VEHICLE	**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACH
Reg. Number:	0	**Skidding & Overturn:**	NO SKIDDING/JACK-KNIFING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	61		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S N		
	S N	**Vehicle Make:**	FORD

Casualties

Casualty :	1	**Pedestrian Location**	NOT PEDESTRIAN
Severity:	SLIGHT	**Pedestrian Movement:**	NOT PEDESTRIAN
Age:	61	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	NOT A BUS OR COACH PASSENGER

Conditions

Accident No:	**1043152**	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	**SLIGHT**	**Road Surface:**	WET / DAMP
Date:	Thursday	6-May-21 at 1300	**Lighting:**	DAYLIGHT
No. Casualties:	2	**No. Vehicles** 1	**Special Conds:**	NONE
Easting:	297484	**Northing:** 515127	**Carriageway Hazds**	

Road: C4034 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: WILSON PIT ROAD - 38 METRES FROM JUNCTION WITH BLAKE CLOSE

Description: 1 vehicle RTC - as the vehicle has turned the right hand bend it has understeered, mounted the grass verge and kerb before colliding with a lamp post. The driver then appears to have over compensated causing him to lose control, come off the road on the road on the nearside and roll once down a ditch going through a dry stone wall and a barbed wire fence in the process. The car has landed on its passenger side and the male driver has taken a child out of the car and left the area after getting a lift from a stranger.

Causation Factors: Pre 2005		Confidence:
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005			
Factor 1:	LOSS OF CONTROL	Confidence:	VERY LIKELY
Factor 2:	IMPAIRED BY DRUGS (ILLICIT OR MEDICINAL)	Confidence:	VERY LIKELY
Factor 3:	IMPAIRED BY ALCOHOL	Confidence:	POSSIBLE

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	Journey Purpose:	NOT KNOWN
Vehicle Type:	CAR	Veh. Manoeuvres:	GOING AHEAD RIGHT HAND BEND
Towing Artic:	NO TOW/ARTICULATION	Veh. Loc. In Road:	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		Junction Location:	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	-999	Skidding & Overturn:	SKIDDED AND OVERTURNED
		Object in Cway:	NONE
Driver Sex:	MALE	Veh. Leaving Cway:	LEFT CARRIAGEWAY OFFSIDE
Driver Age:	55		
Driver Postcode:	CA28	Object off Cway:	WALL OR FENCE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	Hit and Run:	OTHER
Direction:	E NW		
	E NW	Vehicle Make:	MINI

Casualties

Casualty :	1	Pedestrian Location	
Severity:	SLIGHT	Pedestrian Movement:	
Age:	4	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	VEHICLE OR PILLION PASSEN	Car Passenger:	REAR SEAT CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	

Casualty :	2	Pedestrian Location	
Severity:	SLIGHT	Pedestrian Movement:	
Age:	55	Pedestrian Direction:	NOT PEDESTRIAN
Sex:	MALE	Pedestrian Roadworker	NO
Casualty Class:	DRIVER	Car Passenger:	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	PSV Passenger:	

Conditions

Accident No:	1075185			Weather:	UNKNOWN
Severity:	SERIOUS			Road Surface:	DRY
Date:	Monday	26-Jul-21	at 1745	Lighting:	DAYLIGHT
No. Casualties:	1	No. Vehicles	2	Special Conds:	NONE
Easting:	297840	Northing:	515220	Carriageway Hazds	

Road:	C4035	Speed Limit:	30	Road	SINGLE CARRIAGEWAY
Location:	MIREHOUSE ROAD - 179 METRES FROM JUNCTION WITH SKIDDAW ROAD				
Description:	V1 was overtaken by V2. V1 then appeared to lose control of the bike and the rider came off. V2 stopped at the scene. V1 rider was in shock and possibly a dislocated or broken shoulder.				

Causation Factors: Pre 2005		Confidence:
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005			
Factor 1:	LOSS OF CONTROL	Confidence:	VERY LIKELY
Factor 2:	POOR TURN OR MANOEUVRE	Confidence:	VERY LIKELY

Junction Details:	NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:	
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	COMMUTING TO/FROM WORK
Vehicle Type:	MOTORCYCLE OVER 500CC	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	-999	**Skidding & Overturn:**	SKIDDED
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	47		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	YAMAHA

Casualties

Casualty :	1	**Pedestrian Location**	
Severity:	SERIOUS	**Pedestrian Movement:**	
Age:	47	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Vehicle Number :	2	**Journey Purpose:**	NOT KNOWN
Vehicle Type:	CAR	**Veh. Manoeuvres:**	OVERTAKING MOVING VEHICLE ON ITS OFFSIDE
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	37		
Driver Postcode:	CA27	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	AUDI

Casualties

Conditions

Accident No:	1106938			**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT			**Road Surface:**	DRY
Date:	Saturday	6-Nov-21	at 1430	**Lighting:**	DAYLIGHT
No. Casualties:	1	**No. Vehicles**	1	**Special Conds:**	NONE
Easting:	296834	**Northing:**	516183	**Carriageway Hazds**	

Road:	U4380	**Speed Limit:**	30	**Road**	SINGLE CARRIAGEWAY

Location: WOODHOUSE ROAD NEAR JUNCTION WITH LAKELAND AVENUE

Description: Vehicle has been travelling southbound along WOODHOUSE ROAD. A white van was parked half on the pavement/half on the road outside the local convenience store on V1s nearside. V1 has moved out to go round the white van when a young girl has run out from the front of the white van and collided with the front of V1 causing no damage to car and minor injury to herself.

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE	**Confidence:**	VERY LIKELY
Factor 2:	FAILED TO LOOK PROPERLY	**Confidence:**	VERY LIKELY

Junction Details:	OTHER JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	VEHICLE IN MIDDLE OF JUNCTION
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	48		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	E W		
	E W	**Vehicle Make:**	CHEVROLET

Casualties

Casualty :	1	**Pedestrian Location**	IN CARRIAGEWAY, CROSSING ELSEWHERE
Severity:	SLIGHT	**Pedestrian Movement:**	CROSSING FROM DRIVER'S NEARSIDE
Age:	11	**Pedestrian Direction:**	W
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	PEDESTRIAN	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Conditions

Accident No:	1111050	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT	**Road Surface:**	DRY
Date:	Sunday 18-Jul-21 at 1415	**Lighting:**	DAYLIGHT
No. Casualties:	2 **No. Vehicles** 2	**Special Conds:**	NONE
Easting:	297625 **Northing:** 515128	**Carriageway Hazds**	

Road: C4034 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: WILSON PIT ROAD NEAR JUNCTION WITH ST BEES ROAD (B5345)

Description: VEH 2 WAITING AT JCT, VEH 1 FAILED TO SLOW IN TME AND COLLIDED WITH REAR OF VEH 2

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	OTHER	**Confidence:**	VERY LIKELY
Factor 2:	LOSS OF CONTROL	**Confidence:**	POSSIBLE

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	STOPPING
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROAC
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	FEMALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	32		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	W E		
	W E	**Vehicle Make:**	VAUXHALL

Casualties

Casualty :	2	**Pedestrian Location**	
Severity:	SLIGHT	**Pedestrian Movement:**	
Age:	7	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO

Casualty Class:	VEHICLE OR PILLION PASSEN	**Car Passenger:**	FRONT SEAT CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Vehicle Number :	2	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	WAITING TO GO AHEAD BUT HELD UP
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACI
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	53		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	BACK
Breath Test:	NOT REQUESTED	**Hit and Run:**	OTHER
Direction:	W E		
	W E	**Vehicle Make:**	NISSAN

Casualties

Casualty :	1	**Pedestrian Location**	
Severity:	SLIGHT	**Pedestrian Movement:**	
Age:	53	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Conditions

Accident No:	**1117777**	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	**SLIGHT**	**Road Surface:**	WET / DAMP
Date:	Monday 29-Nov-21 at 1140	**Lighting:**	DAYLIGHT
No. Casualties:	3 **No. Vehicles** 2	**Special Conds:**	NONE
Easting:	297511 **Northing:** 516613	**Carriageway Hazds**	

Road: B5345 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY

Location: LOW ROAD (B5345) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Description: V1 has attempted to overtake funeral cortege making a left turn into the Cemetery. V2 has been in the process of turning and has had to use the oncoming carriageway due to its size and V1 has struck the back offside quarter causing damage and minor injury to V2 passengers and driver. V1 driver was OPL alcohol

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	IMPAIRED BY ALCOHOL	**Confidence:**	VERY LIKELY
Factor 2:	EXCEEDING SPEED LIMIT	**Confidence:**	VERY LIKELY

Junction Details:	CROSSROADS
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	OTHER
Vehicle Type:	CAR	**Veh. Manoeuvres:**	OVERTAKING MOVING VEHICLE ON ITS OFFSIDE
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACI
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	28		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	POSITIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	MERCEDES-BENZ

Casualties

Vehicle Number :	2	**Journey Purpose:**	JOURNEY AS PART OF WORK

Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING LEFT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROAC
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	51		
Driver Postcode:	1	**Object off Cway:**	NONE
		First Point of Impact:	DID NOT IMPACT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	NW E		
	NW E	**Vehicle Make:**	JAGUAR

Casualties

Casualty :	1	**Pedestrian Location**	
Severity:	SLIGHT	**Pedestrian Movement:**	
Age:	29	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	VEHICLE OR PILLION PASSEN	**Car Passenger:**	REAR SEAT CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Casualty :	2	**Pedestrian Location**	
Severity:	SLIGHT	**Pedestrian Movement:**	
Age:	31	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	FEMALE	**Pedestrian Roadworker**	NO
Casualty Class:	VEHICLE OR PILLION PASSEN	**Car Passenger:**	REAR SEAT CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Casualty :	3	**Pedestrian Location**	
Severity:	SLIGHT	**Pedestrian Movement:**	
Age:	51	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Conditions

Accident No:	1121553	**Weather:**	FINE (WITHOUT HIGH WINDS)
Severity:	SLIGHT	**Road Surface:**	DRY
Date:	Wednesday 24-Nov-21 at 0659	**Lighting:**	DARKNESS: STREET LIGHTS PRESENT AND LIT
No. Casualties:	1 **No. Vehicles** 2	**Special Conds:**	NONE
Easting:	297641 **Northing:** 515204	**Carriageway Hazds**	

Road: B5345 **Speed Limit:** 30 **Road** SINGLE CARRIAGEWAY
Location: ST BEES ROAD (B5345) NEAR JUNCTION WITH MIREHOUSE ROAD
Description: VEH 1 TURNED RIGHT AT JCT INFRONT OF VEH 2 AND A COLLISION OCCURED

Causation Factors: Pre 2005		**Confidence:**
Factor 1:	UNKNOWN	UNKNOWN
Factor 2:	UNKNOWN	UNKNOWN
Factor 3:	UNKNOWN	UNKNOWN
Factor 4:	UNKNOWN	UNKNOWN

Contributory Factors: Post 2005

Factor 1:	FAILED TO LOOK PROPERLY	**Confidence:**	VERY LIKELY
Factor 2:	POOR TURN OR MANOEUVRE	**Confidence:**	VERY LIKELY
Factor 3:	DISTRACTION OUTSIDE VEHICLE	**Confidence:**	POSSIBLE

Junction Details:	"T" OR STAGGERED JUNCTION
Junction Control:	GIVE WAY OR UNCONTROLLED
Ped Xing Human Contro	NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs:	NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number :	1	**Journey Purpose:**	COMMUTING TO/FROM WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	TURNING RIGHT
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	24		
Driver Postcode:	CA28	**Object off Cway:**	NONE

		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	S E		
	S E	**Vehicle Make:**	FORD

Casualties

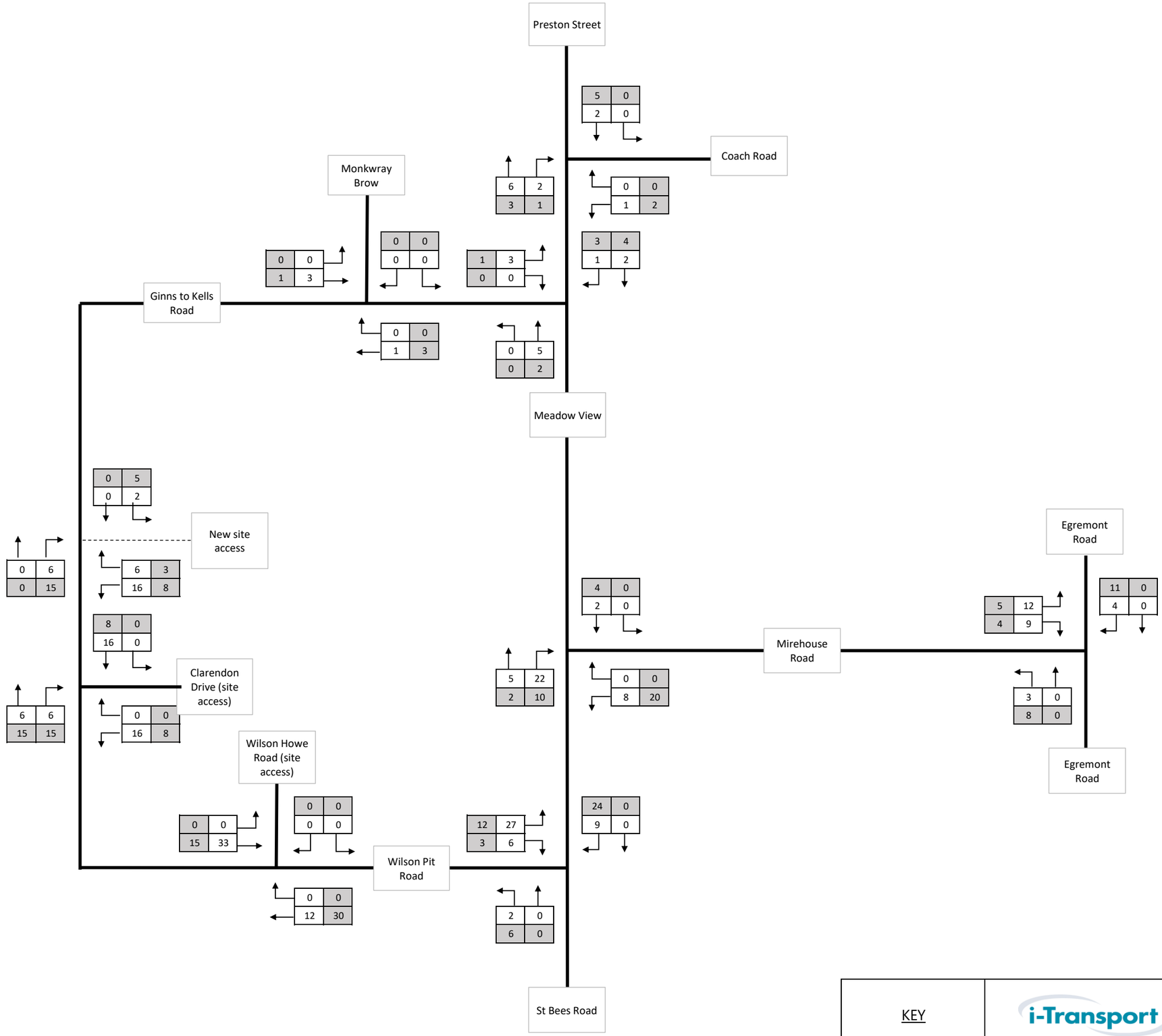
Casualty :	**1**	**Pedestrian Location**	
Severity:	SLIGHT	**Pedestrian Movement:**	
Age:	24	**Pedestrian Direction:**	NOT PEDESTRIAN
Sex:	MALE	**Pedestrian Roadworker**	NO
Casualty Class:	DRIVER	**Car Passenger:**	NOT A CAR PASSENGER
Pupil:	NOT A SCHOOL PUPIL	**PSV Passenger:**	

Vehicle Number :	**2**	**Journey Purpose:**	COMMUTING TO/FROM WORK
Vehicle Type:	CAR	**Veh. Manoeuvres:**	GOING AHEAD OTHER
Towing Artic:	NO TOW/ARTICULATION	**Veh. Loc. In Road:**	NOT ON MAIN CARRAIGEWAY
Foreign Vehicle:		**Junction Location:**	VEHICLE APPROACHING JUNC OR PARKED JUNC APPROACI
Reg. Number:	-999	**Skidding & Overturn:**	NO SKIDDING, JACK-KNIFING OR OVERTURNING
		Object in Cway:	NONE
Driver Sex:	MALE	**Veh. Leaving Cway:**	DID NOT LEAVE CARRIAGEWAY
Driver Age:	25		
Driver Postcode:	CA28	**Object off Cway:**	NONE
		First Point of Impact:	FRONT
Breath Test:	NEGATIVE	**Hit and Run:**	OTHER
Direction:	N S		
	N S	**Vehicle Make:**	FORD

Casualties

FATAL : **0** SERIOUS: **6** SLIGHT: **26** DAMAGE ONLY: **0** TOTAL: **32**

APPENDIX 6.A Permitted Edgehill Park Traffic Flow Diagrams



KEY

500 = TOTAL PCUs

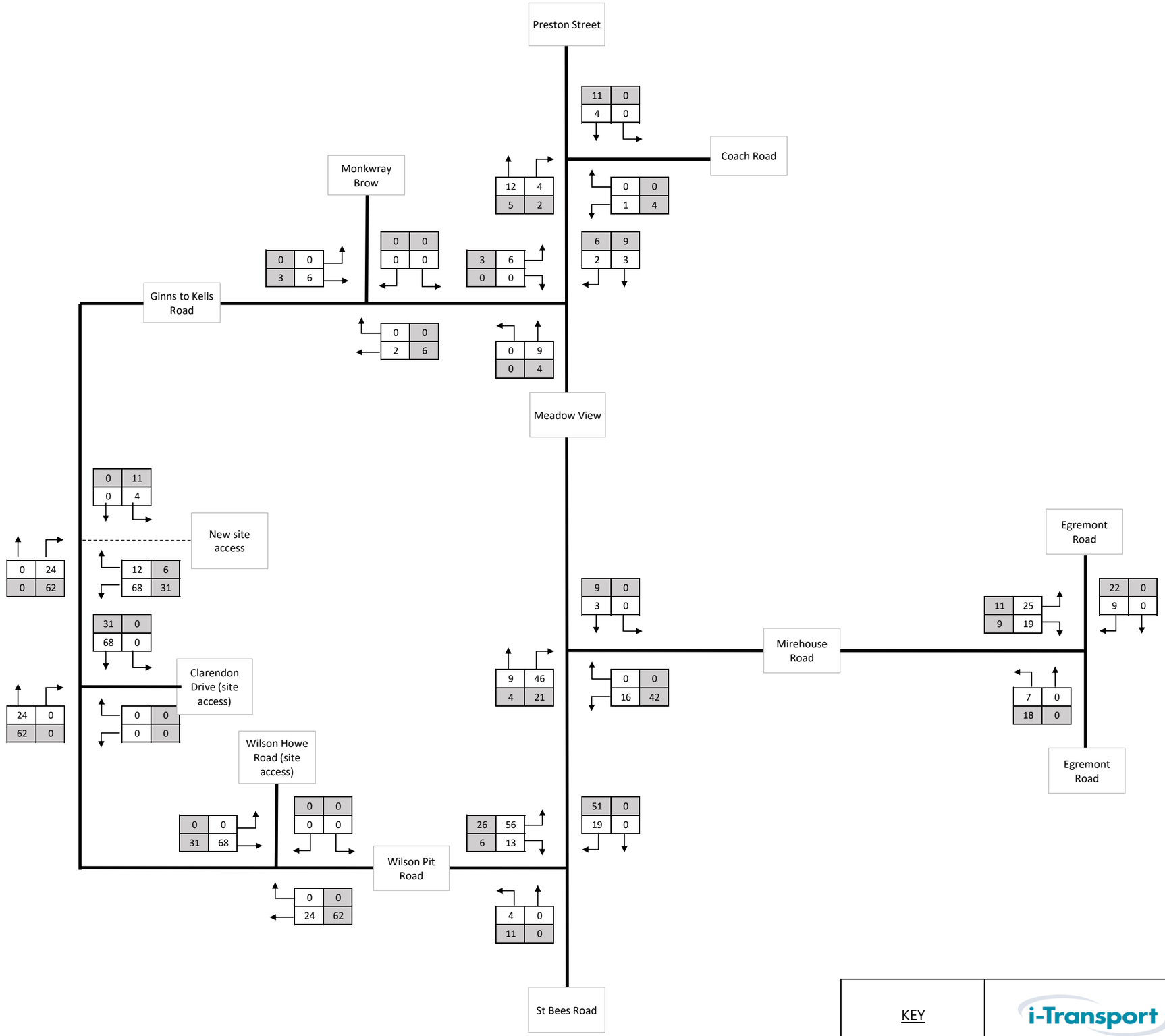
i-Transport

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Edgehill Park Phase 4

Appendix 6.A.

Permitted Phase 3 Traffic Flows



KEY

500 = TOTAL PCUs

i-Transport

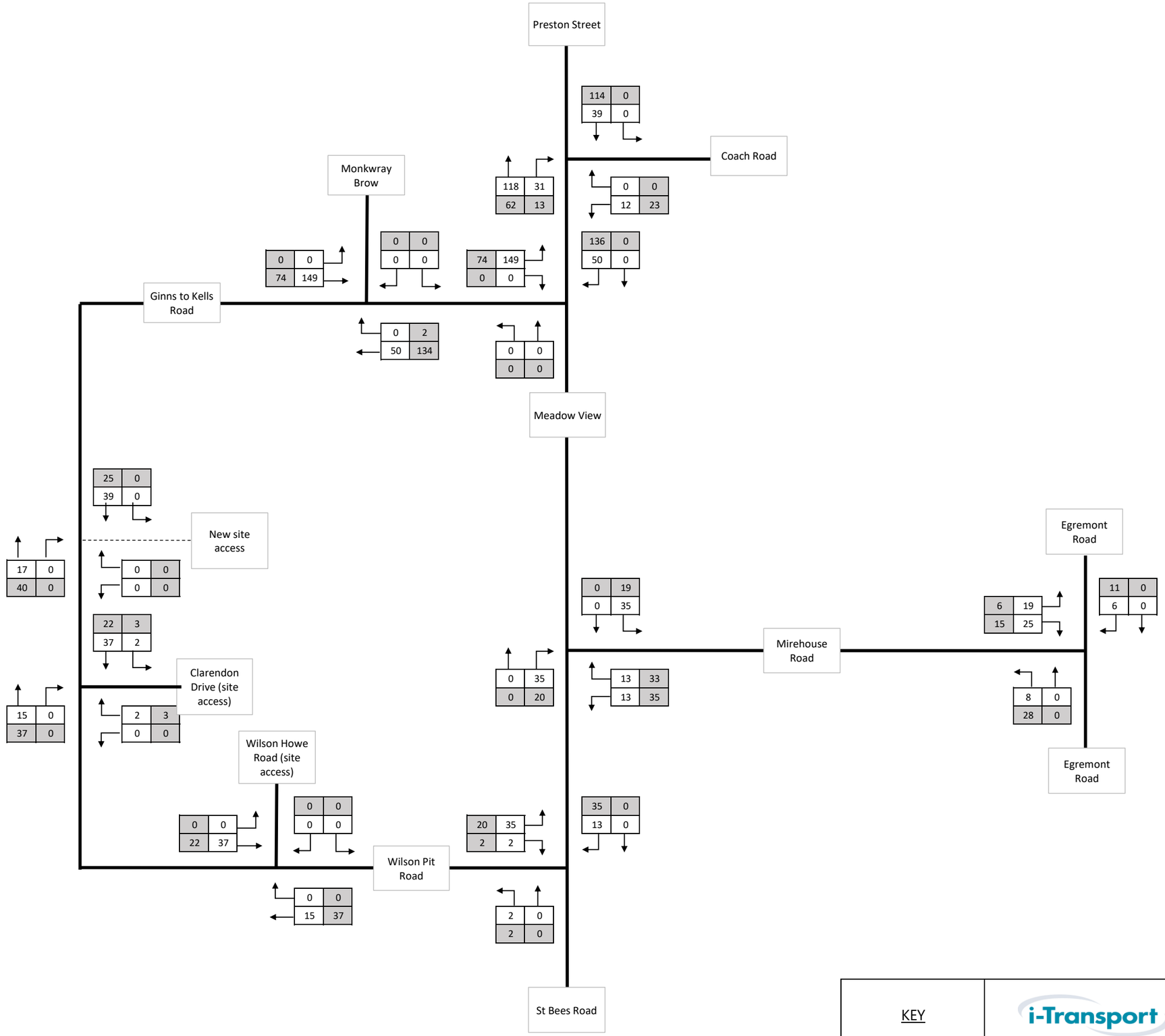
Centurion House, 129 Deansgate,
Manchester, M3 3WR
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www.i-transport.co.uk

Edgehill Park Phase 4

Appendix 6.A.

Permitted Phase 5 Traffic Flows

APPENDIX 6.B Committed Development Traffic Flow Diagrams



KEY

500 = TOTAL PCUs

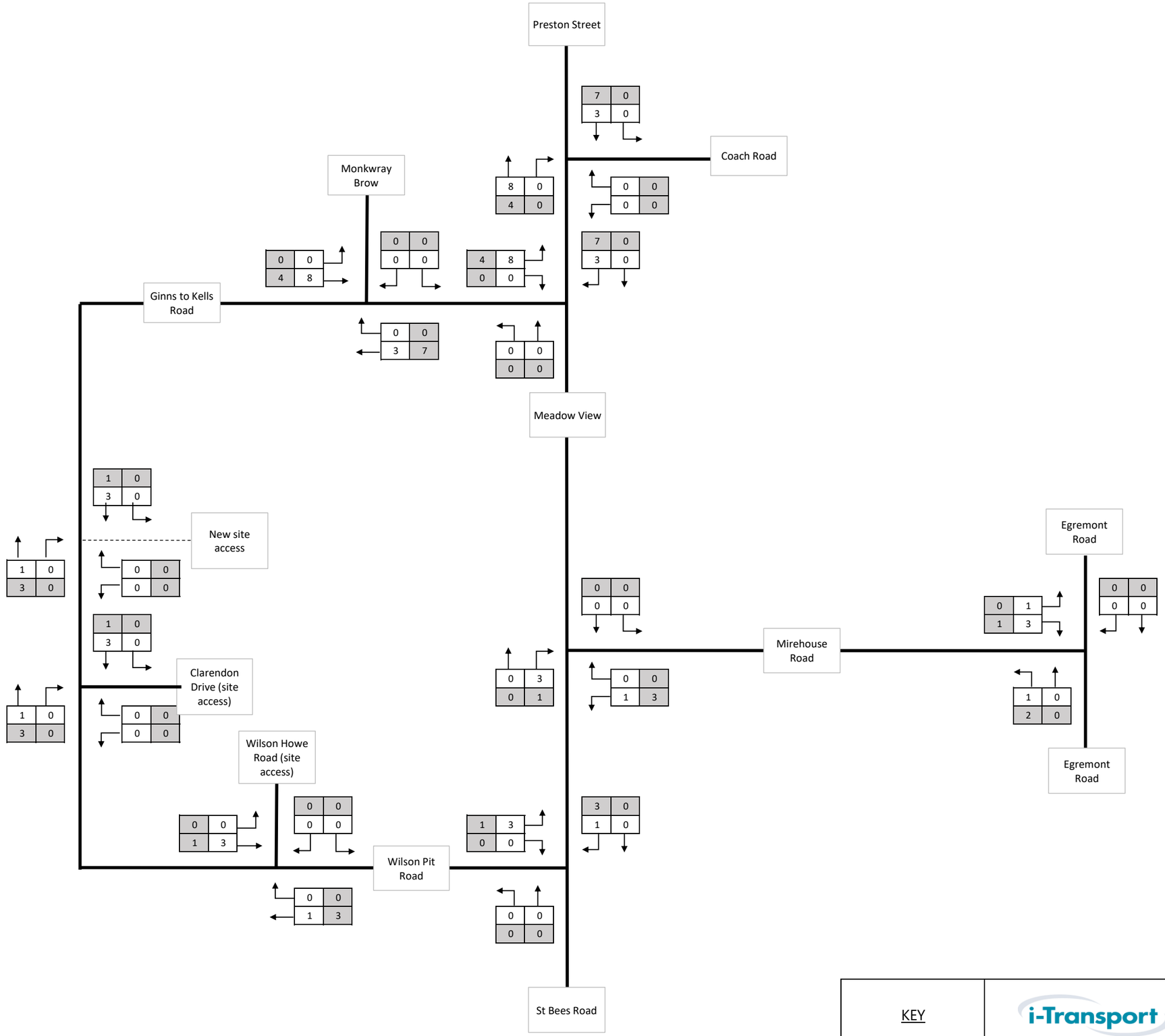
i-Transport

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Edgehill Park Phase 4

Appendix 6.B.

Committed Development Traffic Flows - Persimmons



KEY

500 = TOTAL PCUs

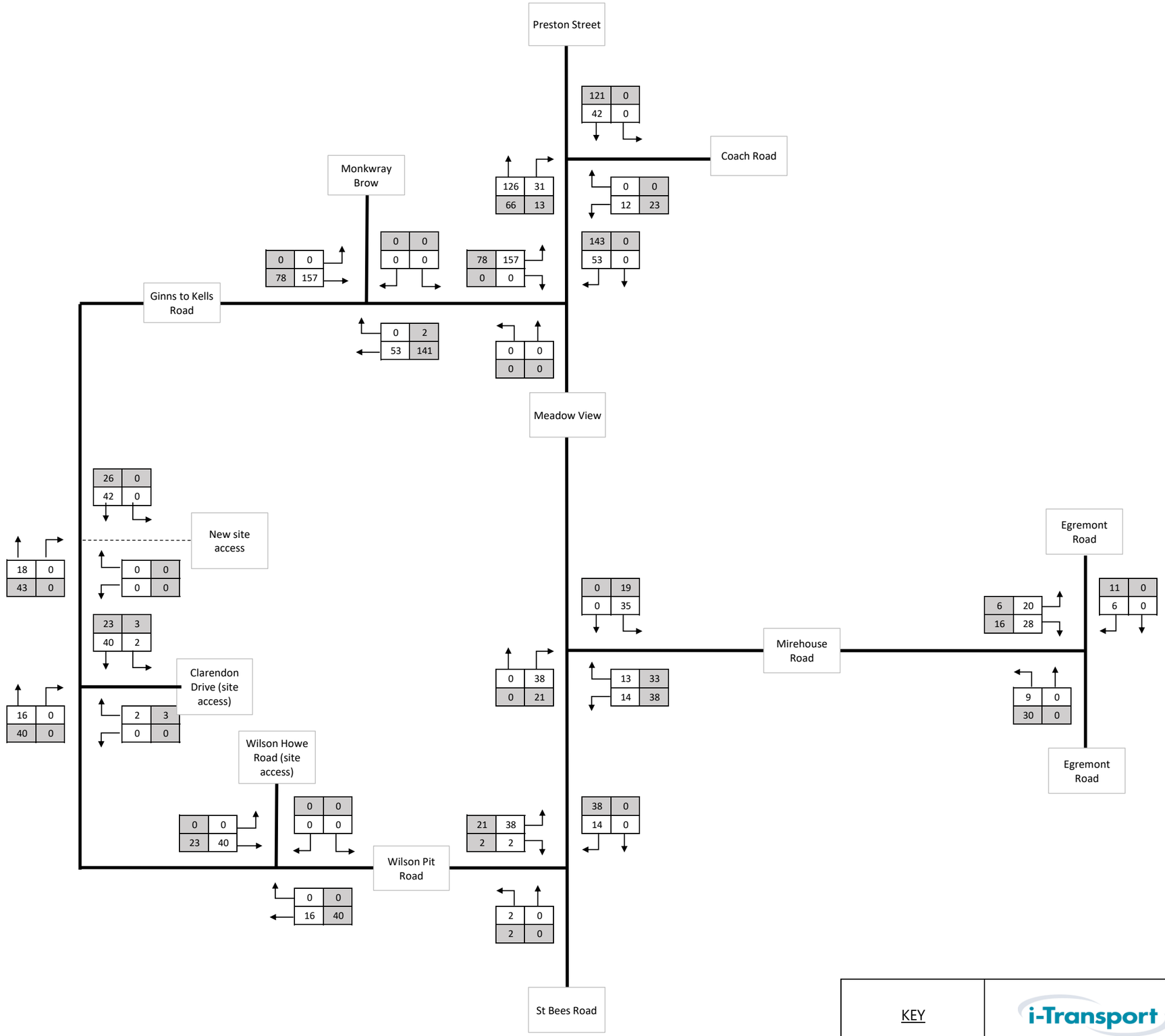
i-Transport

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Edgehill Park Phase 4

Appendix 6.B.

Committed Development Traffic Flows - High Road



KEY

500 = TOTAL PCUs

i-Transport

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Edgehill Park Phase 4

Appendix 6.B.

Total Committed Development Traffic Flows

APPENDIX 6.C Local Road Network Growth Factors

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2022
Future Year:	2027
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	Yes

Copeland - 538 dwellings
Copeland -005 -70

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0177	1.0266
E02004004	Copeland 005	1.0362	1.0262

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	321	500
E02004004	Copeland 005	62	25

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	18,194	18,807
E02004004	Copeland 005	1,721	951

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	18,515	19,306
E02004004	Copeland 005	1,784	976

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0177	1.0266
E02004004	Copeland 005	1.0362	1.0262

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	321	500
E02004004	Copeland 005	62	25

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	18,194	18,807
E02004004	Copeland 005	1,721	951

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	18,515	19,306
E02004004	Copeland 005	1,784	976

Level	Area	Local Growth Figure
Authority	Copeland	1.041806
E02004004	Copeland 0	1.052883

Level	Area	Local Growth Figure
Authority	Copeland	1.034017
E02004004	Copeland 0	1.043172

Dataset Version:	72	
Result Type:	Trip ends by time period	
Base Year:	2022	
Future Year:	2027	
Trip Purpose Group:	All purposes	
Time Period:	Weekday PM peak period (1600 - 1859)	
Trip End Type:	Origin/Destination	Copeland - 538 dwellings
Alternative Assumptions Applied:	Yes	Copeland -005 -70

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0216	1.0153
E02004004	Copeland 005	1.0244	1.0303

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	428	297
E02004004	Copeland 005	31	56

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	19,862	19,527
E02004004	Copeland 005	1,279	1,868

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	20,290	19,824
E02004004	Copeland 005	1,310	1,925

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0216	1.0153
E02004004	Copeland 005	1.0244	1.0303

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	428	297
E02004004	Copeland 005	31	56

Base Year

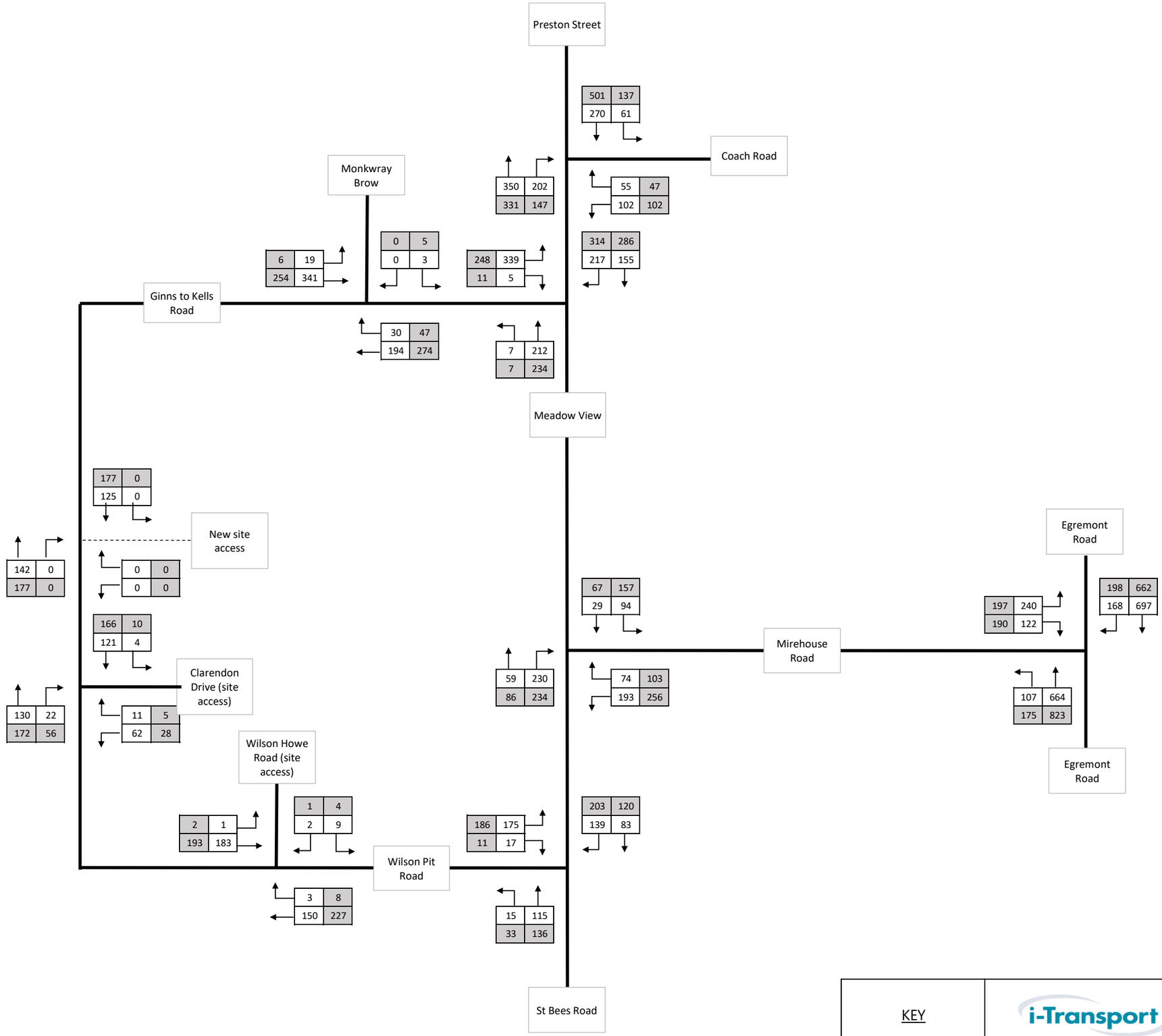
Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	19,862	19,527
E02004004	Copeland 005	1,279	1,868

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	20,290	19,824
E02004004	Copeland 005	1,310	1,925

Level	Area	Local Growth Figure
Authority	Copeland	1.030274
E0200400	Copeland C	1.039277

APPENDIX 6.D 2027 Background Traffic Flow Diagrams



KEY

500 = TOTAL PCUs

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Appendix 6.D.

2027 Base Traffic Flows

APPENDIX 6.E Strategic Road Network Growth Factors

Dataset Version:	72	
Result Type:	Trip ends by time period	
Base Year:	2022	
Future Year:	2023	
Trip Purpose Group:	All purposes	
Time Period:	Weekday AM peak period (0700 - 0959)	
Trip End Type:	Origin/Destination	
Alternative Assumptions Applied:	Yes	No change in households

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0044	1.0061
E02004004	Copeland 005	1.0083	1.0059

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	79	113
E02004004	Copeland 005	14	6

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	18,194	18,807
E02004004	Copeland 005	1,721	951

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	18,273	18,920
E02004004	Copeland 005	1,736	957

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0044	1.0061
E02004004	Copeland 005	1.0083	1.0059

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	79	113
E02004004	Copeland 005	14	6

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	18,194	18,807
E02004004	Copeland 005	1,721	951

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	18,273	18,920
E02004004	Copeland 005	1,736	957

Level	Area	Local Growth Figure
Authority	Copeland	1.007815
E0200400	Copeland C	1.00967

Dataset Version:	72	
Result Type:	Trip ends by time period	
Base Year:	2022	
Future Year:	2023	
Trip Purpose Group:	All purposes	
Time Period:	Weekday PM peak period (1600 - 1859)	
Trip End Type:	Origin/Destination	
Alternative Assumptions Applied:	Yes	Base households

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0049	1.0037
E02004004	Copeland 005	1.0055	1.0070

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	97	72
E02004004	Copeland 005	7	13

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	19,862	19,527
E02004004	Copeland 005	1,279	1,868

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	19,959	19,599
E02004004	Copeland 005	1,286	1,881

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0049	1.0037
E02004004	Copeland 005	1.0055	1.0070

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	97	72
E02004004	Copeland 005	7	13

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	19,862	19,527
E02004004	Copeland 005	1,279	1,868

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	19,959	19,599
E02004004	Copeland 005	1,286	1,881

Level	Area	Local Growth Figure
Authority	Copeland	1.006863
E0200400	Copeland (	1.008818

Dataset Version:	72	
Result Type:	Trip ends by time period	
Base Year:	2022	
Future Year:	2038	
Trip Purpose Group:	All purposes	
Time Period:	Weekday AM peak period (0700 - 0959)	
Trip End Type:	Origin/Destination	
Alternative Assumptions Applied:	Yes	Copeland -579 dwellings Copeland 005 -190 dwellings

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0483	1.0619
E02004004	Copeland 005	1.0715	1.0608

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	878	1,164
E02004004	Copeland 005	123	58

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	18,194	18,807
E02004004	Copeland 005	1,721	951

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	19,072	19,970
E02004004	Copeland 005	1,844	1,009

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0483	1.0619
E02004004	Copeland 005	1.0715	1.0608

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	878	1,164
E02004004	Copeland 005	123	58

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	18,194	18,807
E02004004	Copeland 005	1,721	951

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	19,072	19,970
E02004004	Copeland 005	1,844	1,009

Level	Area	Local Growth Figure
Authority	Copeland	1.092672
E0200400	Copeland C	1.104116

Dataset Version:	72	
Result Type:	Trip ends by time period	
Base Year:	2022	
Future Year:	2038	
Trip Purpose Group:	All purposes	
Time Period:	Weekday PM peak period (1600 - 1859)	
Trip End Type:	Origin/Destination	
Alternative Assumptions Applied:	Yes	Copeland -579 Copeland 005 -190 dwellings

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0530	1.0432
E02004004	Copeland 005	1.0525	1.0585

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1,052	843
E02004004	Copeland 005	67	109

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	19,862	19,527
E02004004	Copeland 005	1,279	1,868

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	20,914	20,370
E02004004	Copeland 005	1,346	1,977

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1.0530	1.0432
E02004004	Copeland 005	1.0525	1.0585

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	1,052	843
E02004004	Copeland 005	67	109

Base Year

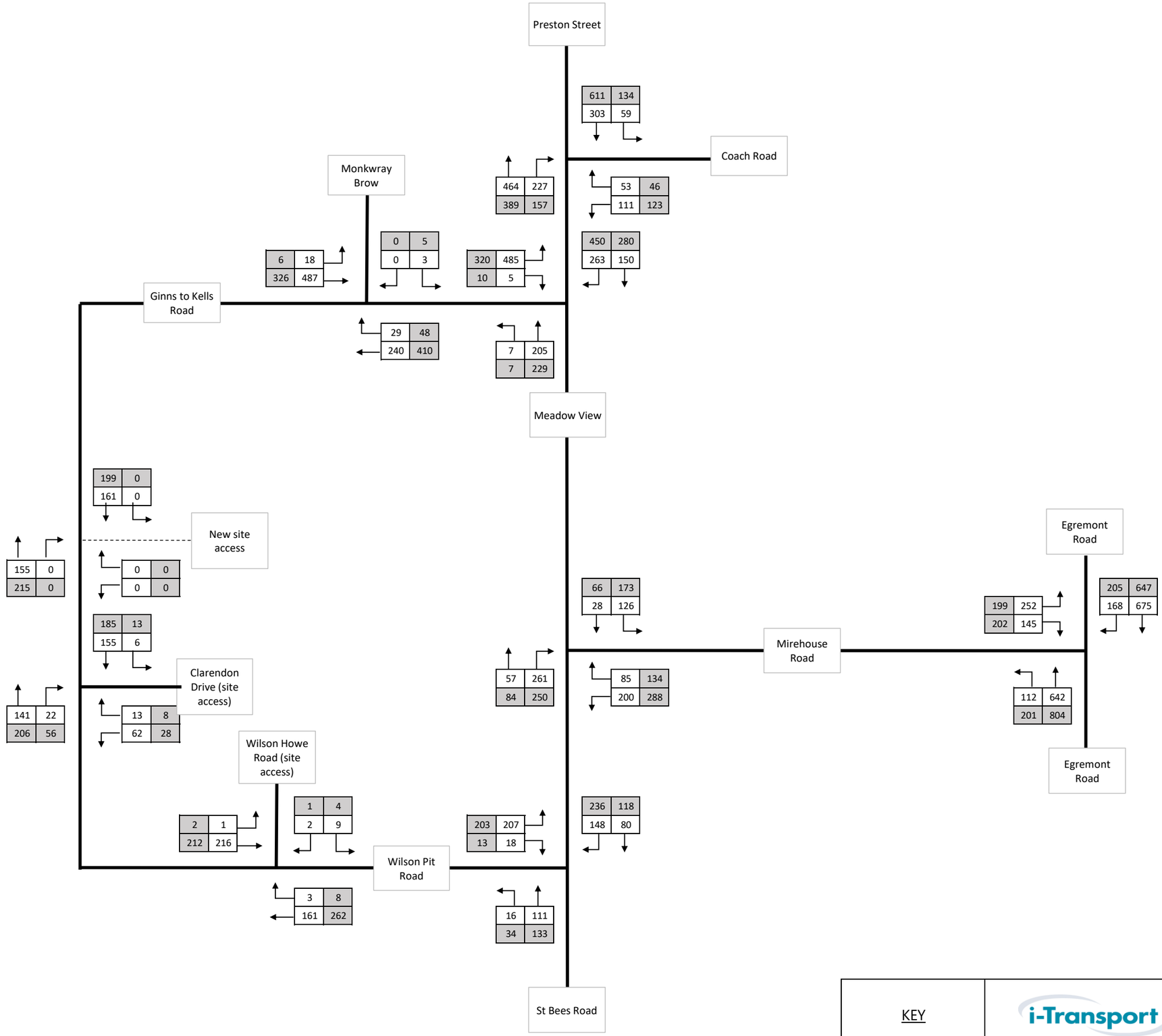
Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	19,862	19,527
E02004004	Copeland 005	1,279	1,868

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Copeland	20,914	20,370
E02004004	Copeland 005	1,346	1,977

Level	Area	Local Growth Figure
Authority	Copeland	1.085423
E0200400	Copeland C	1.093087

APPENDIX 6.F 2023 and 2038 Background Traffic Flow Diagrams



KEY

500 = TOTAL PCUs

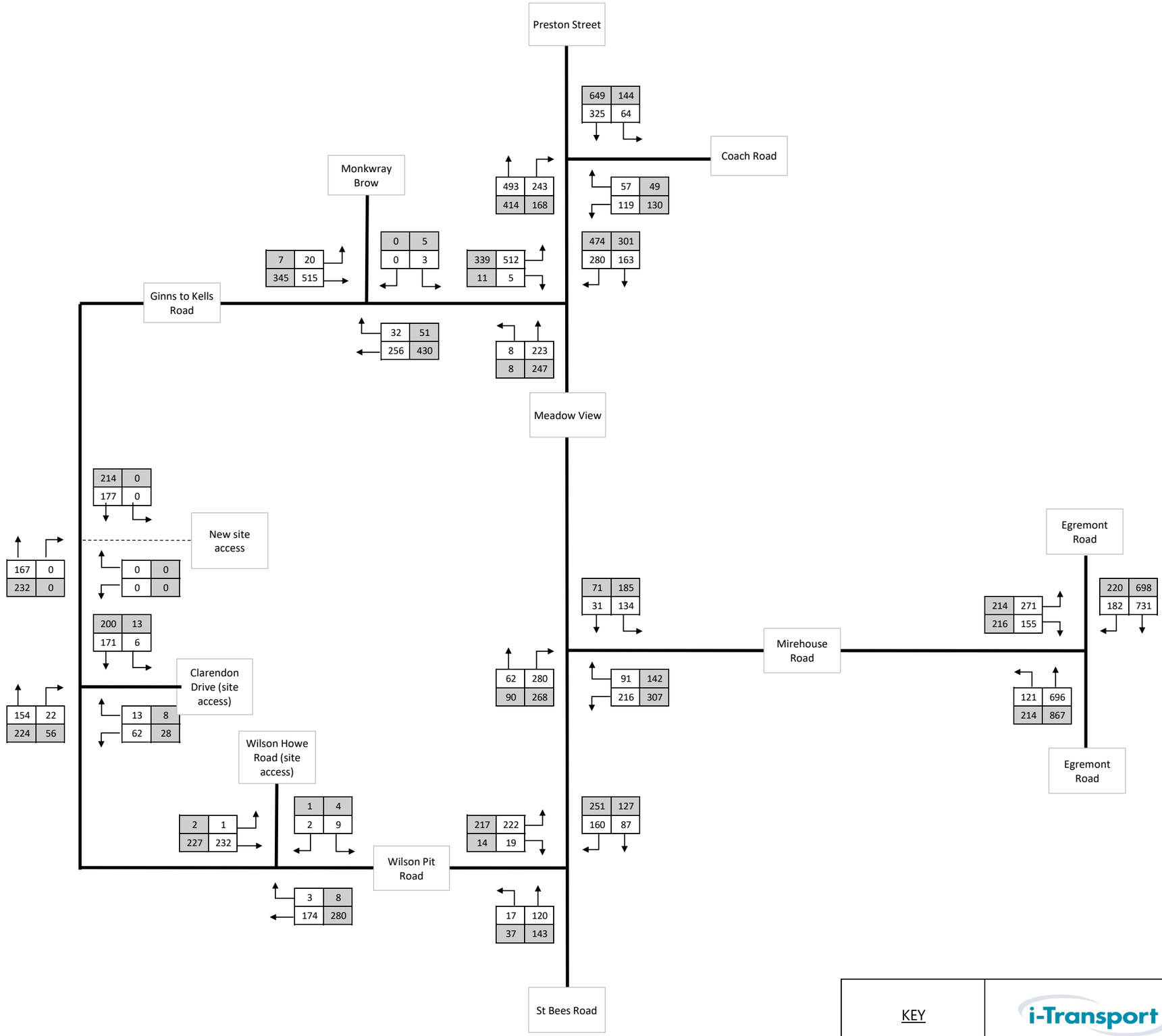
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Appendix 6.G.

2023 Base + Committed Traffic Flows



KEY

500 = TOTAL PCUs

i-Transport

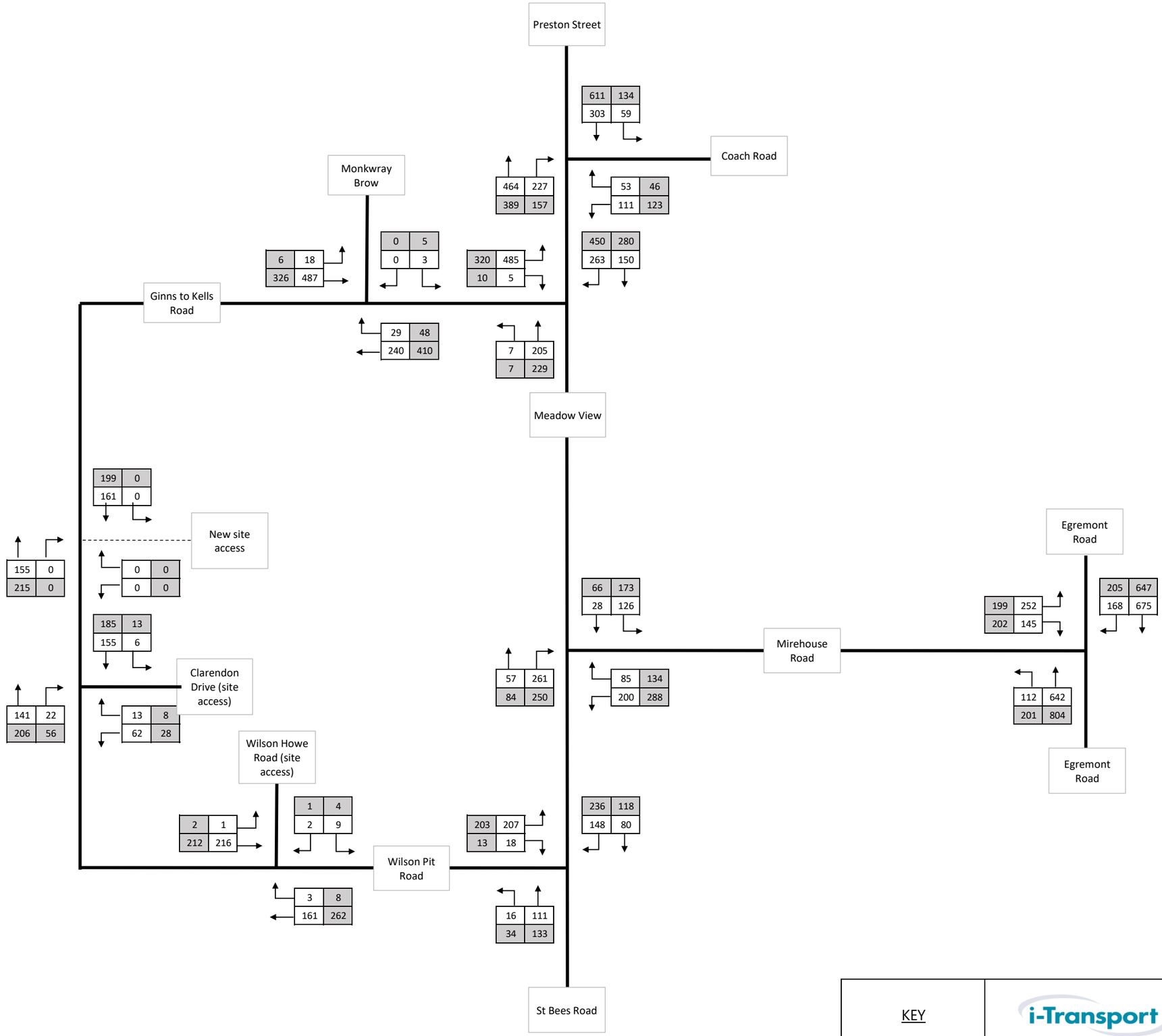
Centurion House, 129 Deansgate,
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www.i-transport.co.uk

Edgehill Park Phase 4

Appendix 6.G.

2038 Base + Committed Traffic Flows

APPENDIX 6.G Base + Committed Traffic Flow Diagrams



KEY

500 = TOTAL PCUs

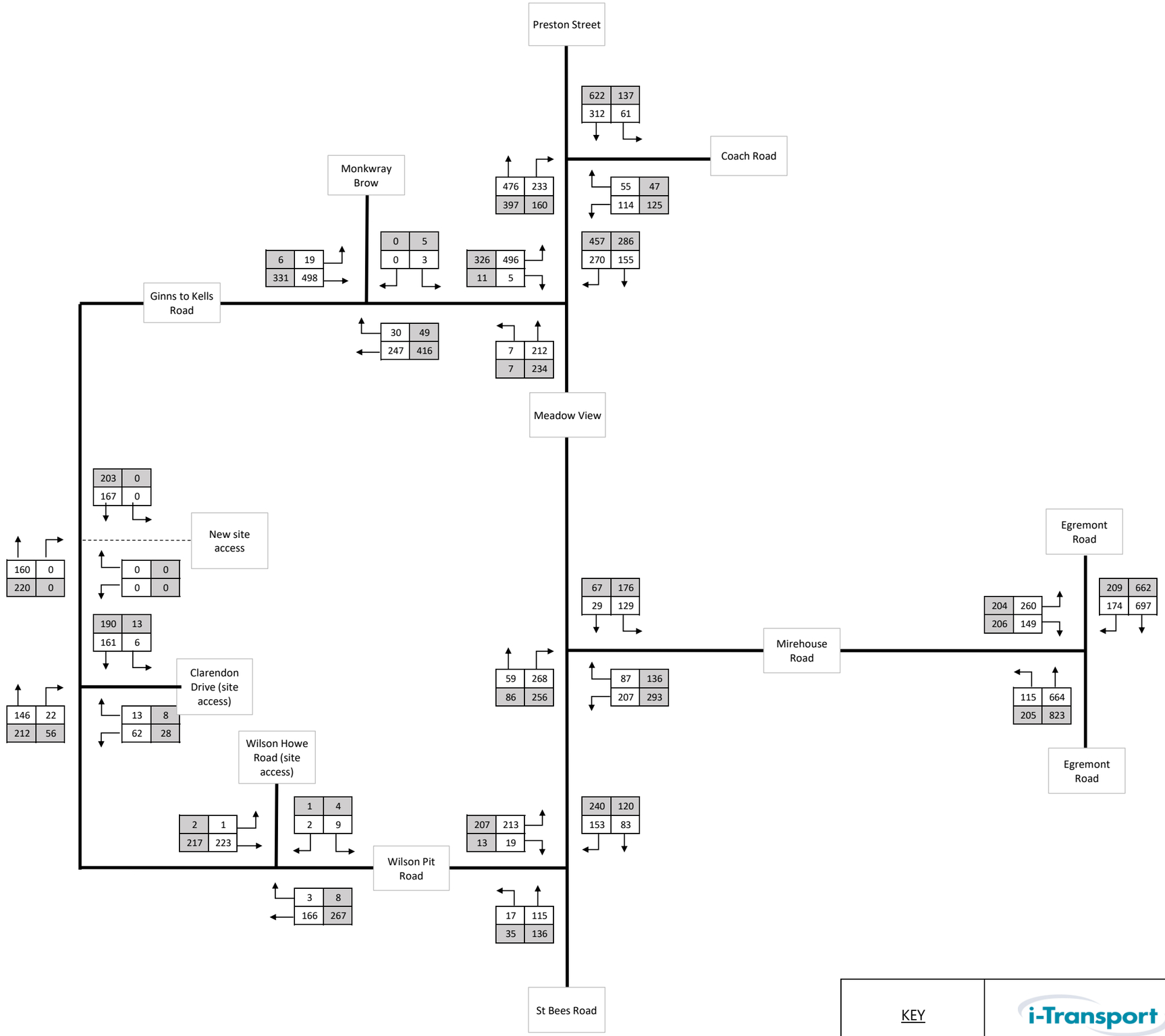
i-Transport

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Edgehill Park Phase 4

Appendix 6.G.

2023 Base + Committed Traffic Flows



KEY

500 = TOTAL PCUs

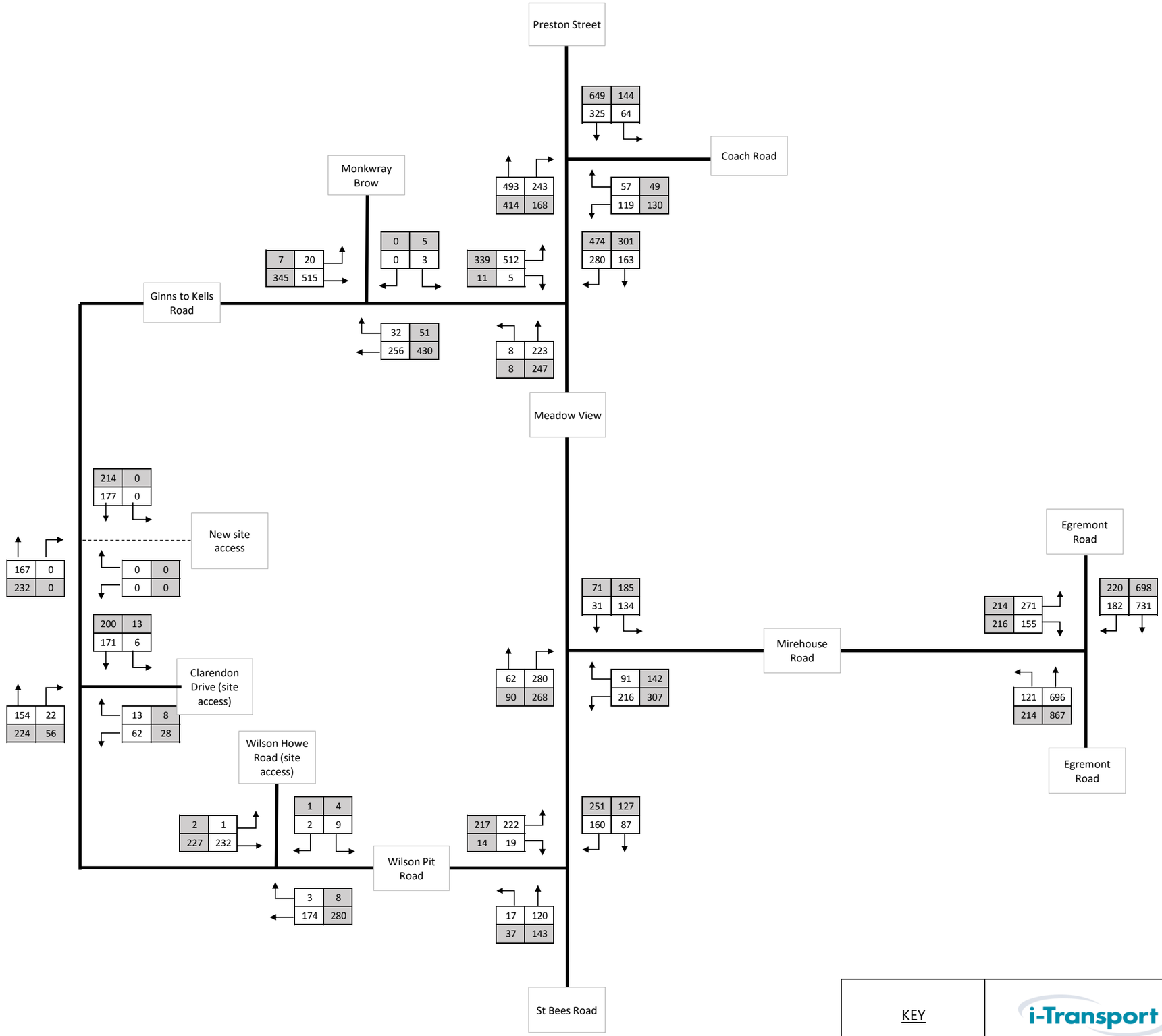
i-Transport

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Edgehill Park Phase 4

Appendix 6.G.

2027 Base + Committed Traffic Flows



KEY

500 = TOTAL PCUs

i-Transport

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Edgehill Park Phase 4

Appendix 6.G.

2038 Base + Committed Traffic Flows

APPENDIX 6.H TRICs Outputs

Calculation Reference: AUDIT-236602-220110-0111

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	3 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	2 days
11	SCOTLAND		
	FA	FALKIRK	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: 50 to 248 (units:)
Range Selected by User: 50 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 21/09/21

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	5 days
Tuesday	4 days
Wednesday	7 days
Thursday	6 days
Friday	4 days

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

Selected survey types:

Manual count	26 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 undertaking using machines.

Selected Locations:

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	26

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	26 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	8 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	1 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	4 days
25,001 to 50,000	3 days
75,001 to 100,000	7 days
100,001 to 125,000	2 days
125,001 to 250,000	9 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	4 days
1.1 to 1.5	19 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	9 days
No	17 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	26 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

2 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

3 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

5 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

6 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

7 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

9 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

10 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

11 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

12 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

13 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

14 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

15 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

17 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

18 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

19 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

20 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

21 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

22 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

23 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

24 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

25 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

26 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *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): 1.81

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.081	26	116	0.294	26	116	0.375
08:00 - 09:00	26	116	0.125	26	116	0.357	26	116	0.482
09:00 - 10:00	26	116	0.139	26	116	0.170	26	116	0.309
10:00 - 11:00	26	116	0.135	26	116	0.168	26	116	0.303
11:00 - 12:00	26	116	0.145	26	116	0.155	26	116	0.300
12:00 - 13:00	26	116	0.162	26	116	0.157	26	116	0.319
13:00 - 14:00	26	116	0.171	26	116	0.163	26	116	0.334
14:00 - 15:00	26	116	0.163	26	116	0.195	26	116	0.358
15:00 - 16:00	26	116	0.254	26	116	0.168	26	116	0.422
16:00 - 17:00	26	116	0.275	26	116	0.164	26	116	0.439
17:00 - 18:00	26	116	0.325	26	116	0.164	26	116	0.489
18:00 - 19:00	26	116	0.273	26	116	0.155	26	116	0.428
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.248			2.310			4.558

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:	50 - 248 (units:)
Survey date date range:	01/01/13 - 21/09/21
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.004	26	116	0.004	26	116	0.008
08:00 - 09:00	26	116	0.005	26	116	0.005	26	116	0.010
09:00 - 10:00	26	116	0.003	26	116	0.003	26	116	0.006
10:00 - 11:00	26	116	0.003	26	116	0.003	26	116	0.006
11:00 - 12:00	26	116	0.003	26	116	0.004	26	116	0.007
12:00 - 13:00	26	116	0.003	26	116	0.003	26	116	0.006
13:00 - 14:00	26	116	0.002	26	116	0.003	26	116	0.005
14:00 - 15:00	26	116	0.004	26	116	0.003	26	116	0.007
15:00 - 16:00	26	116	0.007	26	116	0.007	26	116	0.014
16:00 - 17:00	26	116	0.005	26	116	0.005	26	116	0.010
17:00 - 18:00	26	116	0.003	26	116	0.002	26	116	0.005
18:00 - 19:00	26	116	0.002	26	116	0.003	26	116	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.045			0.089

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 OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.002	26	116	0.001	26	116	0.003
08:00 - 09:00	26	116	0.002	26	116	0.002	26	116	0.004
09:00 - 10:00	26	116	0.004	26	116	0.003	26	116	0.007
10:00 - 11:00	26	116	0.002	26	116	0.003	26	116	0.005
11:00 - 12:00	26	116	0.002	26	116	0.001	26	116	0.003
12:00 - 13:00	26	116	0.001	26	116	0.002	26	116	0.003
13:00 - 14:00	26	116	0.003	26	116	0.001	26	116	0.004
14:00 - 15:00	26	116	0.002	26	116	0.003	26	116	0.005
15:00 - 16:00	26	116	0.003	26	116	0.003	26	116	0.006
16:00 - 17:00	26	116	0.001	26	116	0.002	26	116	0.003
17:00 - 18:00	26	116	0.001	26	116	0.000	26	116	0.001
18:00 - 19:00	26	116	0.001	26	116	0.001	26	116	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.022			0.046

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 PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.001	26	116	0.001	26	116	0.002
08:00 - 09:00	26	116	0.001	26	116	0.001	26	116	0.002
09:00 - 10:00	26	116	0.001	26	116	0.001	26	116	0.002
10:00 - 11:00	26	116	0.001	26	116	0.001	26	116	0.002
11:00 - 12:00	26	116	0.001	26	116	0.001	26	116	0.002
12:00 - 13:00	26	116	0.001	26	116	0.001	26	116	0.002
13:00 - 14:00	26	116	0.001	26	116	0.001	26	116	0.002
14:00 - 15:00	26	116	0.001	26	116	0.001	26	116	0.002
15:00 - 16:00	26	116	0.001	26	116	0.001	26	116	0.002
16:00 - 17:00	26	116	0.001	26	116	0.001	26	116	0.002
17:00 - 18:00	26	116	0.001	26	116	0.001	26	116	0.002
18:00 - 19:00	26	116	0.000	26	116	0.000	26	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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 CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.005	26	116	0.011	26	116	0.016
08:00 - 09:00	26	116	0.007	26	116	0.020	26	116	0.027
09:00 - 10:00	26	116	0.002	26	116	0.004	26	116	0.006
10:00 - 11:00	26	116	0.004	26	116	0.005	26	116	0.009
11:00 - 12:00	26	116	0.004	26	116	0.006	26	116	0.010
12:00 - 13:00	26	116	0.004	26	116	0.006	26	116	0.010
13:00 - 14:00	26	116	0.003	26	116	0.002	26	116	0.005
14:00 - 15:00	26	116	0.005	26	116	0.005	26	116	0.010
15:00 - 16:00	26	116	0.013	26	116	0.008	26	116	0.021
16:00 - 17:00	26	116	0.019	26	116	0.012	26	116	0.031
17:00 - 18:00	26	116	0.013	26	116	0.007	26	116	0.020
18:00 - 19:00	26	116	0.012	26	116	0.006	26	116	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.092			0.183

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 VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.092	26	116	0.425	26	116	0.517
08:00 - 09:00	26	116	0.146	26	116	0.584	26	116	0.730
09:00 - 10:00	26	116	0.174	26	116	0.241	26	116	0.415
10:00 - 11:00	26	116	0.174	26	116	0.235	26	116	0.409
11:00 - 12:00	26	116	0.196	26	116	0.215	26	116	0.411
12:00 - 13:00	26	116	0.216	26	116	0.210	26	116	0.426
13:00 - 14:00	26	116	0.242	26	116	0.222	26	116	0.464
14:00 - 15:00	26	116	0.226	26	116	0.264	26	116	0.490
15:00 - 16:00	26	116	0.411	26	116	0.233	26	116	0.644
16:00 - 17:00	26	116	0.422	26	116	0.247	26	116	0.669
17:00 - 18:00	26	116	0.473	26	116	0.231	26	116	0.704
18:00 - 19:00	26	116	0.404	26	116	0.223	26	116	0.627
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.176			3.330			6.506

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.019	26	116	0.045	26	116	0.064
08:00 - 09:00	26	116	0.052	26	116	0.137	26	116	0.189
09:00 - 10:00	26	116	0.052	26	116	0.046	26	116	0.098
10:00 - 11:00	26	116	0.039	26	116	0.055	26	116	0.094
11:00 - 12:00	26	116	0.040	26	116	0.040	26	116	0.080
12:00 - 13:00	26	116	0.044	26	116	0.041	26	116	0.085
13:00 - 14:00	26	116	0.041	26	116	0.038	26	116	0.079
14:00 - 15:00	26	116	0.042	26	116	0.054	26	116	0.096
15:00 - 16:00	26	116	0.125	26	116	0.066	26	116	0.191
16:00 - 17:00	26	116	0.087	26	116	0.050	26	116	0.137
17:00 - 18:00	26	116	0.069	26	116	0.033	26	116	0.102
18:00 - 19:00	26	116	0.045	26	116	0.042	26	116	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.655			0.647			1.302

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.000	26	116	0.017	26	116	0.017
08:00 - 09:00	26	116	0.001	26	116	0.027	26	116	0.028
09:00 - 10:00	26	116	0.003	26	116	0.010	26	116	0.013
10:00 - 11:00	26	116	0.007	26	116	0.007	26	116	0.014
11:00 - 12:00	26	116	0.004	26	116	0.006	26	116	0.010
12:00 - 13:00	26	116	0.006	26	116	0.009	26	116	0.015
13:00 - 14:00	26	116	0.004	26	116	0.006	26	116	0.010
14:00 - 15:00	26	116	0.008	26	116	0.006	26	116	0.014
15:00 - 16:00	26	116	0.021	26	116	0.009	26	116	0.030
16:00 - 17:00	26	116	0.016	26	116	0.005	26	116	0.021
17:00 - 18:00	26	116	0.012	26	116	0.003	26	116	0.015
18:00 - 19:00	26	116	0.011	26	116	0.002	26	116	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.107			0.200

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.002	26	116	0.013	26	116	0.015
08:00 - 09:00	26	116	0.000	26	116	0.008	26	116	0.008
09:00 - 10:00	26	116	0.000	26	116	0.003	26	116	0.003
10:00 - 11:00	26	116	0.000	26	116	0.003	26	116	0.003
11:00 - 12:00	26	116	0.000	26	116	0.001	26	116	0.001
12:00 - 13:00	26	116	0.001	26	116	0.002	26	116	0.003
13:00 - 14:00	26	116	0.001	26	116	0.001	26	116	0.002
14:00 - 15:00	26	116	0.001	26	116	0.001	26	116	0.002
15:00 - 16:00	26	116	0.004	26	116	0.000	26	116	0.004
16:00 - 17:00	26	116	0.004	26	116	0.000	26	116	0.004
17:00 - 18:00	26	116	0.008	26	116	0.001	26	116	0.009
18:00 - 19:00	26	116	0.008	26	116	0.001	26	116	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.034			0.063

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 COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.000	26	116	0.000	26	116	0.000
08:00 - 09:00	26	116	0.000	26	116	0.000	26	116	0.000
09:00 - 10:00	26	116	0.000	26	116	0.000	26	116	0.000
10:00 - 11:00	26	116	0.000	26	116	0.000	26	116	0.000
11:00 - 12:00	26	116	0.000	26	116	0.000	26	116	0.000
12:00 - 13:00	26	116	0.000	26	116	0.000	26	116	0.000
13:00 - 14:00	26	116	0.000	26	116	0.000	26	116	0.000
14:00 - 15:00	26	116	0.000	26	116	0.000	26	116	0.000
15:00 - 16:00	26	116	0.001	26	116	0.000	26	116	0.001
16:00 - 17:00	26	116	0.000	26	116	0.000	26	116	0.000
17:00 - 18:00	26	116	0.000	26	116	0.000	26	116	0.000
18:00 - 19:00	26	116	0.000	26	116	0.000	26	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.002	26	116	0.029	26	116	0.031
08:00 - 09:00	26	116	0.001	26	116	0.036	26	116	0.037
09:00 - 10:00	26	116	0.003	26	116	0.013	26	116	0.016
10:00 - 11:00	26	116	0.007	26	116	0.010	26	116	0.017
11:00 - 12:00	26	116	0.005	26	116	0.008	26	116	0.013
12:00 - 13:00	26	116	0.007	26	116	0.011	26	116	0.018
13:00 - 14:00	26	116	0.005	26	116	0.007	26	116	0.012
14:00 - 15:00	26	116	0.010	26	116	0.006	26	116	0.016
15:00 - 16:00	26	116	0.026	26	116	0.010	26	116	0.036
16:00 - 17:00	26	116	0.020	26	116	0.005	26	116	0.025
17:00 - 18:00	26	116	0.019	26	116	0.003	26	116	0.022
18:00 - 19:00	26	116	0.018	26	116	0.003	26	116	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.123			0.141			0.264

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): 1.81

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.118	26	116	0.510	26	116	0.628
08:00 - 09:00	26	116	0.205	26	116	0.777	26	116	0.982
09:00 - 10:00	26	116	0.231	26	116	0.304	26	116	0.535
10:00 - 11:00	26	116	0.225	26	116	0.305	26	116	0.530
11:00 - 12:00	26	116	0.245	26	116	0.268	26	116	0.513
12:00 - 13:00	26	116	0.271	26	116	0.268	26	116	0.539
13:00 - 14:00	26	116	0.291	26	116	0.268	26	116	0.559
14:00 - 15:00	26	116	0.283	26	116	0.330	26	116	0.613
15:00 - 16:00	26	116	0.574	26	116	0.316	26	116	0.890
16:00 - 17:00	26	116	0.548	26	116	0.314	26	116	0.862
17:00 - 18:00	26	116	0.574	26	116	0.275	26	116	0.849
18:00 - 19:00	26	116	0.479	26	116	0.274	26	116	0.753
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.044			4.209			8.253

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.057	26	116	0.255	26	116	0.312
08:00 - 09:00	26	116	0.099	26	116	0.325	26	116	0.424
09:00 - 10:00	26	116	0.110	26	116	0.147	26	116	0.257
10:00 - 11:00	26	116	0.103	26	116	0.134	26	116	0.237
11:00 - 12:00	26	116	0.120	26	116	0.125	26	116	0.245
12:00 - 13:00	26	116	0.132	26	116	0.128	26	116	0.260
13:00 - 14:00	26	116	0.136	26	116	0.131	26	116	0.267
14:00 - 15:00	26	116	0.138	26	116	0.164	26	116	0.302
15:00 - 16:00	26	116	0.215	26	116	0.130	26	116	0.345
16:00 - 17:00	26	116	0.242	26	116	0.134	26	116	0.376
17:00 - 18:00	26	116	0.281	26	116	0.142	26	116	0.423
18:00 - 19:00	26	116	0.252	26	116	0.140	26	116	0.392
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.885			1.955			3.840

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.017	26	116	0.031	26	116	0.048
08:00 - 09:00	26	116	0.017	26	116	0.021	26	116	0.038
09:00 - 10:00	26	116	0.021	26	116	0.015	26	116	0.036
10:00 - 11:00	26	116	0.024	26	116	0.025	26	116	0.049
11:00 - 12:00	26	116	0.018	26	116	0.024	26	116	0.042
12:00 - 13:00	26	116	0.024	26	116	0.021	26	116	0.045
13:00 - 14:00	26	116	0.028	26	116	0.026	26	116	0.054
14:00 - 15:00	26	116	0.018	26	116	0.022	26	116	0.040
15:00 - 16:00	26	116	0.025	26	116	0.025	26	116	0.050
16:00 - 17:00	26	116	0.024	26	116	0.021	26	116	0.045
17:00 - 18:00	26	116	0.035	26	116	0.017	26	116	0.052
18:00 - 19:00	26	116	0.016	26	116	0.010	26	116	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.267			0.258			0.525

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	26	116	0.000	26	116	0.001	26	116	0.001
08:00 - 09:00	26	116	0.001	26	116	0.003	26	116	0.004
09:00 - 10:00	26	116	0.001	26	116	0.001	26	116	0.002
10:00 - 11:00	26	116	0.002	26	116	0.001	26	116	0.003
11:00 - 12:00	26	116	0.001	26	116	0.000	26	116	0.001
12:00 - 13:00	26	116	0.001	26	116	0.001	26	116	0.002
13:00 - 14:00	26	116	0.000	26	116	0.001	26	116	0.001
14:00 - 15:00	26	116	0.001	26	116	0.001	26	116	0.002
15:00 - 16:00	26	116	0.002	26	116	0.001	26	116	0.003
16:00 - 17:00	26	116	0.002	26	116	0.002	26	116	0.004
17:00 - 18:00	26	116	0.003	26	116	0.002	26	116	0.005
18:00 - 19:00	26	116	0.001	26	116	0.001	26	116	0.002
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.

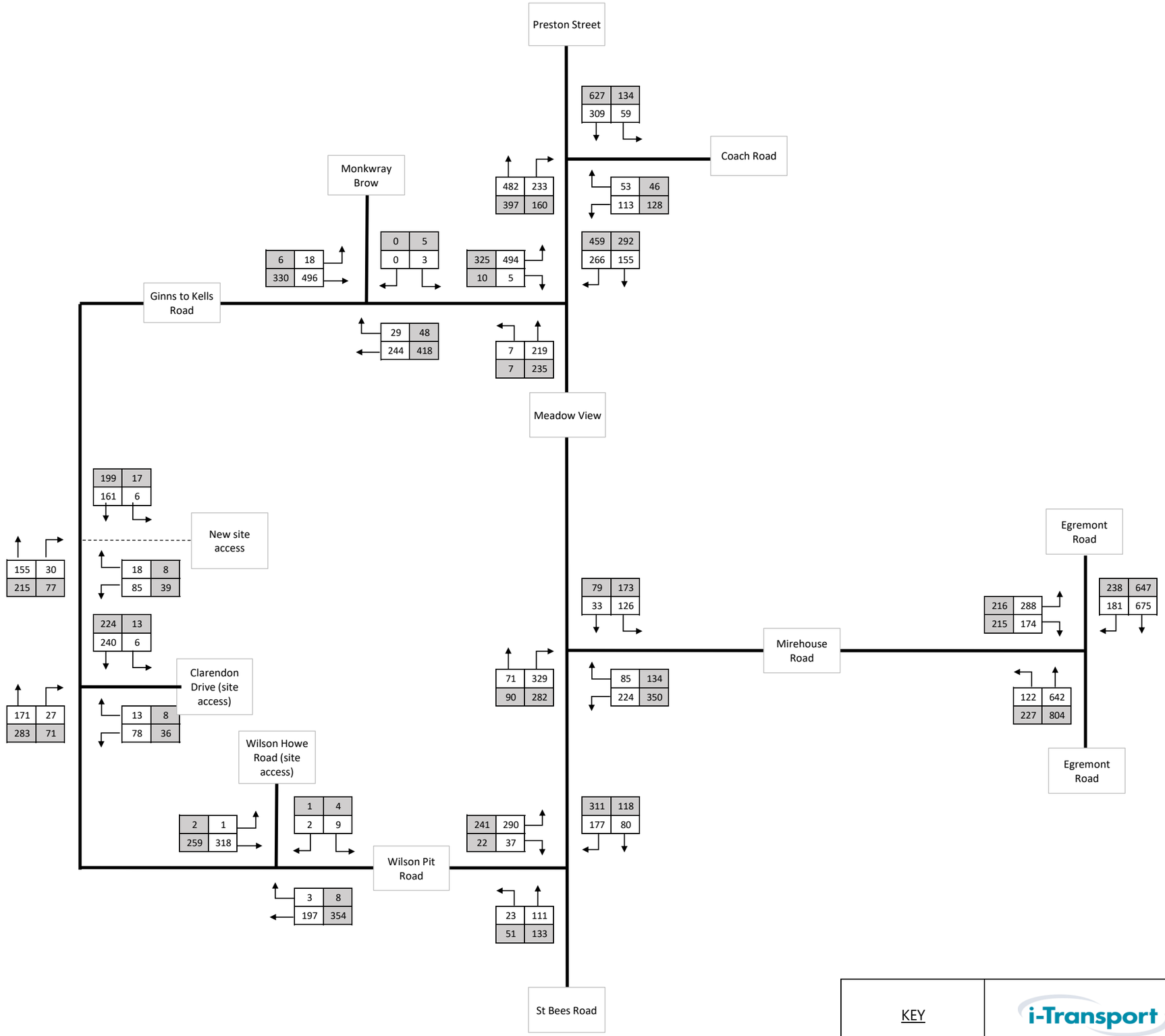
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 6.I Residential Distribution

Copeland	1,781		→	E02004000 : Copeland 001	38	1.7%	50% D	50 % A			A	Wilson Pitt Road	Percentage 15.5%
Allerdale	327	14.4%	D	E02004001 : Copeland 002	415	18.2%	50% A	50% B			B	St Bees Road (N)	11.7%
Carlisle	41	1.8%	D	E02004002 : Copeland 003	239	10.5%	25% A	25% B	50% D		C	St Bees Road (S)	15.5%
Eden	40	1.8%	D	E02004003 : Copeland 004	74	3.2%	D				D	Egremont Road (N)	30.4%
Barrow-in-Furness	17	0.7%	E	E02004004 : Copeland 005	133	5.8%	50% A	50% F			E	Egermont Road (S)	23.9%
South Lakeland	14	0.6%	D	E02004005 : Copeland 006	145	6.4%	E				F	Skiddaw Road (Mire	2.9%
Manchester	5	0.2%	D	E02004006 : Copeland 007	708	31.1%	50% C	50% E				Total	100.0%
Middlesbrough	3	0.1%	D	E02004007 : Copeland 008	29	1.3%	E						
Cheshire East	3	0.1%	D										
Birmingham	3	0.1%	D										
Northumberland	2	0.1%	D										
Tameside	2	0.1%	D										
Richmondshire	2	0.1%	D										
Wakefield	2	0.1%	D										
Other*	35	1.5%	D										
Total	2,277												

*Assuming D because most long journeys North or South take that road

APPENDIX 6.J Base + Committed + Permitted Traffic Flow Diagrams



KEY

500 = TOTAL PCUs

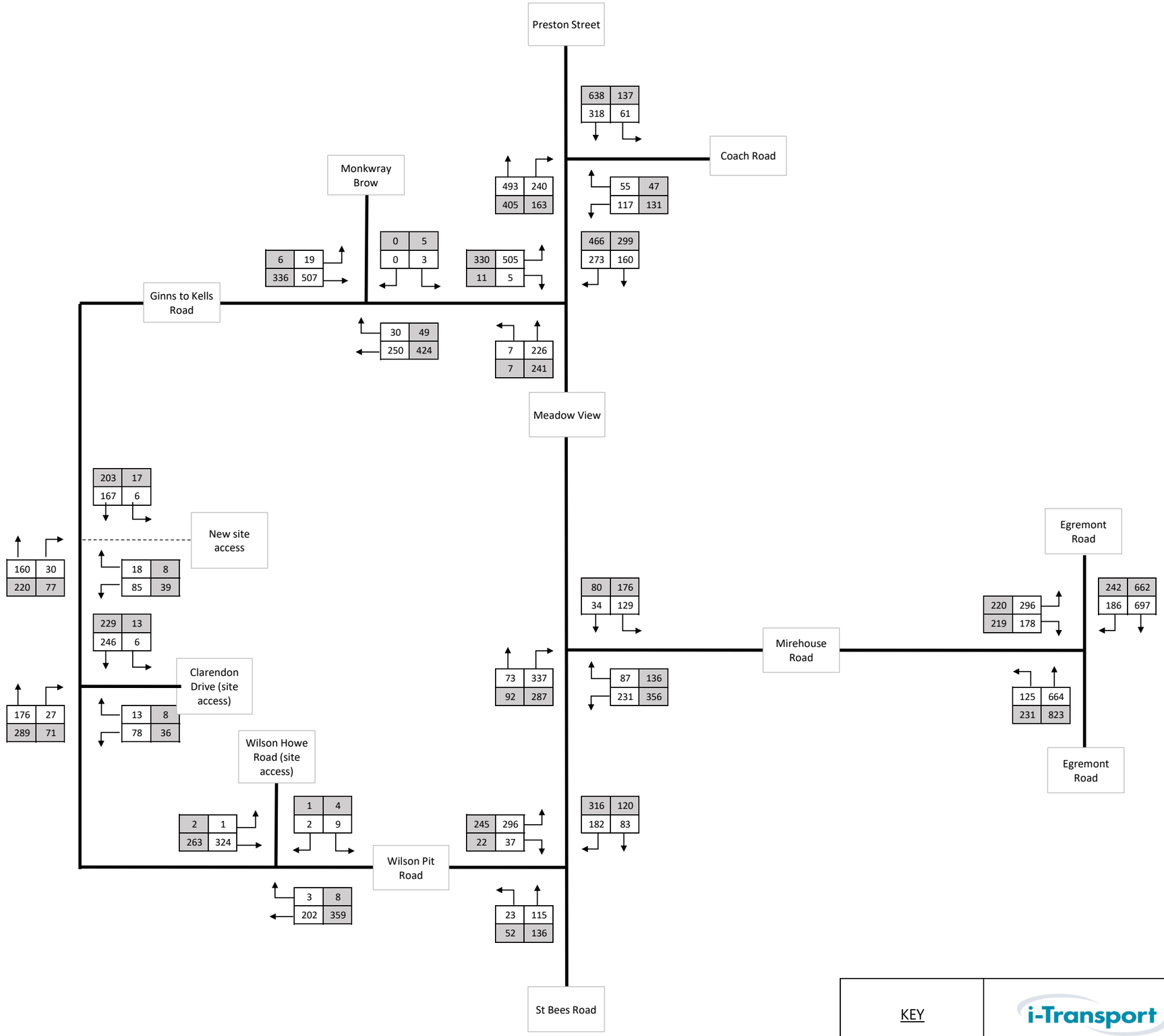
i-Transport

Centurion House, 129 Deansgate,
Manchester, M3 3WR
Tel: 0161 830 2172
www.i-transport.co.uk

Edgehill Park Phase 4

Appendix 6.J.

2023 Base + Committed + Permitted Phase 3 & 5 Traffic Flows



KEY

500 = TOTAL PCUs

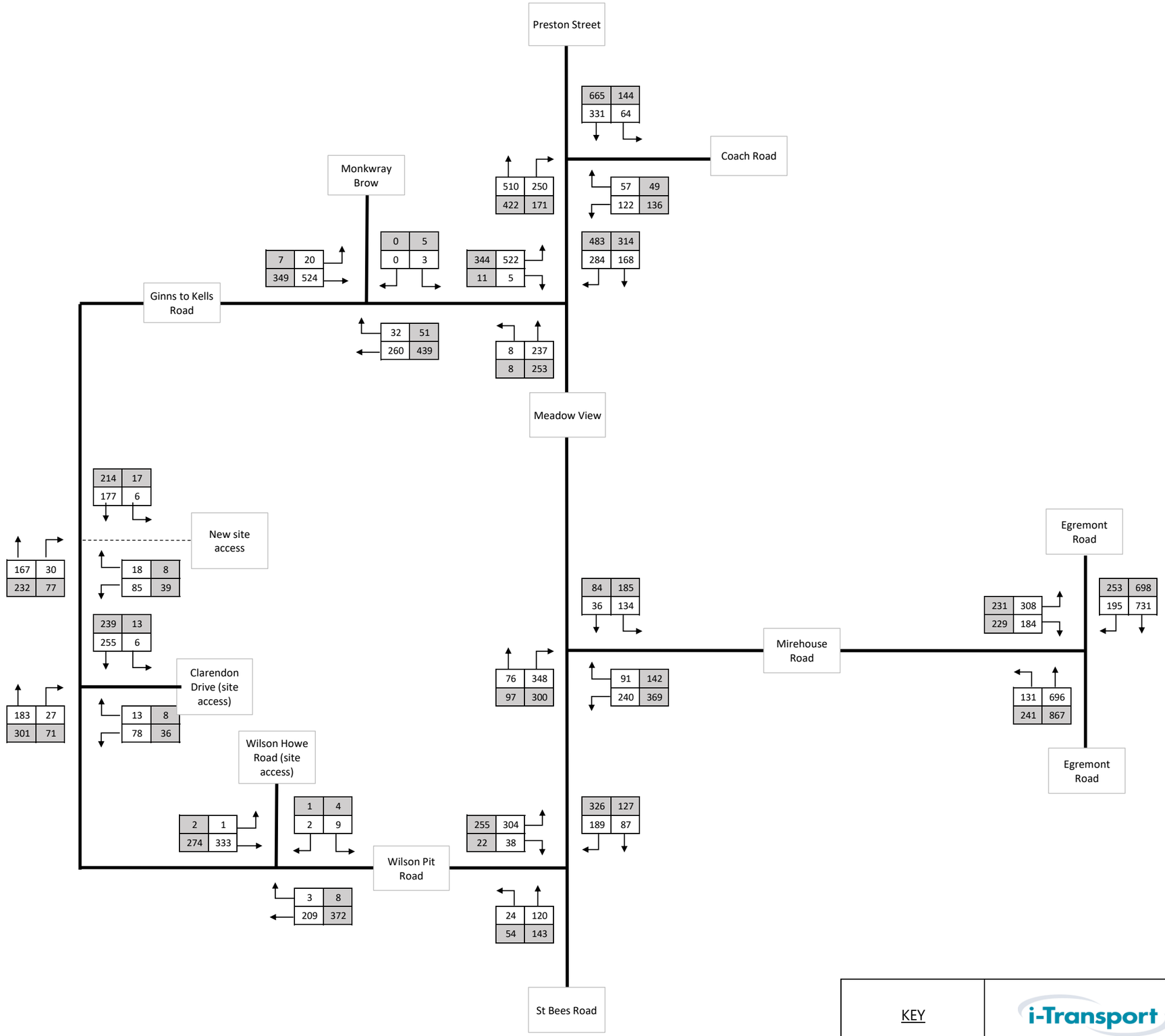
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Edgehill Park Phase 4

Appendix 6.J.

2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows



KEY

500 = TOTAL PCUs

i-Transport

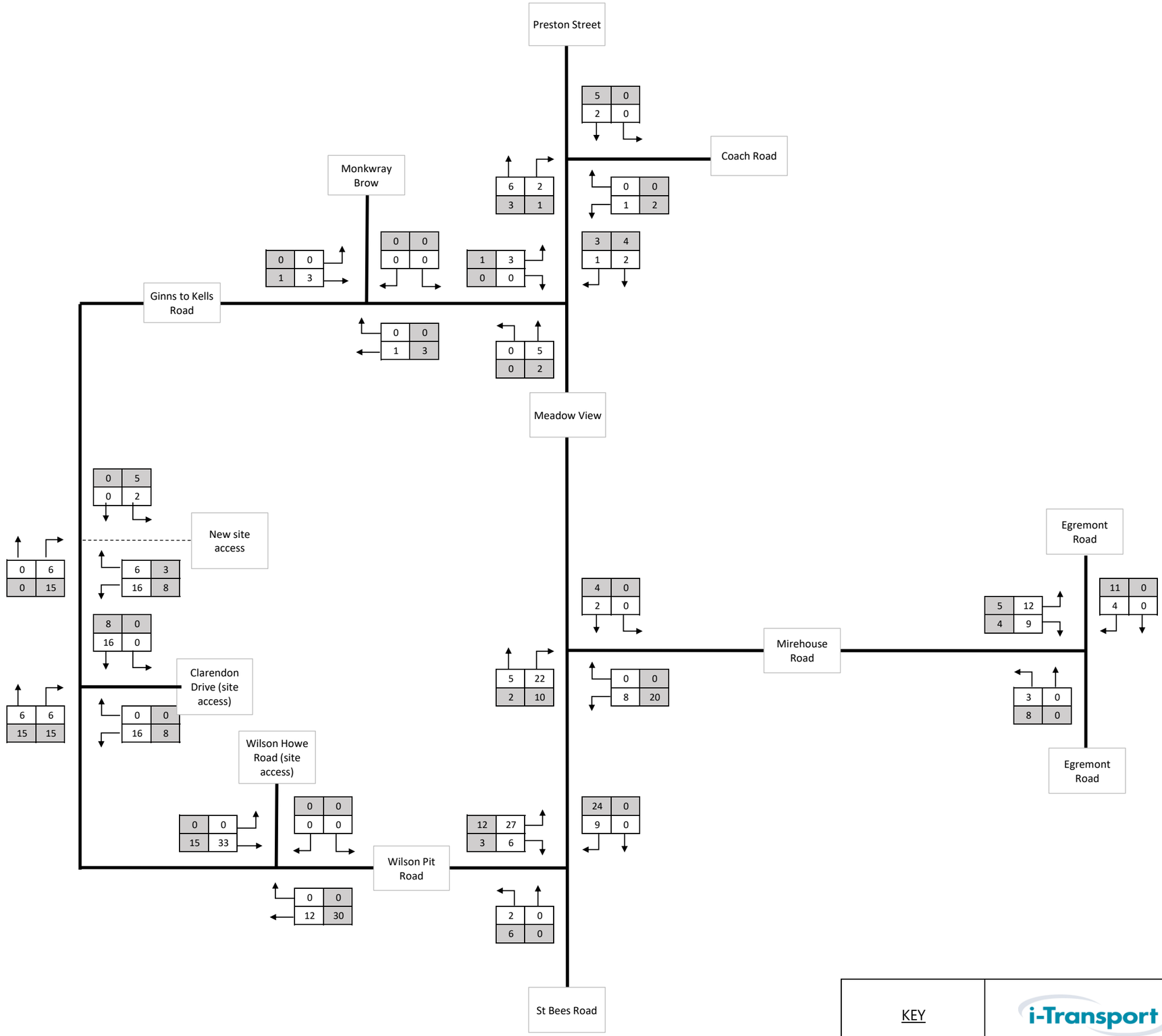
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Edgehill Park Phase 4

Appendix 6.J.

2038 Base + Committed + Permitted Phase 3 & 5 Traffic Flows

APPENDIX 6.K Proposed Development Traffic Flow Diagrams



KEY

500 = TOTAL PCUs

i-Transport

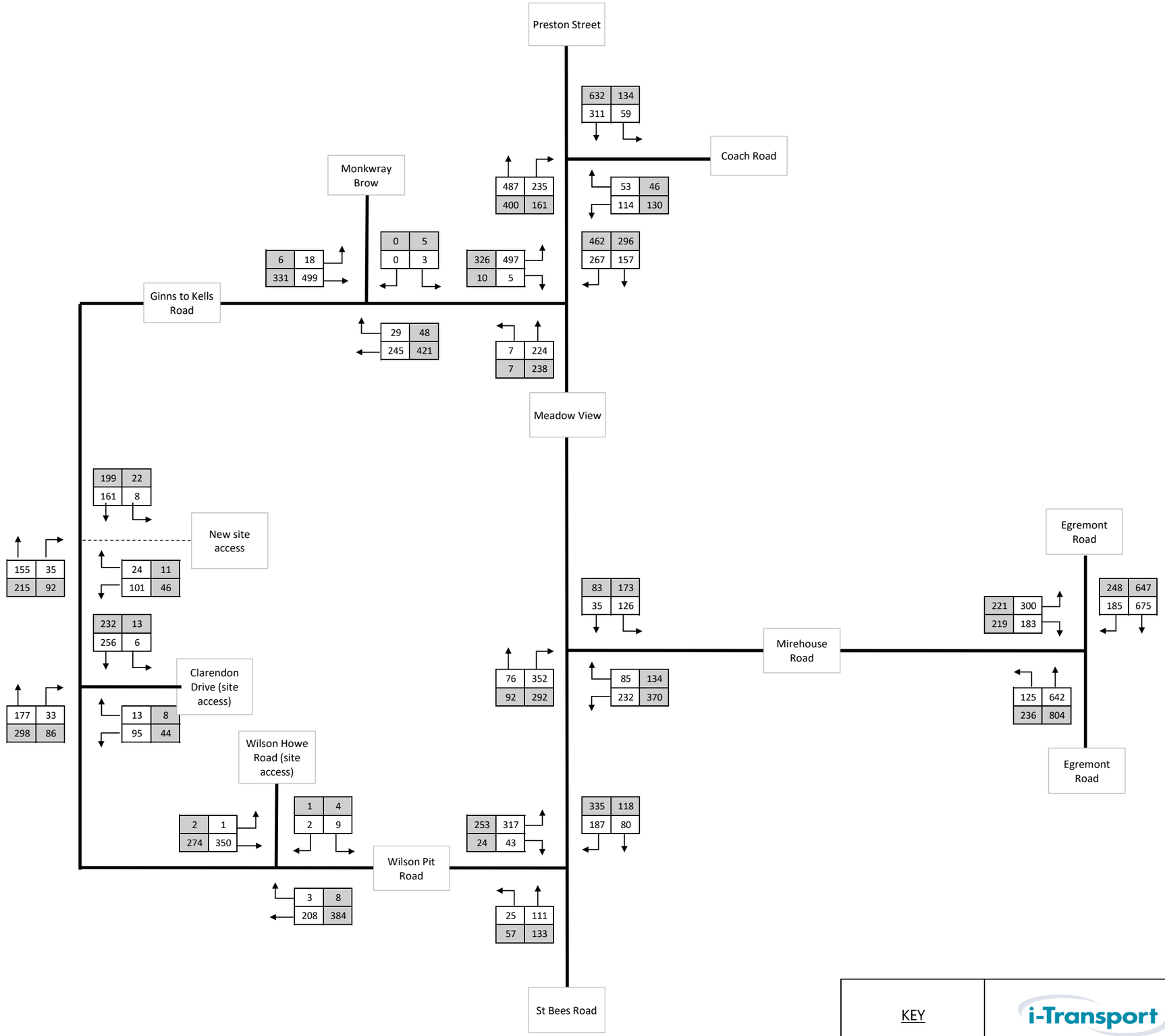
Centurion House, 129 Deansgate,
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Tel: 0161 830 2172
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Edgehill Park Phase 4

Appendix 6.K

Proposed Phase 4 Development Traffic Flows

APPENDIX 6.L Base + Committed + Permitted + Development Traffic Flow Diagrams

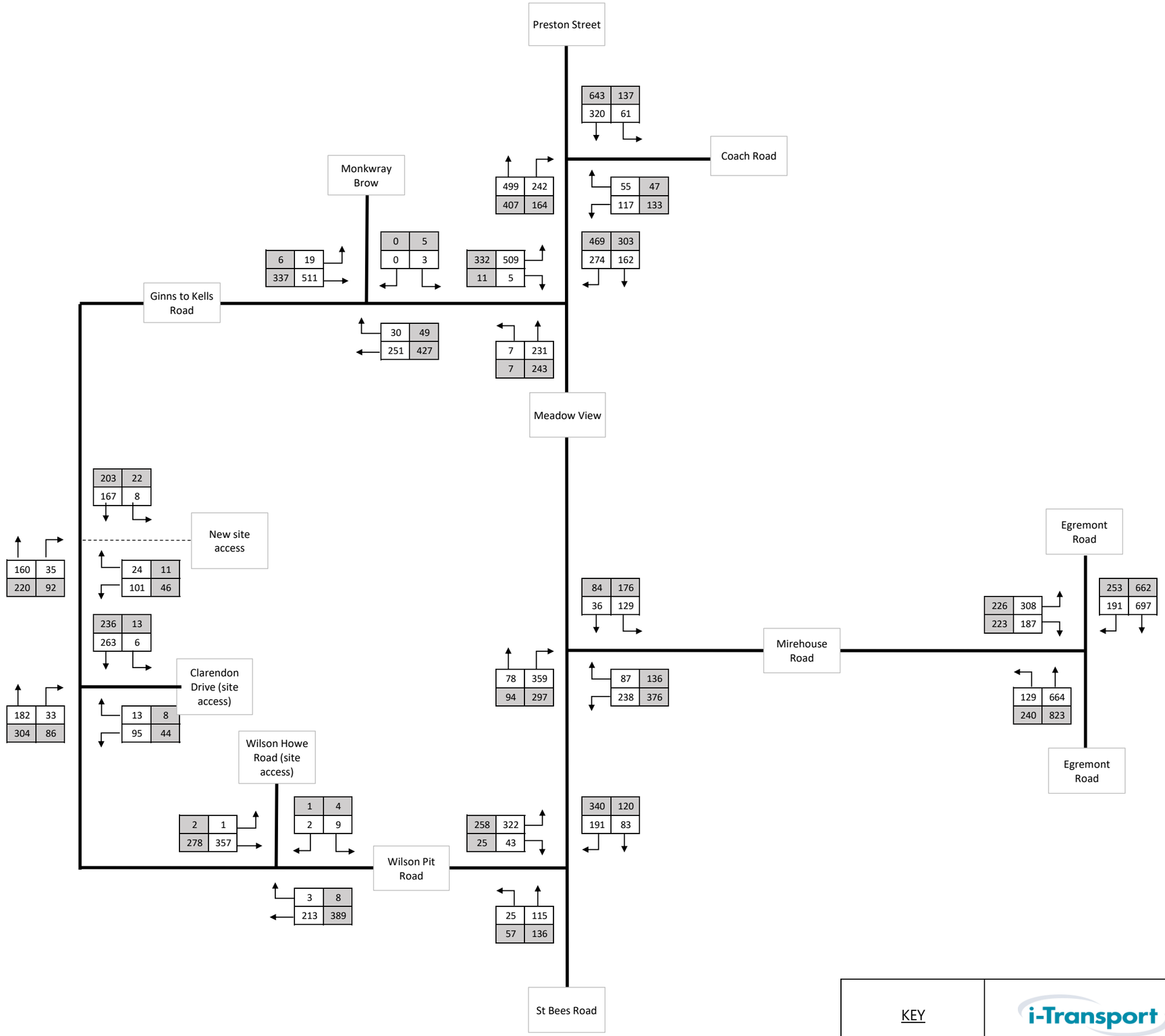


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Edgehill Park Phase 4

Appendix 6.L

2023 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows



KEY

500 = TOTAL PCUs

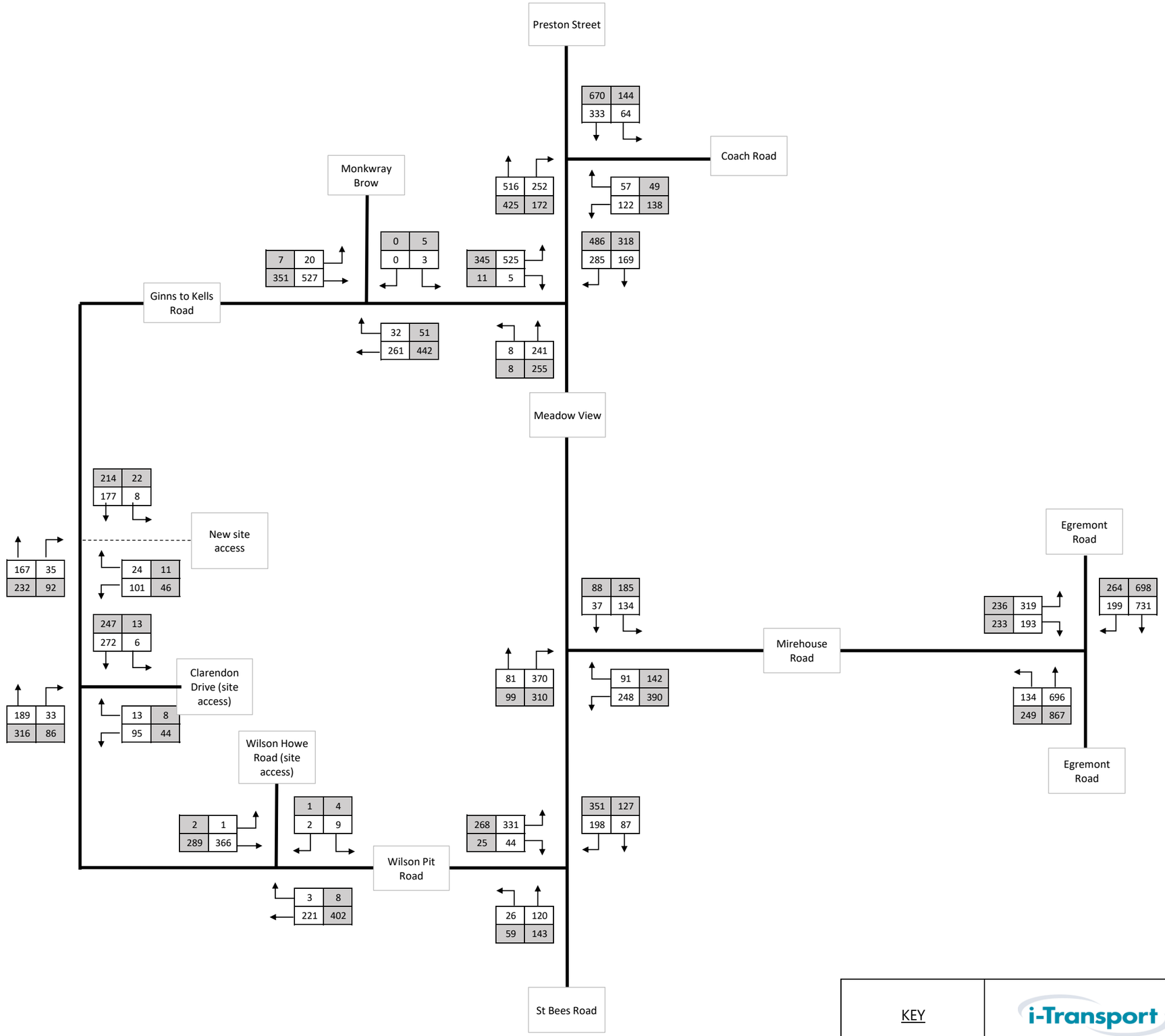
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Edgehill Park Phase 4

Appendix 6.L

2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows



KEY

500 = TOTAL PCUs

i-Transport

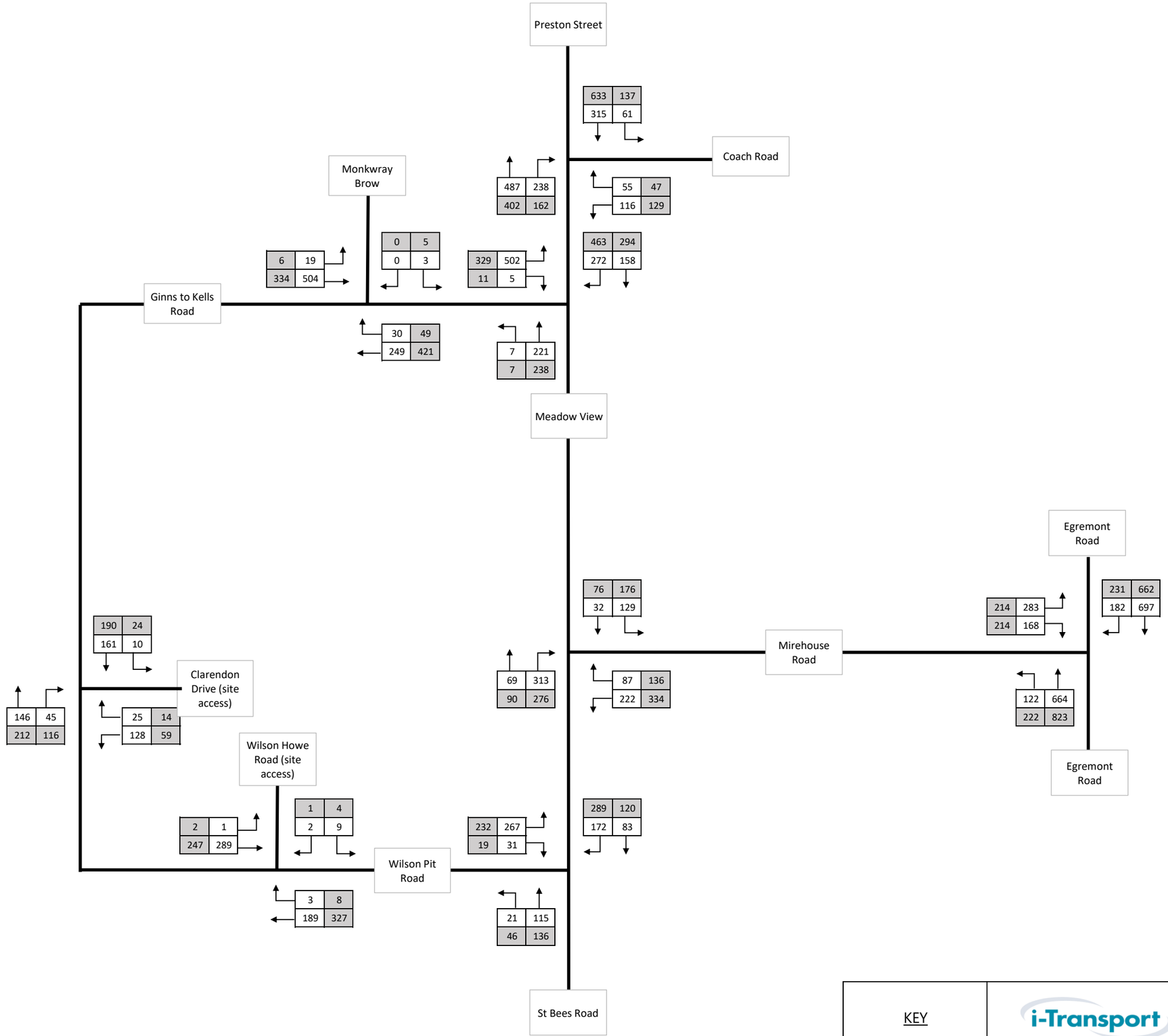
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Manchester, M3 3WR
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Edgehill Park Phase 4

Appendix 6.L

2038 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows

APPENDIX 6.M Base + Committed +Permitted (Pre-Phase 5) Traffic Flow Diagrams



KEY

500 = TOTAL PCUs

i-Transport

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Edgehill Park Phase 4

Appendix 6.M

2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development Traffic Flows

APPENDIX 7.A Local Road Network Capacity Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574
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Filename: St Bees Road, Mirehouse Road t-junction.j10
Path: M:\Projects\17460ITM - Edgehill Park Phase 4\Tech\Junction Assessments\Picady
Report generation date: 01/07/2022 13:26:17

»Existing Layout - 2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows, AM
»Existing Layout - 2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows, PM
»Existing Layout - 2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Flows, AM
»Existing Layout - 2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Flows, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Layout - 2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows									
Stream B-C	D3	0.5	7.41	0.34	A	D4	1.3	12.16	0.57	B
Stream B-A		0.3	11.80	0.24	B		0.6	15.17	0.39	C
Stream C-AB		1.0	9.60	0.50	A		0.8	9.06	0.44	A
	Existing Layout - 2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Flows									
Stream B-C	D5	0.5	7.55	0.35	A	D6	1.5	13.20	0.60	B
Stream B-A		0.3	12.29	0.25	B		0.7	15.95	0.40	C
Stream C-AB		1.1	10.27	0.53	B		0.9	9.33	0.46	A

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

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

File summary

File Description

Title	Edgehill Park Phase 4
Location	St Bees Rd/Mirehouse Rd
Site number	
Date	01/07/2022
Version	
Status	Existing
Identifier	
Client	Story Homes
Jobnumber	ITM17460
Enumerator	I-TRANSPORT\matthewseabrook
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	
D2	2022	PM	ONE HOUR	16:45	18:15	15	
D3	2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Flows	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Existing Layout - 2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd/Mirehouse Rd	T-Junction	Two-way	Two-way	Two-way		6.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.72	A

Arms

Arms

Arm	Name	Description	Arm type
A	St Bees Road (SB)		Major
B	Mirehouse Road		Minor
C	St Bees Road (NB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.65	200.0	✓	4.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.50	5.50	5.50	5.40	✓	3.00	200	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	585	0.107	0.269	0.170	0.385
B-C	818	0.125	0.317	-	-
C-B	799	0.309	0.309	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	163	100.000
B		ONE HOUR	✓	318	100.000
C		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	129	34
	B	87	0	231
	C	73	337	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.34	7.41	0.5	A	212	317
B-A	0.24	11.80	0.3	B	80	120
C-AB	0.50	9.60	1.0	A	310	465
C-A					66	99
A-B					118	178
A-C					31	47

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	43	769	0.226	172	0.0	0.3	6.026	A
B-A	66	16	461	0.143	65	0.0	0.2	9.079	A
C-AB	254	63	761	0.333	252	0.0	0.5	7.039	A
C-A	55	14			55				
A-B	97	24			97				
A-C	26	6			26				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	207	52	757	0.274	207	0.3	0.4	6.539	A
B-A	78	20	436	0.180	78	0.2	0.2	10.059	B
C-AB	303	76	755	0.402	303	0.5	0.7	7.949	A
C-A	65	16			65				
A-B	116	29			116				
A-C	31	8			31				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	63	740	0.343	253	0.4	0.5	7.390	A
B-A	96	24	402	0.239	96	0.2	0.3	11.755	B
C-AB	373	93	748	0.499	372	0.7	1.0	9.541	A
C-A	78	20			78				
A-B	142	36			142				
A-C	38	9			38				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	63	740	0.343	254	0.5	0.5	7.412	A
B-A	96	24	401	0.240	96	0.3	0.3	11.801	B
C-AB	373	93	748	0.499	373	1.0	1.0	9.603	A
C-A	78	20			78				
A-B	142	36			142				
A-C	38	9			38				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	207	52	757	0.274	208	0.5	0.4	6.568	A
B-A	78	20	435	0.180	79	0.3	0.2	10.112	B
C-AB	303	76	755	0.402	305	1.0	0.7	8.018	A
C-A	65	16			65				
A-B	116	29			116				
A-C	31	8			31				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	43	768	0.226	174	0.4	0.3	6.063	A
B-A	66	16	460	0.143	66	0.2	0.2	9.139	A
C-AB	254	63	761	0.333	254	0.7	0.5	7.114	A
C-A	55	14			55				
A-B	97	24			97				
A-C	26	6			26				

Existing Layout - 2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd/Mirehouse Rd	T-Junction	Two-way	Two-way	Two-way		7.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	256	100.000
B		ONE HOUR	✓	492	100.000
C		ONE HOUR	✓	379	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	176	80
	B	136	0	356
	C	92	287	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.57	12.16	1.3	B	326	490
B-A	0.39	15.17	0.6	C	125	187
C-AB	0.44	9.06	0.8	A	264	396
C-A					84	126
A-B					162	242
A-C					74	110

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	268	67	738	0.363	266	0.0	0.6	7.604	A
B-A	102	26	459	0.223	101	0.0	0.3	10.075	B
C-AB	216	54	739	0.293	215	0.0	0.4	6.840	A
C-A	69	17			69				
A-B	133	33			133				
A-C	60	15			60				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	320	80	718	0.445	319	0.6	0.8	8.992	A
B-A	122	31	431	0.284	122	0.3	0.4	11.633	B
C-AB	259	65	729	0.355	258	0.4	0.5	7.642	A
C-A	82	21			82				
A-B	158	40			158				
A-C	72	18			72				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	392	98	688	0.569	390	0.8	1.3	11.979	B
B-A	150	37	388	0.386	149	0.4	0.6	15.016	C
C-AB	318	79	715	0.445	317	0.5	0.8	9.014	A
C-A	100	25			100				
A-B	194	48			194				
A-C	88	22			88				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	392	98	687	0.570	392	1.3	1.3	12.156	B
B-A	150	37	387	0.387	150	0.6	0.6	15.169	C
C-AB	318	79	715	0.445	318	0.8	0.8	9.059	A
C-A	100	25			100				
A-B	194	48			194				
A-C	88	22			88				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	320	80	717	0.446	322	1.3	0.8	9.140	A
B-A	122	31	430	0.284	123	0.6	0.4	11.760	B
C-AB	259	65	729	0.355	260	0.8	0.6	7.689	A
C-A	82	21			82				
A-B	158	40			158				
A-C	72	18			72				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	268	67	737	0.364	269	0.8	0.6	7.711	A
B-A	102	26	458	0.224	103	0.4	0.3	10.158	B
C-AB	216	54	739	0.293	217	0.6	0.4	6.895	A
C-A	69	17			69				
A-B	133	33			133				
A-C	60	15			60				

Existing Layout - 2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd/Mirehouse Rd	T-Junction	Two-way	Two-way	Two-way		7.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	165	100.000
B		ONE HOUR	✓	325	100.000
C		ONE HOUR	✓	437	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	129	36
	B	87	0	238
	C	78	359	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.35	7.55	0.5	A	218	328
B-A	0.25	12.29	0.3	B	80	120
C-AB	0.53	10.27	1.1	B	331	497
C-A					70	105
A-B					118	178
A-C					33	49

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	45	769	0.233	178	0.0	0.3	6.076	A
B-A	66	16	453	0.145	65	0.0	0.2	9.275	A
C-AB	271	68	761	0.356	268	0.0	0.5	7.274	A
C-A	59	15			59				
A-B	97	24			97				
A-C	27	7			27				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	214	53	757	0.283	214	0.3	0.4	6.618	A
B-A	78	20	426	0.184	78	0.2	0.2	10.346	B
C-AB	324	81	755	0.429	323	0.5	0.7	8.315	A
C-A	69	17			69				
A-B	116	29			116				
A-C	32	8			32				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	262	66	739	0.355	261	0.4	0.5	7.528	A
B-A	96	24	390	0.247	96	0.2	0.3	12.230	B
C-AB	399	100	749	0.532	397	0.7	1.1	10.186	B
C-A	83	21			83				
A-B	142	36			142				
A-C	39	10			39				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	262	66	739	0.355	262	0.5	0.5	7.551	A
B-A	96	24	389	0.247	96	0.3	0.3	12.287	B
C-AB	399	100	749	0.532	399	1.1	1.1	10.270	B
C-A	83	21			83				
A-B	142	36			142				
A-C	39	10			39				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	214	53	757	0.283	215	0.5	0.4	6.647	A
B-A	78	20	425	0.185	79	0.3	0.2	10.407	B
C-AB	324	81	755	0.429	325	1.1	0.8	8.404	A
C-A	69	17			69				
A-B	116	29			116				
A-C	32	8			32				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	45	769	0.233	180	0.4	0.3	6.117	A
B-A	66	16	451	0.146	66	0.2	0.2	9.342	A
C-AB	271	68	761	0.356	271	0.8	0.6	7.365	A
C-A	59	15			59				
A-B	97	24			97				
A-C	27	7			27				

Existing Layout - 2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd/Mirehouse Rd	T-Junction	Two-way	Two-way	Two-way		8.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Flows	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	260	100.000
B		ONE HOUR	✓	512	100.000
C		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	176	84
	B	136	0	376
	C	94	297	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.60	13.20	1.5	B	345	518
B-A	0.40	15.95	0.7	C	125	187
C-AB	0.46	9.33	0.9	A	273	410
C-A					85	128
A-B					162	242
A-C					77	116

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	283	71	738	0.383	281	0.0	0.6	7.823	A
B-A	102	26	453	0.226	101	0.0	0.3	10.216	B
C-AB	224	56	739	0.303	222	0.0	0.4	6.947	A
C-A	71	18			71				
A-B	133	33			133				
A-C	63	16			63				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	338	85	719	0.470	337	0.6	0.9	9.407	A
B-A	122	31	423	0.289	122	0.3	0.4	11.926	B
C-AB	268	67	728	0.368	267	0.4	0.6	7.800	A
C-A	84	21			84				
A-B	158	40			158				
A-C	76	19			76				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	414	103	687	0.602	412	0.9	1.5	12.950	B
B-A	150	37	376	0.398	149	0.4	0.6	15.756	C
C-AB	329	82	715	0.461	328	0.6	0.8	9.285	A
C-A	101	25			101				
A-B	194	48			194				
A-C	92	23			92				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	414	103	686	0.603	414	1.5	1.5	13.196	B
B-A	150	37	375	0.399	150	0.6	0.7	15.949	C
C-AB	329	82	715	0.461	329	0.8	0.9	9.334	A
C-A	101	25			101				
A-B	194	48			194				
A-C	92	23			92				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	338	85	718	0.471	340	1.5	0.9	9.600	A
B-A	122	31	422	0.290	123	0.7	0.4	12.075	B
C-AB	268	67	728	0.368	269	0.9	0.6	7.858	A
C-A	84	21			84				
A-B	158	40			158				
A-C	76	19			76				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	283	71	737	0.384	284	0.9	0.6	7.961	A
B-A	102	26	452	0.227	103	0.4	0.3	10.340	B
C-AB	224	56	739	0.303	224	0.6	0.4	7.007	A
C-A	71	18			71				
A-B	133	33			133				
A-C	63	16			63				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574
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Filename: ST Bees Road, Wilson Pit Road t-junction.j10
Path: M:\Projects\17460ITM - Edgehill Park Phase 4\Tech\Junction Assessments\Picady
Report generation date: 01/07/2022 13:22:35

»Existing Layout - 2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows, AM
»Existing Layout - 2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows, PM
»Existing Layout - 2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows, AM
»Existing Layout - 2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Layout - 2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows									
Stream B-C	D3	0.8	9.15	0.45	A	D4	0.6	8.06	0.38	A
Stream B-A		0.1	10.62	0.11	B		0.1	12.19	0.08	B
Stream C-AB		0.4	7.09	0.28	A		1.0	10.42	0.50	B
	Existing Layout - 2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows									
Stream B-C	D5	1.0	10.00	0.50	A	D6	0.7	8.38	0.40	A
Stream B-A		0.1	11.03	0.13	B		0.1	12.77	0.09	B
Stream C-AB		0.4	7.24	0.30	A		1.2	11.34	0.54	B

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	Edgehill Phase 4
Location	St Bees Rd / Wilson Pit Road
Site number	
Date	01/07/2022
Version	
Status	Existing
Identifier	
Client	Story HOmes
Jobnumber	ITM17460
Enumerator	I-TRANSPORT\matthewseabrook
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	
D3	2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Existing Layout - 2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd / Wilson Pit Rd	T-Junction	Two-way	Two-way	Two-way		5.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.97	A

Arms

Arms

Arm	Name	Description	Arm type
A	St Bees Road (NB)		Major
B	Wilson Pit Lane		Minor
C	Wilson Pit Road (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.80	115.0	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.00	6.50	5.50	5.50	✓	3.00	95	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	496	0.090	0.228	0.144	0.326
B-C	780	0.120	0.302	-	-
C-B	752	0.291	0.291	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	138	100.000
B		ONE HOUR	✓	333	100.000
C		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	115
	B	37	0	296
	C	83	182	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.45	9.15	0.8	A	271	407
B-A	0.11	10.62	0.1	B	34	51
C-AB	0.28	7.09	0.4	A	167	250
C-A					76	114
A-B					21	32
A-C					105	158

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	223	56	739	0.301	221	0.0	0.4	6.923	A
B-A	28	7	420	0.067	28	0.0	0.1	9.163	A
C-AB	137	34	722	0.190	136	0.0	0.2	6.124	A
C-A	62	16			62				
A-B	17	4			17				
A-C	86	22			86				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	266	66	731	0.364	265	0.4	0.6	7.724	A
B-A	33	8	404	0.083	33	0.1	0.1	9.704	A
C-AB	163	41	716	0.228	163	0.2	0.3	6.508	A
C-A	75	19			75				
A-B	21	5			21				
A-C	103	26			103				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	325	81	719	0.453	324	0.6	0.8	9.104	A
B-A	41	10	380	0.108	41	0.1	0.1	10.603	B
C-AB	200	50	708	0.283	200	0.3	0.4	7.083	A
C-A	91	23			91				
A-B	25	6			25				
A-C	126	32			126				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	325	81	719	0.453	325	0.8	0.8	9.150	A
B-A	41	10	380	0.108	41	0.1	0.1	10.616	B
C-AB	200	50	708	0.283	200	0.4	0.4	7.088	A
C-A	91	23			91				
A-B	25	6			25				
A-C	126	32			126				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	266	66	731	0.364	267	0.8	0.6	7.777	A
B-A	33	8	404	0.083	34	0.1	0.1	9.723	A
C-AB	163	41	716	0.228	164	0.4	0.3	6.522	A
C-A	75	19			75				
A-B	21	5			21				
A-C	103	26			103				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	223	56	739	0.301	223	0.6	0.4	6.985	A
B-A	28	7	420	0.067	28	0.1	0.1	9.190	A
C-AB	137	34	722	0.190	137	0.3	0.2	6.160	A
C-A	62	16			62				
A-B	17	4			17				
A-C	86	22			86				

Existing Layout - 2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd / Wilson Pit Rd	T-Junction	Two-way	Two-way	Two-way		6.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Base + Committed + Permitted Phase 3 & 5 Traffic Flows	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	188	100.000
B		ONE HOUR	✓	267	100.000
C		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	52	136
	B	22	0	245
	C	120	316	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.38	8.06	0.6	A	225	338
B-A	0.08	12.19	0.1	B	20	30
C-AB	0.50	10.42	1.0	B	290	435
C-A					110	165
A-B					48	71
A-C					125	187

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	46	739	0.250	183	0.0	0.3	6.460	A
B-A	16	4	376	0.044	16	0.0	0.0	9.990	A
C-AB	238	59	711	0.334	236	0.0	0.5	7.541	A
C-A	91	23			91				
A-B	39	10			39				
A-C	103	26			103				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	55	730	0.302	220	0.3	0.4	7.057	A
B-A	20	5	353	0.056	20	0.0	0.1	10.808	B
C-AB	284	71	703	0.404	283	0.5	0.7	8.554	A
C-A	108	27			108				
A-B	47	12			47				
A-C	122	31			122				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270	68	717	0.377	269	0.4	0.6	8.036	A
B-A	24	6	320	0.075	24	0.1	0.1	12.166	B
C-AB	348	87	694	0.502	347	0.7	1.0	10.345	B
C-A	131	33			131				
A-B	57	14			57				
A-C	150	37			150				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270	68	717	0.377	270	0.6	0.6	8.061	A
B-A	24	6	319	0.075	24	0.1	0.1	12.191	B
C-AB	348	87	694	0.502	348	1.0	1.0	10.418	B
C-A	131	33			131				
A-B	57	14			57				
A-C	150	37			150				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	55	730	0.302	221	0.6	0.4	7.088	A
B-A	20	5	352	0.056	20	0.1	0.1	10.839	B
C-AB	284	71	703	0.404	285	1.0	0.7	8.635	A
C-A	108	27			108				
A-B	47	12			47				
A-C	122	31			122				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	46	739	0.250	185	0.4	0.3	6.506	A
B-A	16	4	376	0.044	17	0.1	0.0	10.028	B
C-AB	238	59	711	0.334	238	0.7	0.5	7.627	A
C-A	91	23			91				
A-B	39	10			39				
A-C	103	26			103				

Existing Layout - 2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd / Wilson Pit Rd	T-Junction	Two-way	Two-way	Two-way		6.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	140	100.000
B		ONE HOUR	✓	365	100.000
C		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	115
	B	43	0	322
	C	83	191	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.50	10.00	1.0	A	295	443
B-A	0.13	11.03	0.1	B	39	59
C-AB	0.30	7.24	0.4	A	175	263
C-A					76	114
A-B					23	35
A-C					105	158

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	242	61	736	0.329	240	0.0	0.5	7.235	A
B-A	32	8	418	0.077	32	0.0	0.1	9.318	A
C-AB	144	36	721	0.199	143	0.0	0.2	6.212	A
C-A	62	16			62				
A-B	19	5			19				
A-C	86	22			86				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	289	72	727	0.398	289	0.5	0.7	8.212	A
B-A	39	10	401	0.096	39	0.1	0.1	9.936	A
C-AB	172	43	715	0.240	171	0.2	0.3	6.614	A
C-A	75	19			75				
A-B	23	6			23				
A-C	103	26			103				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	355	89	715	0.496	353	0.7	1.0	9.926	A
B-A	47	12	374	0.127	47	0.1	0.1	11.009	B
C-AB	210	53	707	0.297	210	0.3	0.4	7.232	A
C-A	91	23			91				
A-B	28	7			28				
A-C	126	32			126				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	355	89	714	0.496	354	1.0	1.0	9.998	A
B-A	47	12	374	0.127	47	0.1	0.1	11.028	B
C-AB	210	53	707	0.297	210	0.4	0.4	7.243	A
C-A	91	23			91				
A-B	28	7			28				
A-C	126	32			126				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	289	72	727	0.398	291	1.0	0.7	8.274	A
B-A	39	10	400	0.097	39	0.1	0.1	9.959	A
C-AB	172	43	715	0.240	172	0.4	0.3	6.630	A
C-A	75	19			75				
A-B	23	6			23				
A-C	103	26			103				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	242	61	736	0.329	243	0.7	0.5	7.317	A
B-A	32	8	418	0.078	32	0.1	0.1	9.350	A
C-AB	144	36	721	0.199	144	0.3	0.3	6.240	A
C-A	62	16			62				
A-B	19	5			19				
A-C	86	22			86				

Existing Layout - 2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Bees Rd / Wilson Pit Rd	T-Junction	Two-way	Two-way	Two-way		6.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development Traffic Flows	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	193	100.000
B		ONE HOUR	✓	283	100.000
C		ONE HOUR	✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	57	136
	B	25	0	258
	C	120	340	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.40	8.38	0.7	A	237	355
B-A	0.09	12.77	0.1	B	23	34
C-AB	0.54	11.34	1.2	B	313	469
C-A					110	165
A-B					52	78
A-C					125	187

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	194	49	737	0.263	193	0.0	0.4	6.596	A
B-A	19	5	370	0.051	19	0.0	0.1	10.233	B
C-AB	256	64	710	0.361	254	0.0	0.6	7.855	A
C-A	91	23			91				
A-B	43	11			43				
A-C	103	26			103				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	232	58	728	0.319	232	0.4	0.5	7.252	A
B-A	22	6	345	0.065	22	0.1	0.1	11.157	B
C-AB	306	76	702	0.436	305	0.6	0.8	9.047	A
C-A	108	27			108				
A-B	51	13			51				
A-C	122	31			122				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	284	71	714	0.398	283	0.5	0.7	8.349	A
B-A	27	7	310	0.088	27	0.1	0.1	12.727	B
C-AB	376	94	693	0.542	375	0.8	1.2	11.231	B
C-A	131	33			131				
A-B	63	16			63				
A-C	150	37			150				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	284	71	714	0.398	284	0.7	0.7	8.380	A
B-A	27	7	309	0.089	27	0.1	0.1	12.766	B
C-AB	376	94	693	0.542	376	1.2	1.2	11.337	B
C-A	131	33			131				
A-B	63	16			63				
A-C	150	37			150				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	232	58	727	0.319	233	0.7	0.5	7.289	A
B-A	22	6	344	0.065	22	0.1	0.1	11.201	B
C-AB	306	76	702	0.436	308	1.2	0.8	9.156	A
C-A	108	27			108				
A-B	51	13			51				
A-C	122	31			122				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	194	49	737	0.264	195	0.5	0.4	6.642	A
B-A	19	5	369	0.051	19	0.1	0.1	10.283	B
C-AB	256	64	710	0.361	257	0.8	0.6	7.963	A
C-A	91	23			91				
A-B	43	11			43				
A-C	103	26			103				

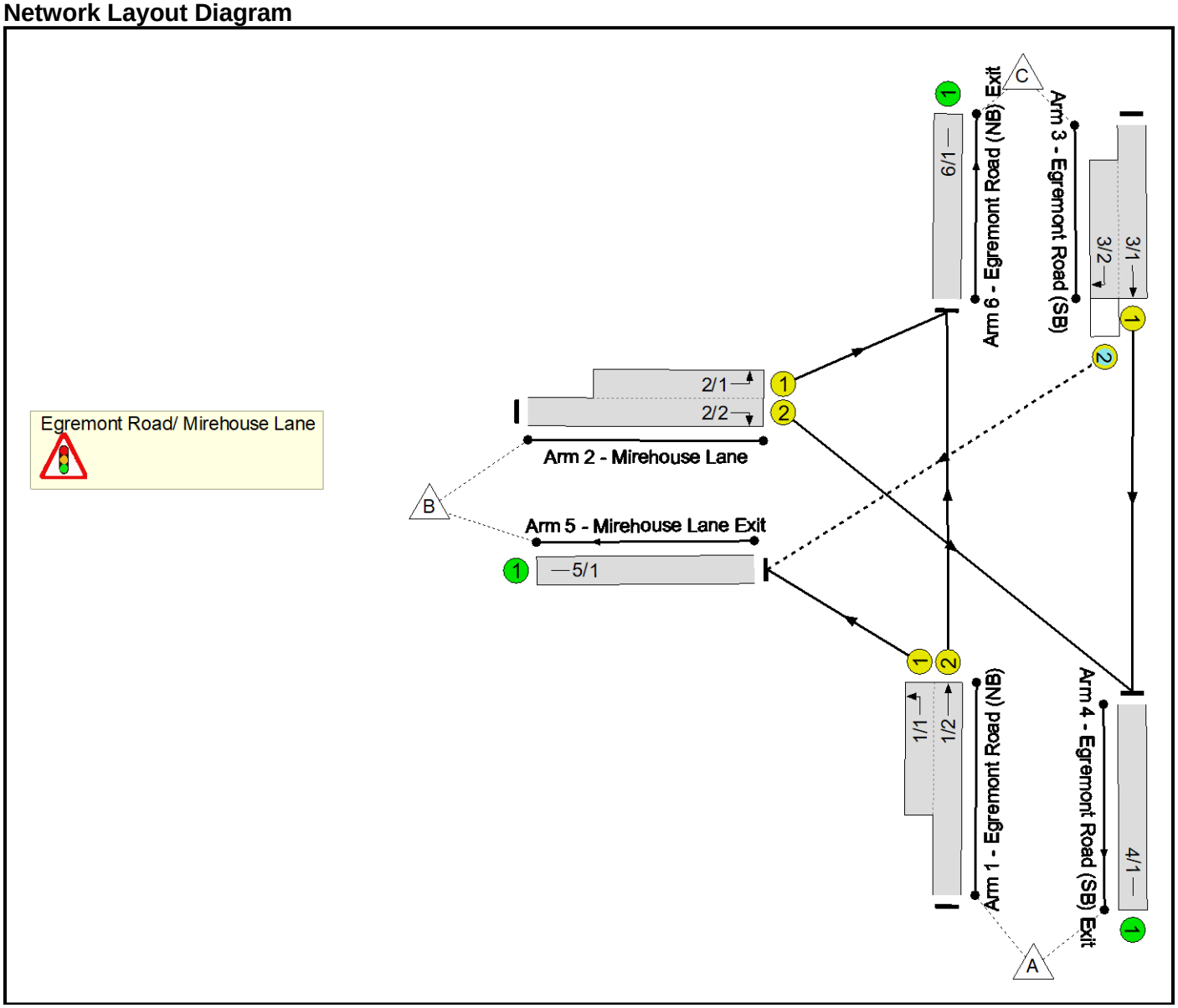
APPENDIX 7.B Strategic Road Network Capacity Assessments

Full Input Data And Results

User and Project Details

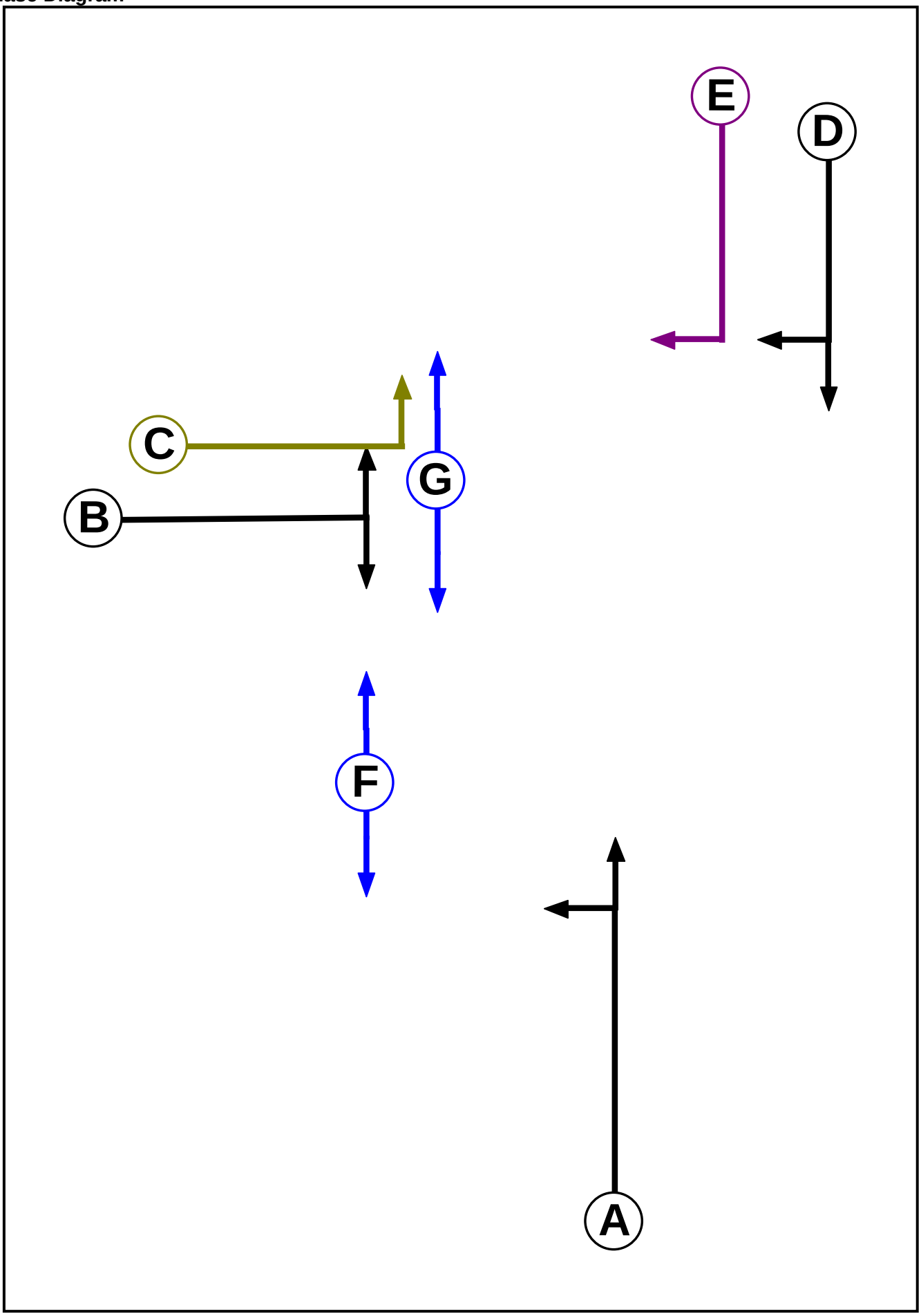
Project:	**ITM17460 Edgehill Park**
Title:	**A595 / Mirehouse Lane**
Location:	
Client:	Story Homes
Date Started:	01/07/2022
Model Purpose:	Existing Layout
Additional detail:	
File name:	Egremont Road, Mirehouse Lane Future 109 Dwellings.lsg3x
Author:	MS
Company:	i-Transport
Address:	Manchester

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Filter	B	4	0
D	Traffic		7	7
E	Ind. Arrow	D	4	4
F	Pedestrian		5	5
G	Pedestrian		6	6

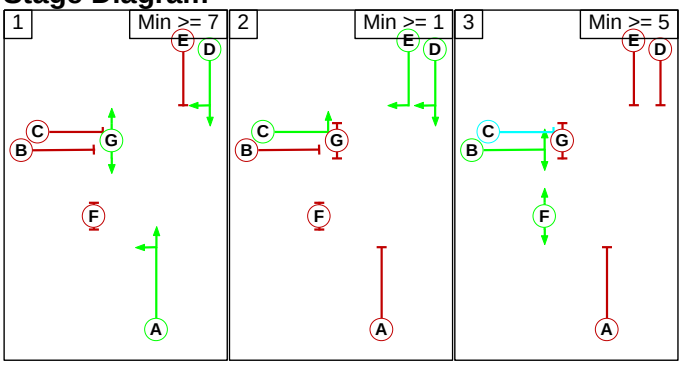
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		6	6	-	5	7	-
B	5		-	6	6	-	5
C	5	-		-	-	-	5
D	-	5	-		-	8	-
E	5	5	-	-		8	-
F	7	-	-	7	7		-
G	-	8	8	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		8	8
	2	X		8
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Egremont Road/ Mirehouse Lane											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/2 (Egremont Road (SB))	5/1 (Right)	1439	0	1/2	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Egremont Road/ Mirehouse Lane												
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 (Egremont Road (NB))	U	A	2	3	7.0	Geom	-	3.20	0.00	Y	Arm 5 Left	10.00
1/2 (Egremont Road (NB))	U	A	2	3	60.0	Geom	-	3.20	0.00	N	Arm 6 Ahead	Inf
2/1 (Mirehouse Lane)	U	B C	2	3	9.0	Geom	-	3.00	0.00	Y	Arm 6 Left	10.00
2/2 (Mirehouse Lane)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 4 Right	10.00
3/1 (Egremont Road (SB))	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
3/2 (Egremont Road (SB))	O	D E	2	3	11.5	Geom	-	3.25	0.00	N	Arm 5 Right	10.00
4/1 (Egremont Road (SB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Mirehouse Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Egremont Road (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base + Committed + Permitted Phase 3 & 5 AM'	07:45	08:45	01:00	
2: '2023 Base + Committed + Permitted Phase 3 & 5 PM'	16:45	17:45	01:00	
3: '2038 Base + Committed + Permitted Phase 3 & 5 AM'	07:45	08:45	01:00	
4: '2038 Base + Committed + Permitted Phase 3 & 5 PM'	16:45	17:45	01:00	
5: '2023 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM'	07:45	08:45	01:00	
6: '2023 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM'	16:45	17:45	01:00	
7: '2038 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM'	07:45	08:45	01:00	
8: '2038 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM'	16:45	17:45	01:00	

Scenario 1: '2023 Base + Committed + Permitted Phase 3 & 5 AM' (FG1: '2023 Base + Committed + Permitted

Full Input Data And Results
Phase 3 & 5 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	122	642	764
	B	174	0	288	462
	C	675	181	0	856
	Tot.	849	303	930	2082

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2023 Base + Committed + Permitted Phase 3 & 5 AM
Junction: Egremont Road/ Mirehouse Lane	
1/1 (short)	122
1/2 (with short)	764(In) 642(Out)
2/1 (short)	288
2/2 (with short)	462(In) 174(Out)
3/1 (with short)	856(In) 675(Out)
3/2 (short)	181
4/1	849
5/1	303
6/1	930

Lane Saturation Flows

Junction: Egremont Road/ Mirehouse Lane

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 (Egremont Road (NB))	3.20	0.00	Y	Arm 5 Left	10.00	100.0 %	1683	1683
1/2 (Egremont Road (NB))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
2/1 (Mirehouse Lane)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Mirehouse Lane)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
3/1 (Egremont Road (SB))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Egremont Road (SB))	3.25	0.00	N	Arm 5 Right	10.00	100.0 %	1809	1809
4/1 (Egremont Road (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Mirehouse Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Egremont Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Base + Committed + Permitted Phase 3 & 5 PM' (FG2: '2023 Base + Committed + Permitted

Full Input Data And Results
Phase 3 & 5 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	227	804	1031
	B	215	0	216	431
	C	647	238	0	885
	Tot.	862	465	1020	2347

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Base + Committed + Permitted Phase 3 & 5 PM
Junction: Egremont Road/ Mirehouse Lane	
1/1 (short)	227
1/2 (with short)	1031(In) 804(Out)
2/1 (short)	216
2/2 (with short)	431(In) 215(Out)
3/1 (with short)	885(In) 647(Out)
3/2 (short)	238
4/1	862
5/1	465
6/1	1020

Lane Saturation Flows

Junction: Egremont Road/ Mirehouse Lane

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 (Egremont Road (NB))	3.20	0.00	Y	Arm 5 Left	10.00	100.0 %	1683	1683
1/2 (Egremont Road (NB))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
2/1 (Mirehouse Lane)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Mirehouse Lane)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
3/1 (Egremont Road (SB))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Egremont Road (SB))	3.25	0.00	N	Arm 5 Right	10.00	100.0 %	1809	1809
4/1 (Egremont Road (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Mirehouse Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Egremont Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2038 Base + Committed + Permitted Phase 3 & 5 AM' (FG3: '2038 Base + Committed + Permitted

Full Input Data And Results
Phase 3 & 5 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	131	696	827
	B	184	0	308	492
	C	731	195	0	926
	Tot.	915	326	1004	2245

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2038 Base + Committed + Permitted Phase 3 & 5 AM
Junction: Egremont Road/ Mirehouse Lane	
1/1 (short)	131
1/2 (with short)	827(In) 696(Out)
2/1 (short)	308
2/2 (with short)	492(In) 184(Out)
3/1 (with short)	926(In) 731(Out)
3/2 (short)	195
4/1	915
5/1	326
6/1	1004

Lane Saturation Flows

Junction: Egremont Road/ Mirehouse Lane

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 (Egremont Road (NB))	3.20	0.00	Y	Arm 5 Left	10.00	100.0 %	1683	1683
1/2 (Egremont Road (NB))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
2/1 (Mirehouse Lane)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Mirehouse Lane)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
3/1 (Egremont Road (SB))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Egremont Road (SB))	3.25	0.00	N	Arm 5 Right	10.00	100.0 %	1809	1809
4/1 (Egremont Road (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Mirehouse Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Egremont Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2038 Base + Committed + Permitted Phase 3 & 5 PM' (FG4: '2038 Base + Committed + Permitted

Full Input Data And Results
Phase 3 & 5 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	241	867	1108
	B	229	0	231	460
	C	698	253	0	951
	Tot.	927	494	1098	2519

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2038 Base + Committed + Permitted Phase 3 & 5 PM
Junction: Egremont Road/ Mirehouse Lane	
1/1 (short)	241
1/2 (with short)	1108(In) 867(Out)
2/1 (short)	231
2/2 (with short)	460(In) 229(Out)
3/1 (with short)	951(In) 698(Out)
3/2 (short)	253
4/1	927
5/1	494
6/1	1098

Lane Saturation Flows

Junction: Egremont Road/ Mirehouse Lane

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 (Egremont Road (NB))	3.20	0.00	Y	Arm 5 Left	10.00	100.0 %	1683	1683
1/2 (Egremont Road (NB))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
2/1 (Mirehouse Lane)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Mirehouse Lane)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
3/1 (Egremont Road (SB))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Egremont Road (SB))	3.25	0.00	N	Arm 5 Right	10.00	100.0 %	1809	1809
4/1 (Egremont Road (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Mirehouse Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Egremont Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2023 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM' (FG5: '2023 Base +

Full Input Data And Results
Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	125	642	767
	B	183	0	300	483
	C	675	185	0	860
	Tot.	858	310	942	2110

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2023 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM
Junction: Egremont Road/ Mirehouse Lane	
1/1 (short)	125
1/2 (with short)	767(In) 642(Out)
2/1 (short)	300
2/2 (with short)	483(In) 183(Out)
3/1 (with short)	860(In) 675(Out)
3/2 (short)	185
4/1	858
5/1	310
6/1	942

Lane Saturation Flows

Junction: Egremont Road/ Mirehouse Lane								
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 (Egremont Road (NB))	3.20	0.00	Y	Arm 5 Left	10.00	100.0 %	1683	1683
1/2 (Egremont Road (NB))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
2/1 (Mirehouse Lane)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Mirehouse Lane)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
3/1 (Egremont Road (SB))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Egremont Road (SB))	3.25	0.00	N	Arm 5 Right	10.00	100.0 %	1809	1809
4/1 (Egremont Road (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Mirehouse Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Egremont Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2023 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM' (FG6: '2023 Base +

Full Input Data And Results
Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	236	804	1040
	B	219	0	221	440
	C	647	248	0	895
	Tot.	866	484	1025	2375

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2023 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM
Junction: Egremont Road/ Mirehouse Lane	
1/1 (short)	236
1/2 (with short)	1040(In) 804(Out)
2/1 (short)	221
2/2 (with short)	440(In) 219(Out)
3/1 (with short)	895(In) 647(Out)
3/2 (short)	248
4/1	866
5/1	484
6/1	1025

Lane Saturation Flows

Junction: Egremont Road/ Mirehouse Lane								
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 (Egremont Road (NB))	3.20	0.00	Y	Arm 5 Left	10.00	100.0 %	1683	1683
1/2 (Egremont Road (NB))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
2/1 (Mirehouse Lane)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Mirehouse Lane)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
3/1 (Egremont Road (SB))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Egremont Road (SB))	3.25	0.00	N	Arm 5 Right	10.00	100.0 %	1809	1809
4/1 (Egremont Road (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Mirehouse Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Egremont Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2038 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM' (FG7: '2038 Base +

Full Input Data And Results
Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	134	696	830
	B	193	0	319	512
	C	731	199	0	930
	Tot.	924	333	1015	2272

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2038 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM
Junction: Egremont Road/ Mirehouse Lane	
1/1 (short)	134
1/2 (with short)	830(In) 696(Out)
2/1 (short)	319
2/2 (with short)	512(In) 193(Out)
3/1 (with short)	930(In) 731(Out)
3/2 (short)	199
4/1	924
5/1	333
6/1	1015

Lane Saturation Flows

Junction: Egremont Road/ Mirehouse Lane								
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 (Egremont Road (NB))	3.20	0.00	Y	Arm 5 Left	10.00	100.0 %	1683	1683
1/2 (Egremont Road (NB))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
2/1 (Mirehouse Lane)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Mirehouse Lane)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
3/1 (Egremont Road (SB))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Egremont Road (SB))	3.25	0.00	N	Arm 5 Right	10.00	100.0 %	1809	1809
4/1 (Egremont Road (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Mirehouse Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Egremont Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2038 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM' (FG8: '2038 Base +

Full Input Data And Results
Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	249	867	1116
	B	233	0	236	469
	C	698	264	0	962
	Tot.	931	513	1103	2547

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2038 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM
Junction: Egremont Road/ Mirehouse Lane	
1/1 (short)	249
1/2 (with short)	1116(In) 867(Out)
2/1 (short)	236
2/2 (with short)	469(In) 233(Out)
3/1 (with short)	962(In) 698(Out)
3/2 (short)	264
4/1	931
5/1	513
6/1	1103

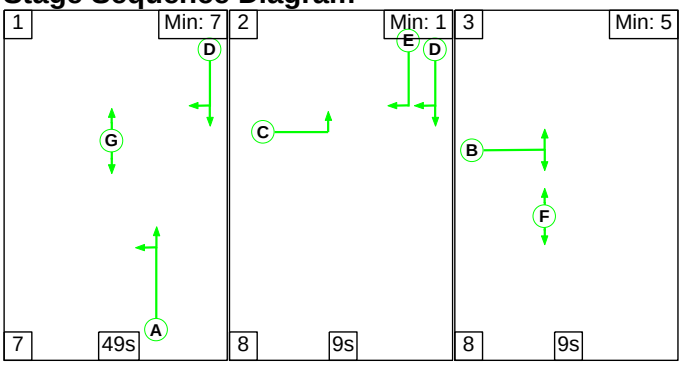
Lane Saturation Flows

Junction: Egremont Road/ Mirehouse Lane								
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 (Egremont Road (NB))	3.20	0.00	Y	Arm 5 Left	10.00	100.0 %	1683	1683
1/2 (Egremont Road (NB))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
2/1 (Mirehouse Lane)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Mirehouse Lane)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
3/1 (Egremont Road (SB))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Egremont Road (SB))	3.25	0.00	N	Arm 5 Right	10.00	100.0 %	1809	1809
4/1 (Egremont Road (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Mirehouse Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Egremont Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2023 Base + Committed + Permitted Phase 3 & 5 AM' (FG1: '2023 Base + Committed + Permitted

Full Input Data And Results
Phase 3 & 5 AM', Plan 1: 'Network Control Plan 1')

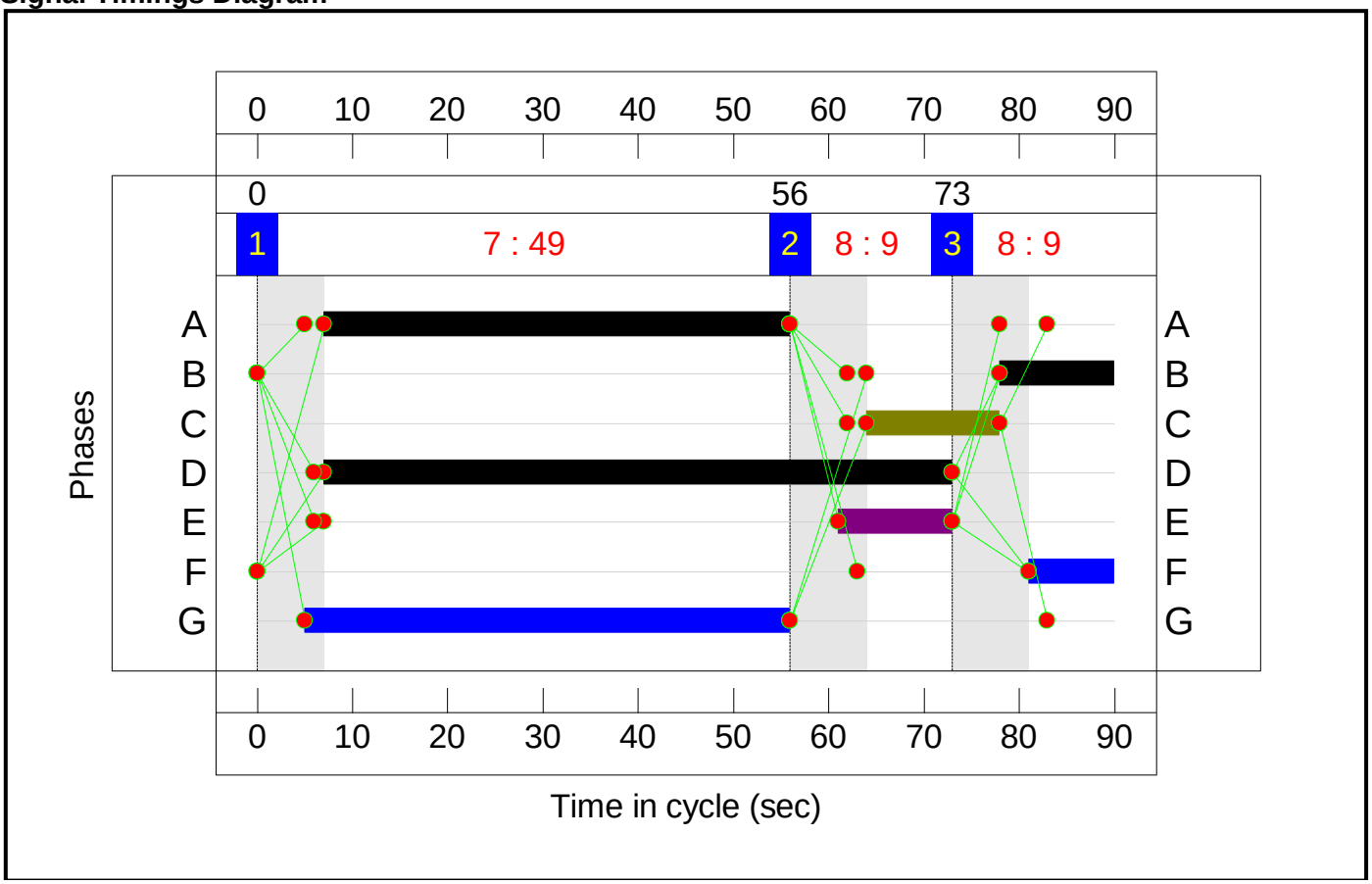
Stage Sequence Diagram



Stage Timings

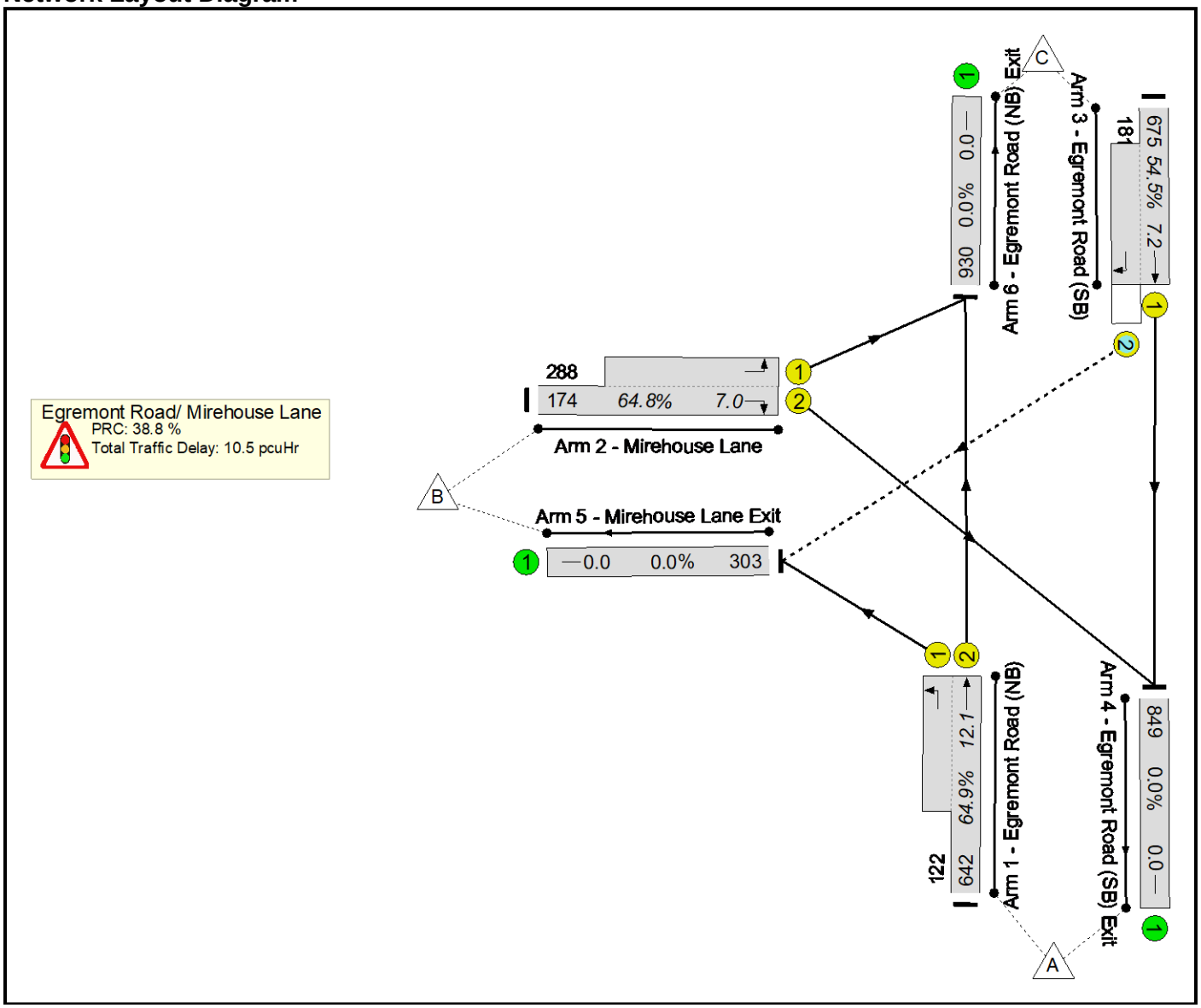
Stage	1	2	3
Duration	49	9	9
Change Point	0	56	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A595 / Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.9%**
Egremont Road/ Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.9%**
1/2+1/1	Egremont Road (NB) Left Ahead	U	N/A	N/A	A		1	49	-	764	2075:1683	1178	64.9%
2/2+2/1	Mirehouse Lane Right Left	U	N/A	N/A	B	C	1	12:26	14	462	1787:1665	713	64.8%
3/1+3/2	Egremont Road (SB) Ahead Right	U+O	N/A	N/A	D	E	1	66	12	856	1940:1809	1572	54.5%
4/1	Egremont Road (SB) Exit	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
5/1	Mirehouse Lane Exit	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
6/1	Egremont Road (NB) Exit	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%

Full Input Data And Results

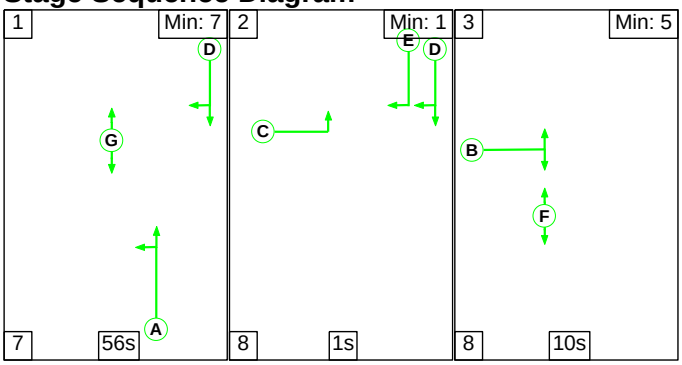
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A595 / Mirehouse Lane	**-**	**-**	**147**	**30**	**4**	**7.6**	**2.4**	**0.5**	**10.5**	**-**	**-**	**-**	**-**
Egremont Road/ Mirehouse Lane	**-**	**-**	**147**	**30**	**4**	**7.6**	**2.4**	**0.5**	**10.5**	**-**	**-**	**-**	**-**
1/2+1/1	764	764	-	-	-	2.7	0.9	-	3.6	17.0	11.2	0.9	12.1
2/2+2/1	462	462	-	-	-	3.9	0.9	-	4.8	37.5	6.1	0.9	7.0
3/1+3/2	856	856	147	30	4	1.0	0.6	0.5	2.1	8.9	6.6	0.6	7.2
4/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 38.8 Total Delay for Signalled Lanes (pcuHr): 10.55 Cycle Time (s): 90
PRC Over All Lanes (%): 38.8 Total Delay Over All Lanes(pcuHr): 10.55

Full Input Data And Results

Scenario 2: '2023 Base + Committed + Permitted Phase 3 & 5 PM' (FG2: '2023 Base + Committed + Permitted Phase 3 & 5 PM', Plan 1: 'Network Control Plan 1')

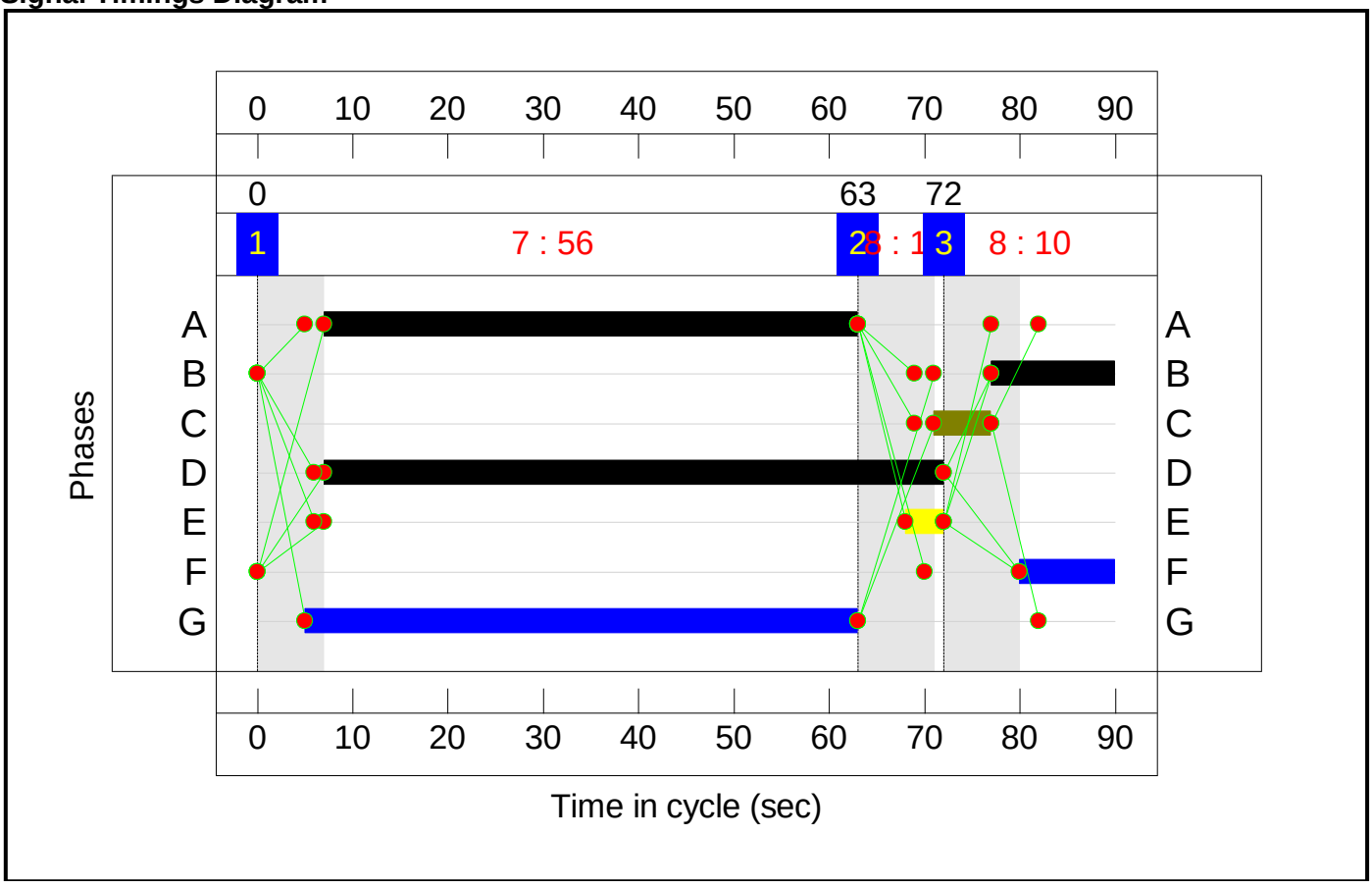
Stage Sequence Diagram



Stage Timings

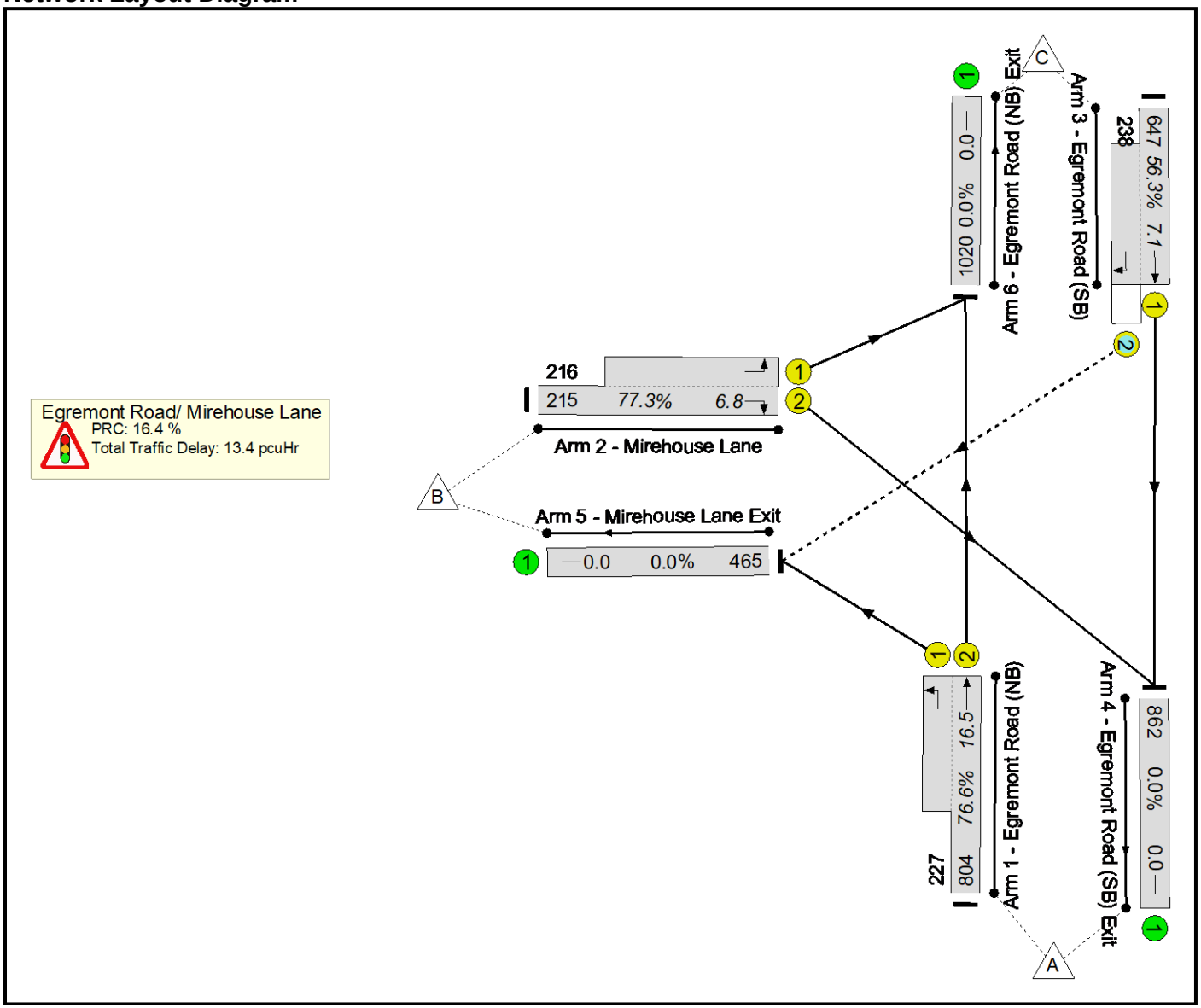
Stage	1	2	3
Duration	56	1	10
Change Point	0	63	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A595 / Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.3%**
Egremont Road/ Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.3%**
1/2+1/1	Egremont Road (NB) Left Ahead	U	N/A	N/A	A		1	56	-	1031	2075:1683	1346	76.6%
2/2+2/1	Mirehouse Lane Right Left	U	N/A	N/A	B	C	1	13:19	6	431	1787:1665	557	77.3%
3/1+3/2	Egremont Road (SB) Ahead Right	U+O	N/A	N/A	D	E	1	65	4	885	1940:1809	1573	56.3%
4/1	Egremont Road (SB) Exit	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
5/1	Mirehouse Lane Exit	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
6/1	Egremont Road (NB) Exit	U	N/A	N/A	-		-	-	-	1020	Inf	Inf	0.0%

Full Input Data And Results

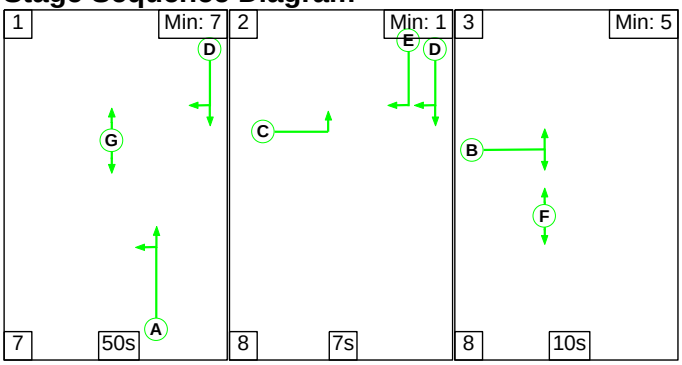
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A595 / Mirehouse Lane	**-**	**-**	**188**	**45**	**5**	**8.4**	**3.9**	**1.1**	**13.4**	**-**	**-**	**-**	**-**
Egremont Road/ Mirehouse Lane	**-**	**-**	**188**	**45**	**5**	**8.4**	**3.9**	**1.1**	**13.4**	**-**	**-**	**-**	**-**
1/2+1/1	1031	1031	-	-	-	2.9	1.6	-	4.5	15.7	14.9	1.6	16.5
2/2+2/1	431	431	-	-	-	4.1	1.7	-	5.7	47.8	5.1	1.7	6.8
3/1+3/2	885	885	188	45	5	1.4	0.6	1.1	3.1	12.8	6.5	0.6	7.1
4/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 16.4 Total Delay for Signalled Lanes (pcuHr): 13.36 Cycle Time (s): 90
PRC Over All Lanes (%): 16.4 Total Delay Over All Lanes(pcuHr): 13.36

Full Input Data And Results

Scenario 3: '2038 Base + Committed + Permitted Phase 3 & 5 AM' (FG3: '2038 Base + Committed + Permitted Phase 3 & 5 AM', Plan 1: 'Network Control Plan 1')

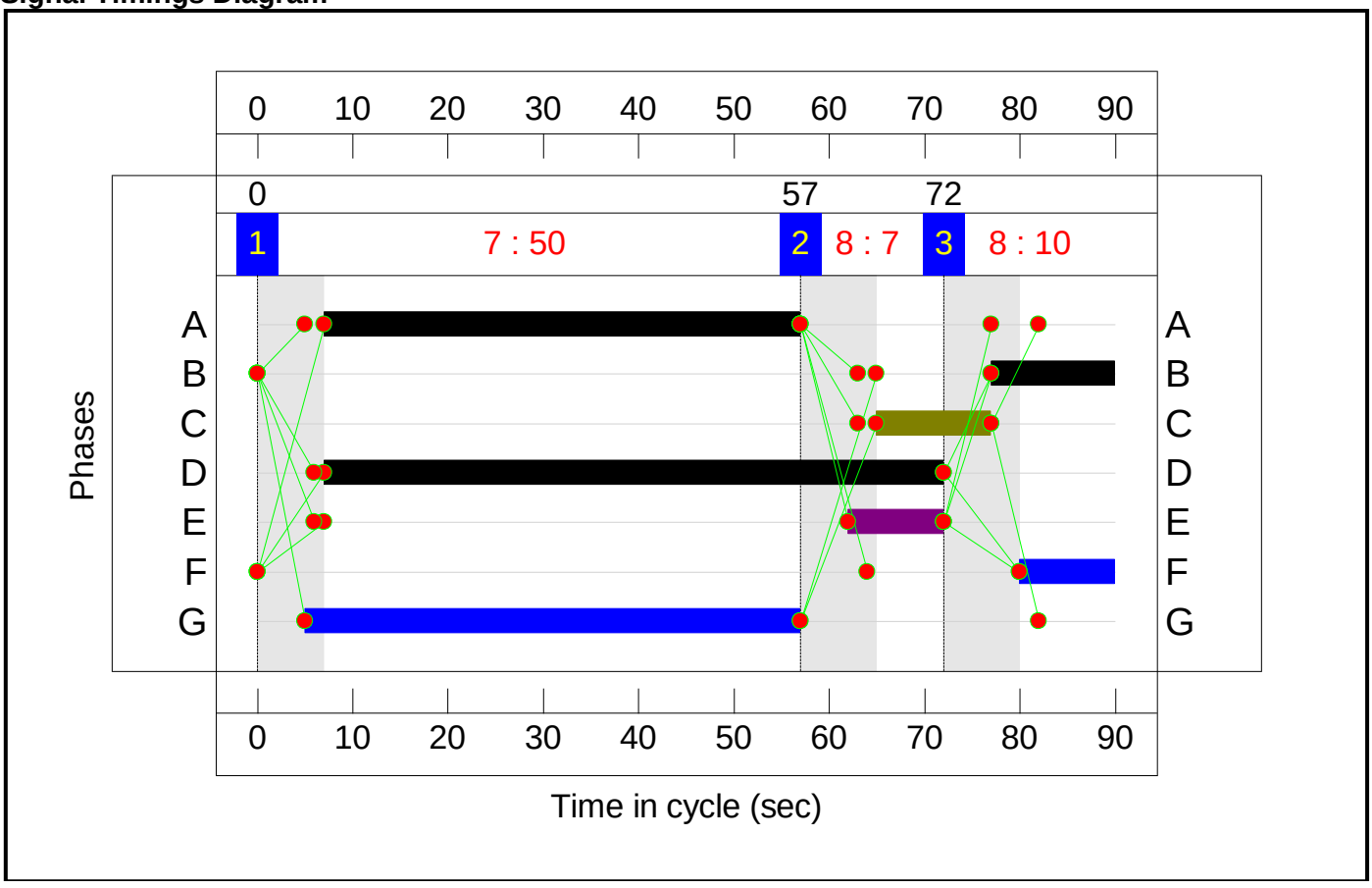
Stage Sequence Diagram



Stage Timings

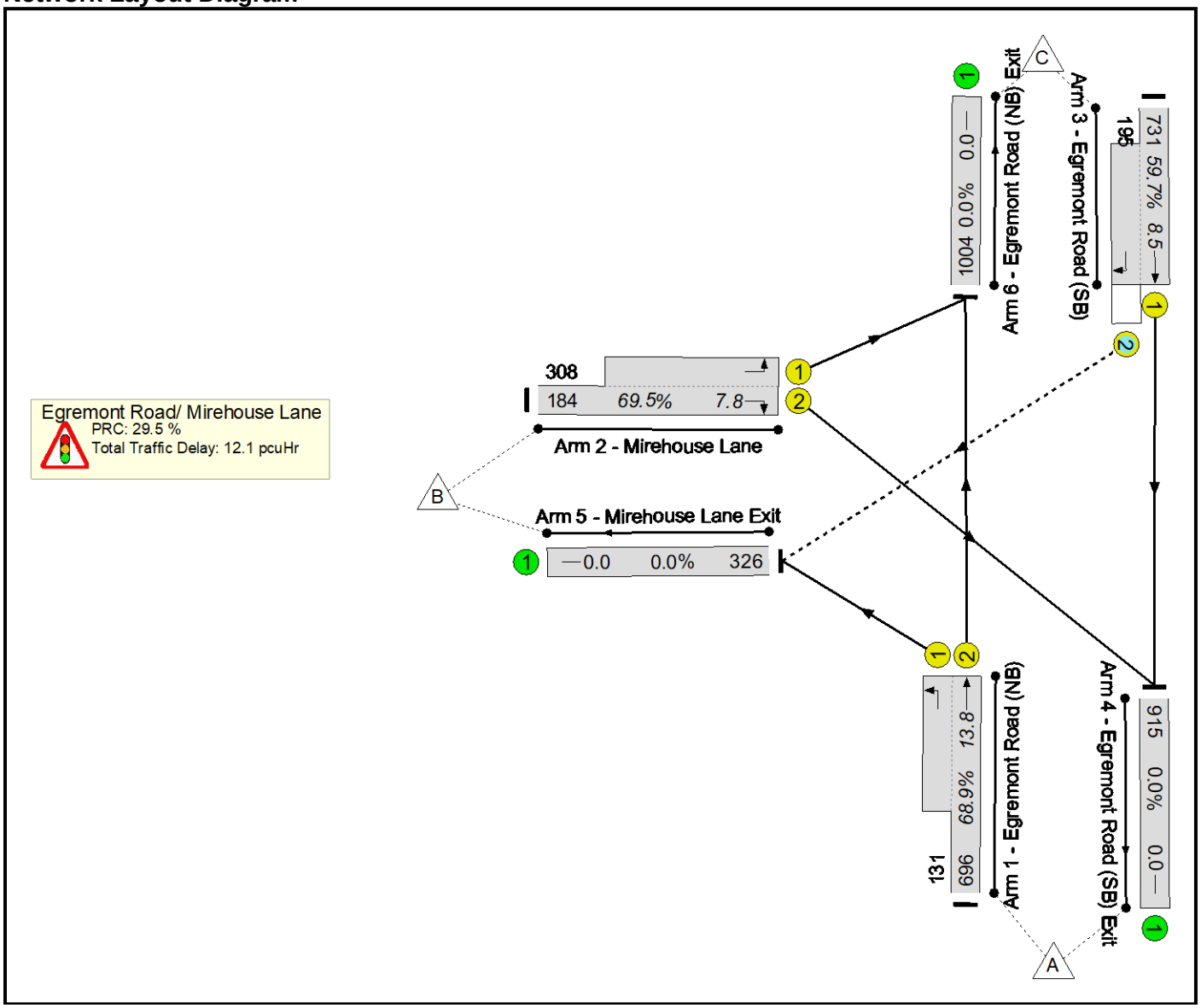
Stage	1	2	3
Duration	50	7	10
Change Point	0	57	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A595 / Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.5%**
Egremont Road/ Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.5%**
1/2+1/1	Egremont Road (NB) Left Ahead	U	N/A	N/A	A		1	50	-	827	2075:1683	1200	68.9%
2/2+2/1	Mirehouse Lane Right Left	U	N/A	N/A	B	C	1	13:25	12	492	1787:1665	708	69.5%
3/1+3/2	Egremont Road (SB) Ahead Right	U+O	N/A	N/A	D	E	1	65	10	926	1940:1809	1550	59.7%
4/1	Egremont Road (SB) Exit	U	N/A	N/A	-		-	-	-	915	Inf	Inf	0.0%
5/1	Mirehouse Lane Exit	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
6/1	Egremont Road (NB) Exit	U	N/A	N/A	-		-	-	-	1004	Inf	Inf	0.0%

Full Input Data And Results

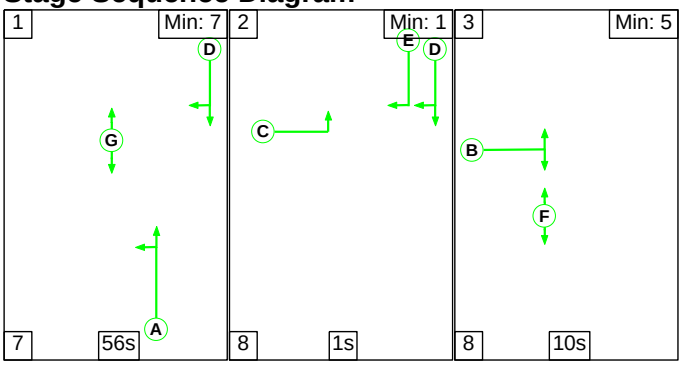
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A595 / Mirehouse Lane	**-**	**-**	**163**	**28**	**4**	**8.4**	**3.0**	**0.7**	**12.1**	**-**	**-**	**-**	**-**
Egremont Road/ Mirehouse Lane	**-**	**-**	**163**	**28**	**4**	**8.4**	**3.0**	**0.7**	**12.1**	**-**	**-**	**-**	**-**
1/2+1/1	827	827	-	-	-	2.9	1.1	-	4.0	17.4	12.7	1.1	13.8
2/2+2/1	492	492	-	-	-	4.2	1.1	-	5.3	39.1	6.7	1.1	7.8
3/1+3/2	926	926	163	28	4	1.3	0.7	0.7	2.7	10.5	7.7	0.7	8.5
4/1	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1004	1004	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 29.5 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 90
PRC Over All Lanes (%): 29.5 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 4: '2038 Base + Committed + Permitted Phase 3 & 5 PM' (FG4: '2038 Base + Committed + Permitted Phase 3 & 5 PM', Plan 1: 'Network Control Plan 1')

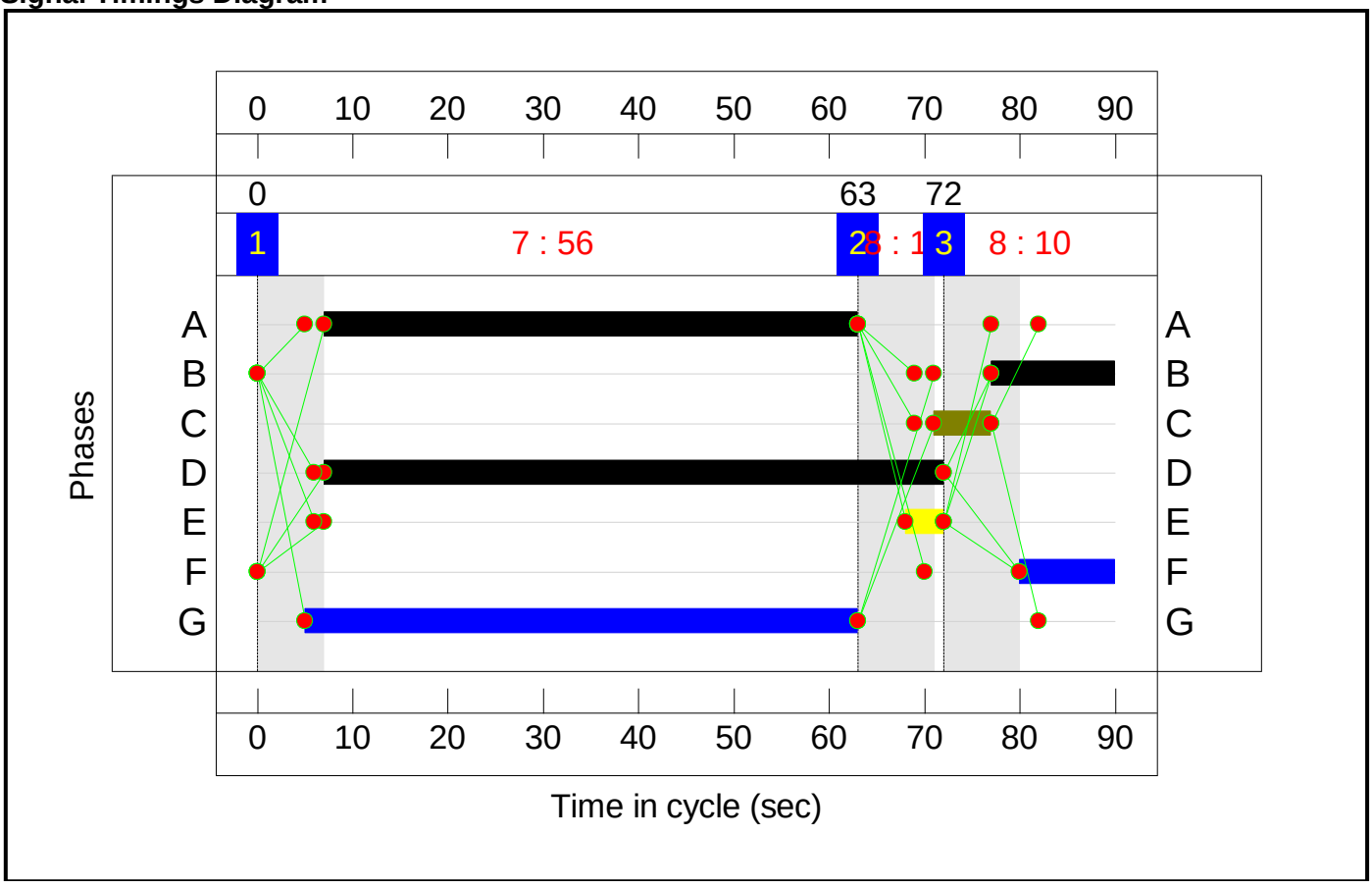
Stage Sequence Diagram



Stage Timings

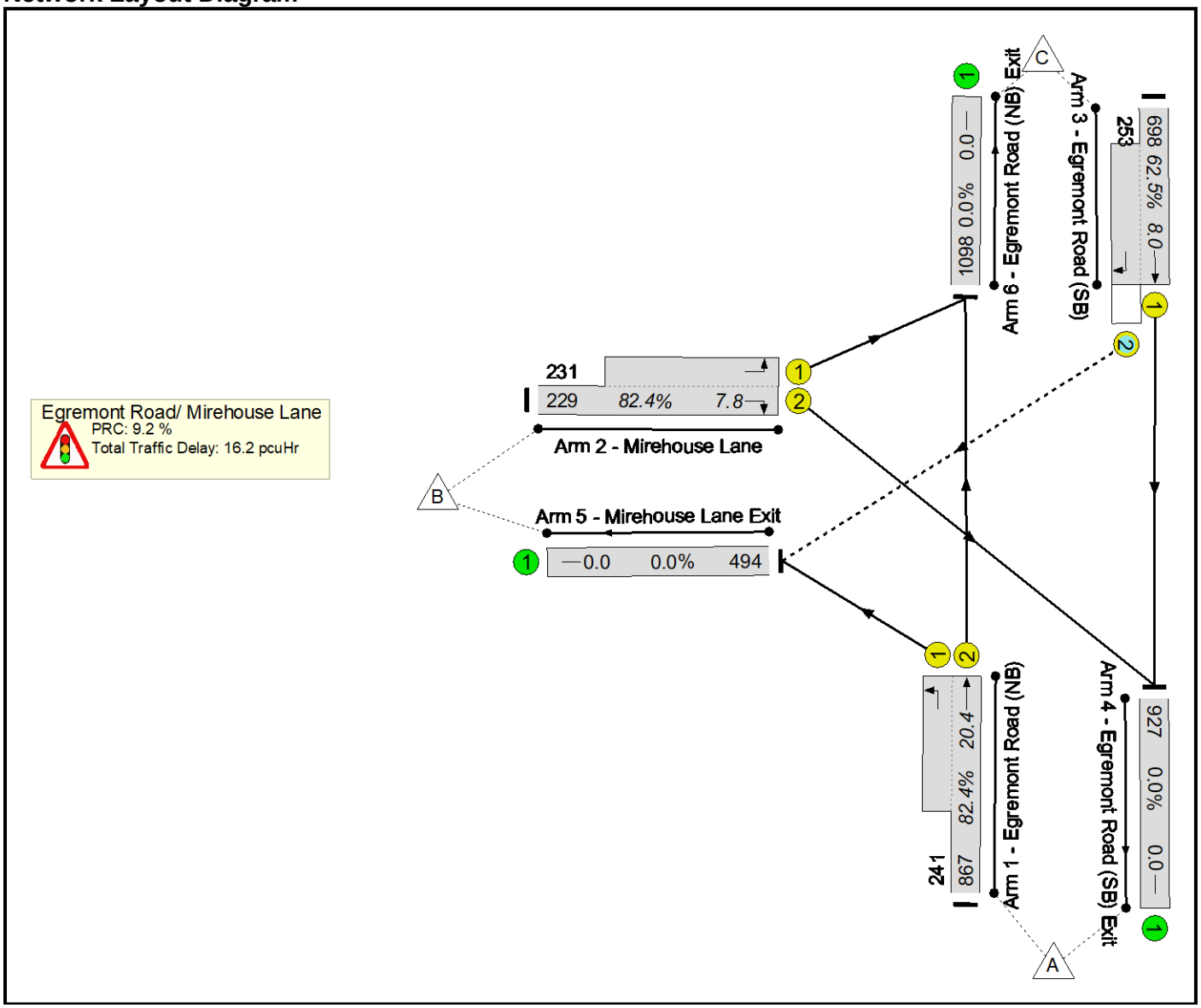
Stage	1	2	3
Duration	56	1	10
Change Point	0	63	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A595 / Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**
Egremont Road/ Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**
1/2+1/1	Egremont Road (NB) Left Ahead	U	N/A	N/A	A		1	56	-	1108	2075:1683	1345	82.4%
2/2+2/1	Mirehouse Lane Right Left	U	N/A	N/A	B	C	1	13:19	6	460	1787:1665	558	82.4%
3/1+3/2	Egremont Road (SB) Ahead Right	U+O	N/A	N/A	D	E	1	65	4	951	1940:1809	1522	62.5%
4/1	Egremont Road (SB) Exit	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
5/1	Mirehouse Lane Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
6/1	Egremont Road (NB) Exit	U	N/A	N/A	-		-	-	-	1098	Inf	Inf	0.0%

Full Input Data And Results

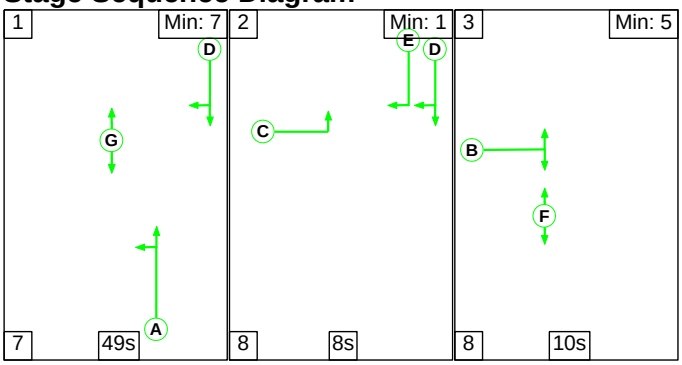
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A595 / Mirehouse Lane	**-**	**-**	**134**	**113**	**6**	**9.7**	**5.4**	**1.2**	**16.2**	**-**	**-**	**-**	**-**
Egremont Road/ Mirehouse Lane	**-**	**-**	**134**	**113**	**6**	**9.7**	**5.4**	**1.2**	**16.2**	**-**	**-**	**-**	**-**
1/2+1/1	1108	1108	-	-	-	3.4	2.3	-	5.6	18.4	18.1	2.3	20.4
2/2+2/1	460	460	-	-	-	4.4	2.2	-	6.6	51.7	5.5	2.2	7.8
3/1+3/2	951	951	134	113	6	1.9	0.8	1.2	4.0	15.1	7.2	0.8	8.0
4/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.2 Total Delay for Signalled Lanes (pcuHr): 16.23 Cycle Time (s): 90
PRC Over All Lanes (%): 9.2 Total Delay Over All Lanes(pcuHr): 16.23

Full Input Data And Results

Scenario 5: '2023 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM' (FG5: '2023 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM', Plan 1: 'Network Control Plan 1')

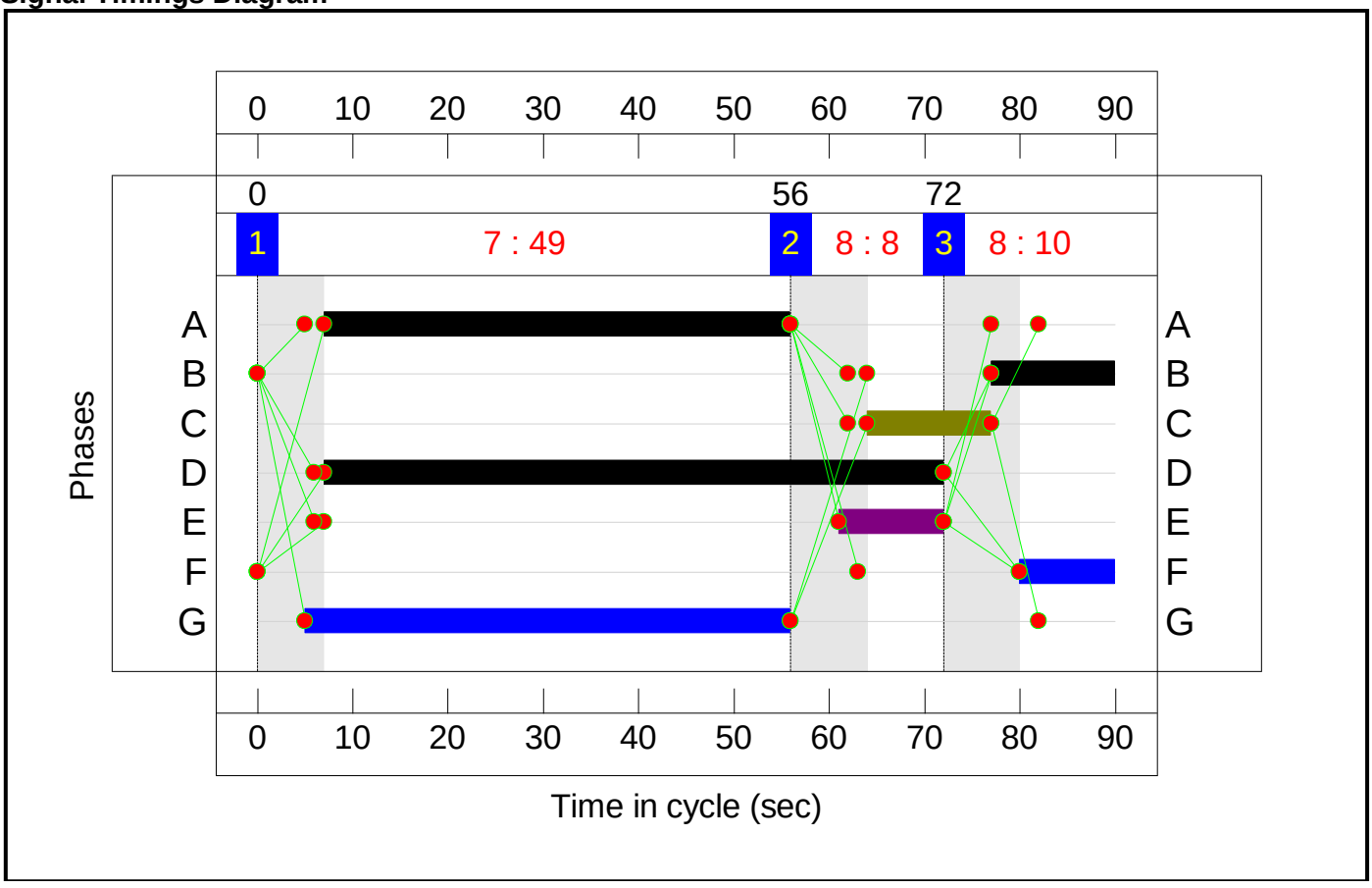
Stage Sequence Diagram



Stage Timings

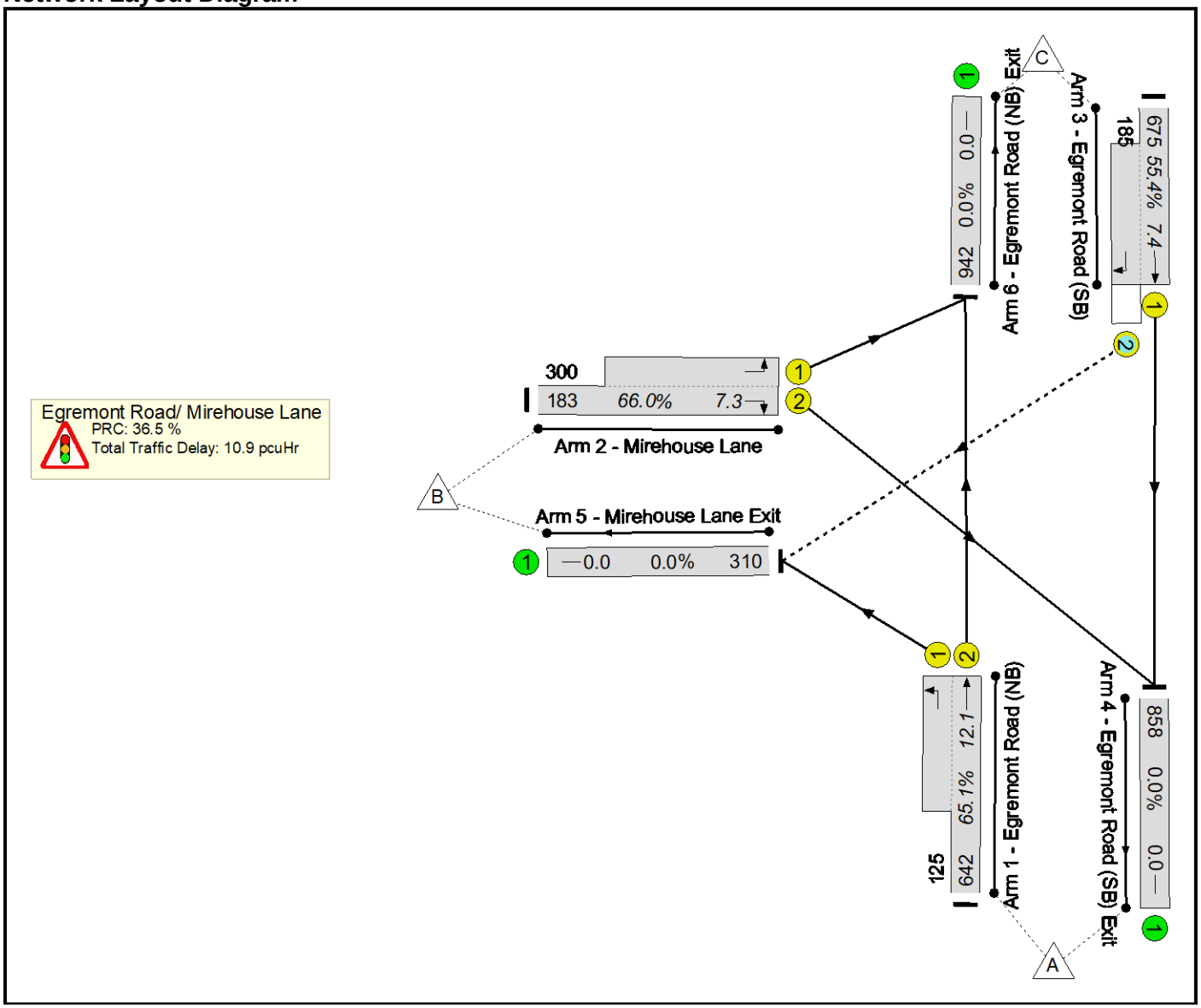
Stage	1	2	3
Duration	49	8	10
Change Point	0	56	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A595 / Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.0%**
Egremont Road/ Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.0%**
1/2+1/1	Egremont Road (NB) Left Ahead	U	N/A	N/A	A		1	49	-	767	2075:1683	1179	65.1%
2/2+2/1	Mirehouse Lane Right Left	U	N/A	N/A	B	C	1	13:26	13	483	1787:1665	732	66.0%
3/1+3/2	Egremont Road (SB) Ahead Right	U+O	N/A	N/A	D	E	1	65	11	860	1940:1809	1553	55.4%
4/1	Egremont Road (SB) Exit	U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
5/1	Mirehouse Lane Exit	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
6/1	Egremont Road (NB) Exit	U	N/A	N/A	-		-	-	-	942	Inf	Inf	0.0%

Full Input Data And Results

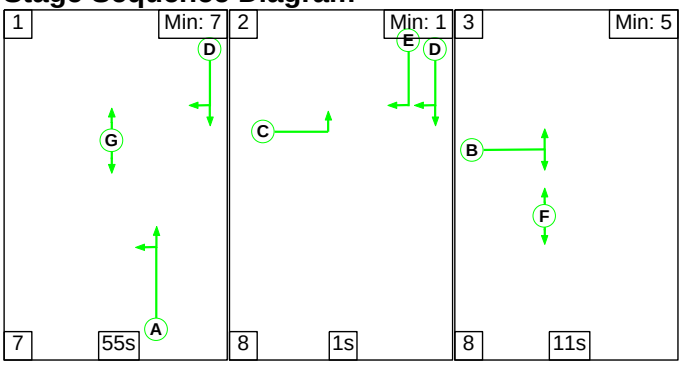
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A595 / Mirehouse Lane	**-**	**-**	**152**	**29**	**4**	**7.9**	**2.5**	**0.5**	**10.9**	**-**	**-**	**-**	**-**
Egremont Road/ Mirehouse Lane	**-**	**-**	**152**	**29**	**4**	**7.9**	**2.5**	**0.5**	**10.9**	**-**	**-**	**-**	**-**
1/2+1/1	767	767	-	-	-	2.7	0.9	-	3.6	17.0	11.2	0.9	12.1
2/2+2/1	483	483	-	-	-	4.1	1.0	-	5.0	37.4	6.3	1.0	7.3
3/1+3/2	860	860	152	29	4	1.1	0.6	0.5	2.3	9.5	6.8	0.6	7.4
4/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 36.5 Total Delay for Signalled Lanes (pcuHr): 10.93 Cycle Time (s): 90
PRC Over All Lanes (%): 36.5 Total Delay Over All Lanes(pcuHr): 10.93

Full Input Data And Results

Scenario 6: '2023 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM' (FG6: '2023 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM', Plan 1: 'Network Control Plan 1')

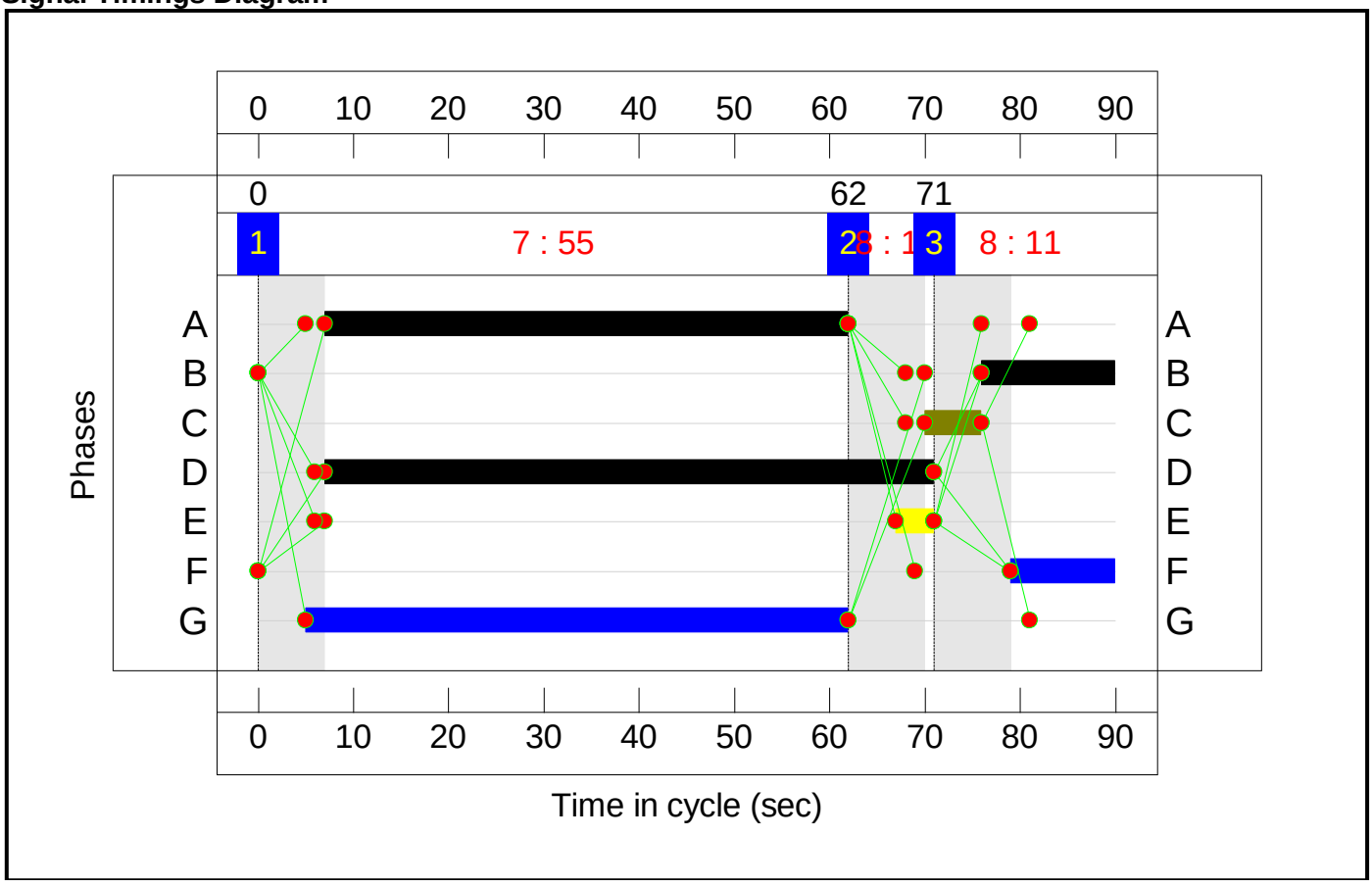
Stage Sequence Diagram



Stage Timings

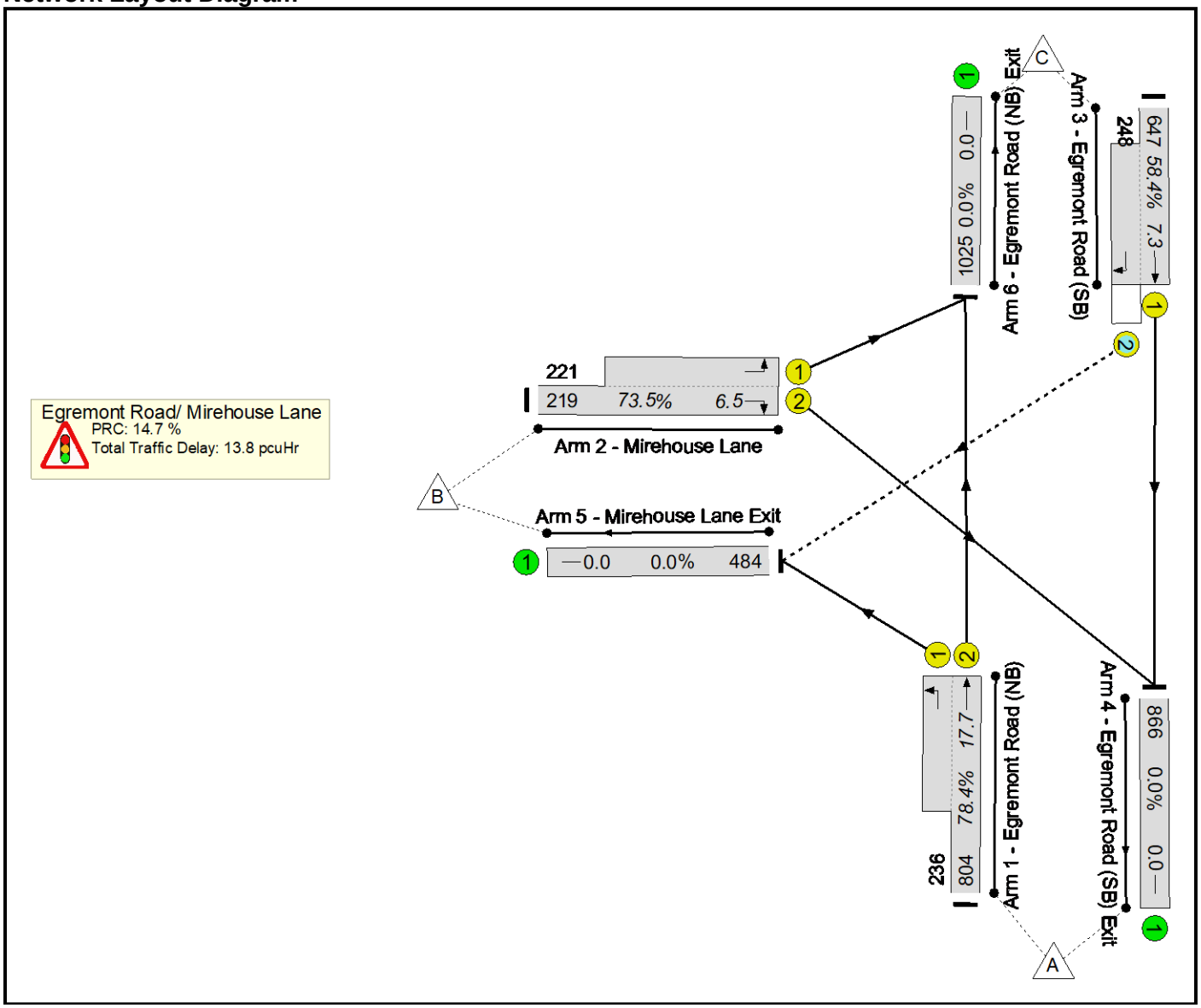
Stage	1	2	3
Duration	55	1	11
Change Point	0	62	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A595 / Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.4%**
Egremont Road/ Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.4%**
1/2+1/1	Egremont Road (NB) Left Ahead	U	N/A	N/A	A		1	55	-	1040	2075:1683	1326	78.4%
2/2+2/1	Mirehouse Lane Right Left	U	N/A	N/A	B	C	1	14:20	6	440	1787:1665	598	73.5%
3/1+3/2	Egremont Road (SB) Ahead Right	U+O	N/A	N/A	D	E	1	64	4	895	1940:1809	1534	58.4%
4/1	Egremont Road (SB) Exit	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
5/1	Mirehouse Lane Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
6/1	Egremont Road (NB) Exit	U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%

Full Input Data And Results

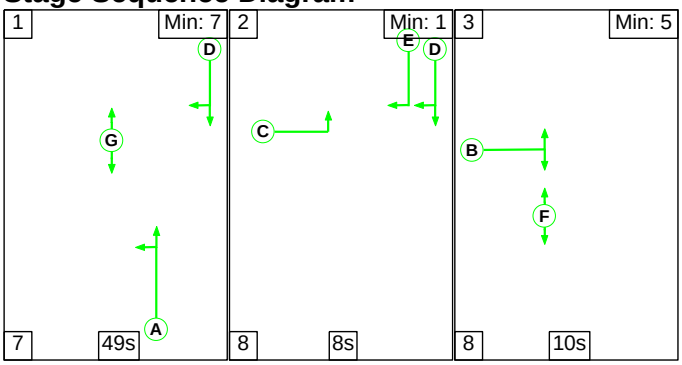
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A595 / Mirehouse Lane	**-**	**-**	**172**	**71**	**6**	**8.8**	**3.9**	**1.1**	**13.8**	**-**	**-**	**-**	**-**
Egremont Road/ Mirehouse Lane	**-**	**-**	**172**	**71**	**6**	**8.8**	**3.9**	**1.1**	**13.8**	**-**	**-**	**-**	**-**
1/2+1/1	1040	1040	-	-	-	3.1	1.8	-	4.9	17.0	15.9	1.8	17.7
2/2+2/1	440	440	-	-	-	4.0	1.4	-	5.4	44.2	5.2	1.4	6.5
3/1+3/2	895	895	172	71	6	1.7	0.7	1.1	3.5	14.1	6.6	0.7	7.3
4/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 14.7 Total Delay for Signalled Lanes (pcuHr): 13.83 Cycle Time (s): 90
PRC Over All Lanes (%): 14.7 Total Delay Over All Lanes(pcuHr): 13.83

Full Input Data And Results

Scenario 7: '2038 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM' (FG7: '2038 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 AM', Plan 1: 'Network Control Plan 1')

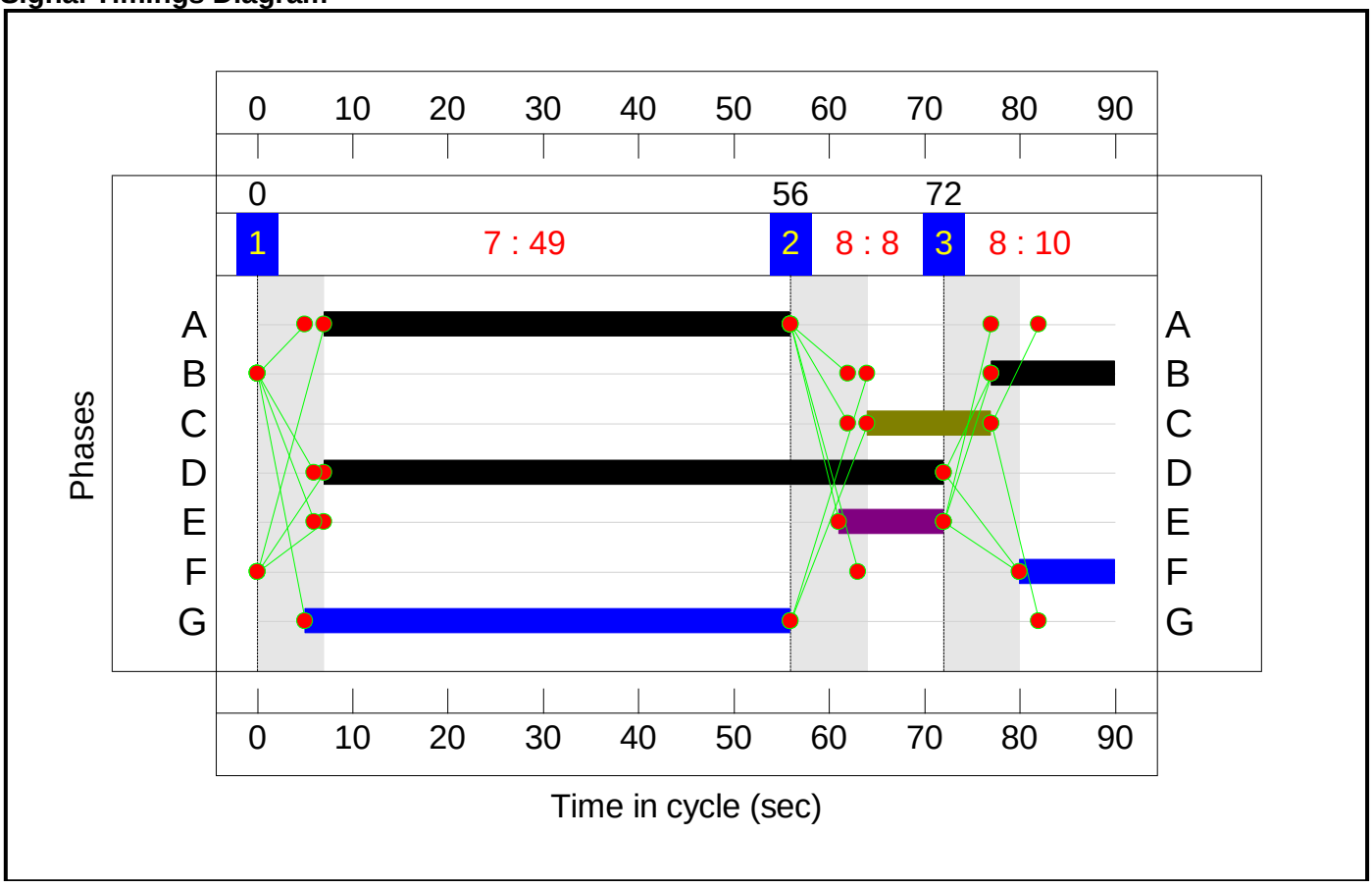
Stage Sequence Diagram



Stage Timings

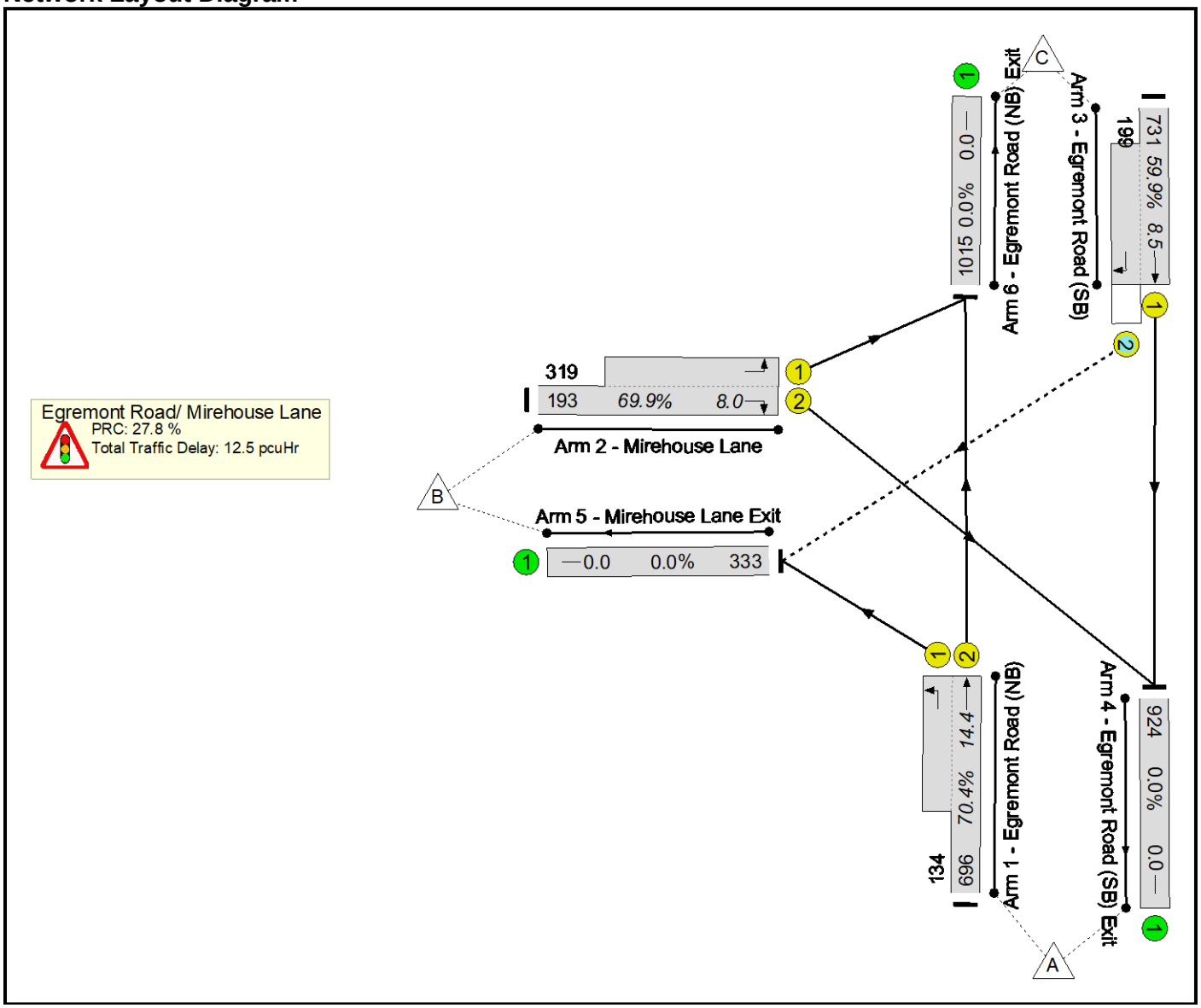
Stage	1	2	3
Duration	49	8	10
Change Point	0	56	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A595 / Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.4%**
Egremont Road/ Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.4%**
1/2+1/1	Egremont Road (NB) Left Ahead	U	N/A	N/A	A		1	49	-	830	2075:1683	1178	70.4%
2/2+2/1	Mirehouse Lane Right Left	U	N/A	N/A	B	C	1	13:26	13	512	1787:1665	733	69.9%
3/1+3/2	Egremont Road (SB) Ahead Right	U+O	N/A	N/A	D	E	1	65	11	930	1940:1809	1552	59.9%
4/1	Egremont Road (SB) Exit	U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
5/1	Mirehouse Lane Exit	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
6/1	Egremont Road (NB) Exit	U	N/A	N/A	-		-	-	-	1015	Inf	Inf	0.0%

Full Input Data And Results

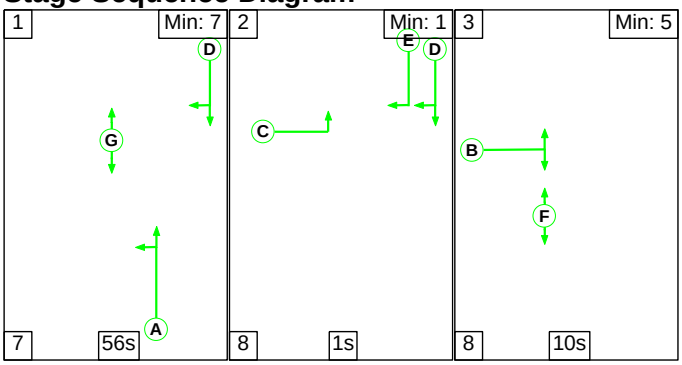
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A595 / Mirehouse Lane	**-**	**-**	**164**	**31**	**4**	**8.7**	**3.1**	**0.7**	**12.5**	**-**	**-**	**-**	**-**
Egremont Road/ Mirehouse Lane	**-**	**-**	**164**	**31**	**4**	**8.7**	**3.1**	**0.7**	**12.5**	**-**	**-**	**-**	**-**
1/2+1/1	830	830	-	-	-	3.1	1.2	-	4.3	18.5	13.2	1.2	14.4
2/2+2/1	512	512	-	-	-	4.3	1.1	-	5.5	38.6	6.8	1.1	8.0
3/1+3/2	930	930	164	31	4	1.3	0.7	0.7	2.8	10.7	7.7	0.7	8.5
4/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 27.8 Total Delay for Signalled Lanes (pcuHr): 12.52 Cycle Time (s): 90
PRC Over All Lanes (%): 27.8 Total Delay Over All Lanes(pcuHr): 12.52

Full Input Data And Results

Scenario 8: '2038 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM' (FG8: '2038 Base + Committed + Permitted Phase 3 & 5 + Proposed Phase 4 PM', Plan 1: 'Network Control Plan 1')

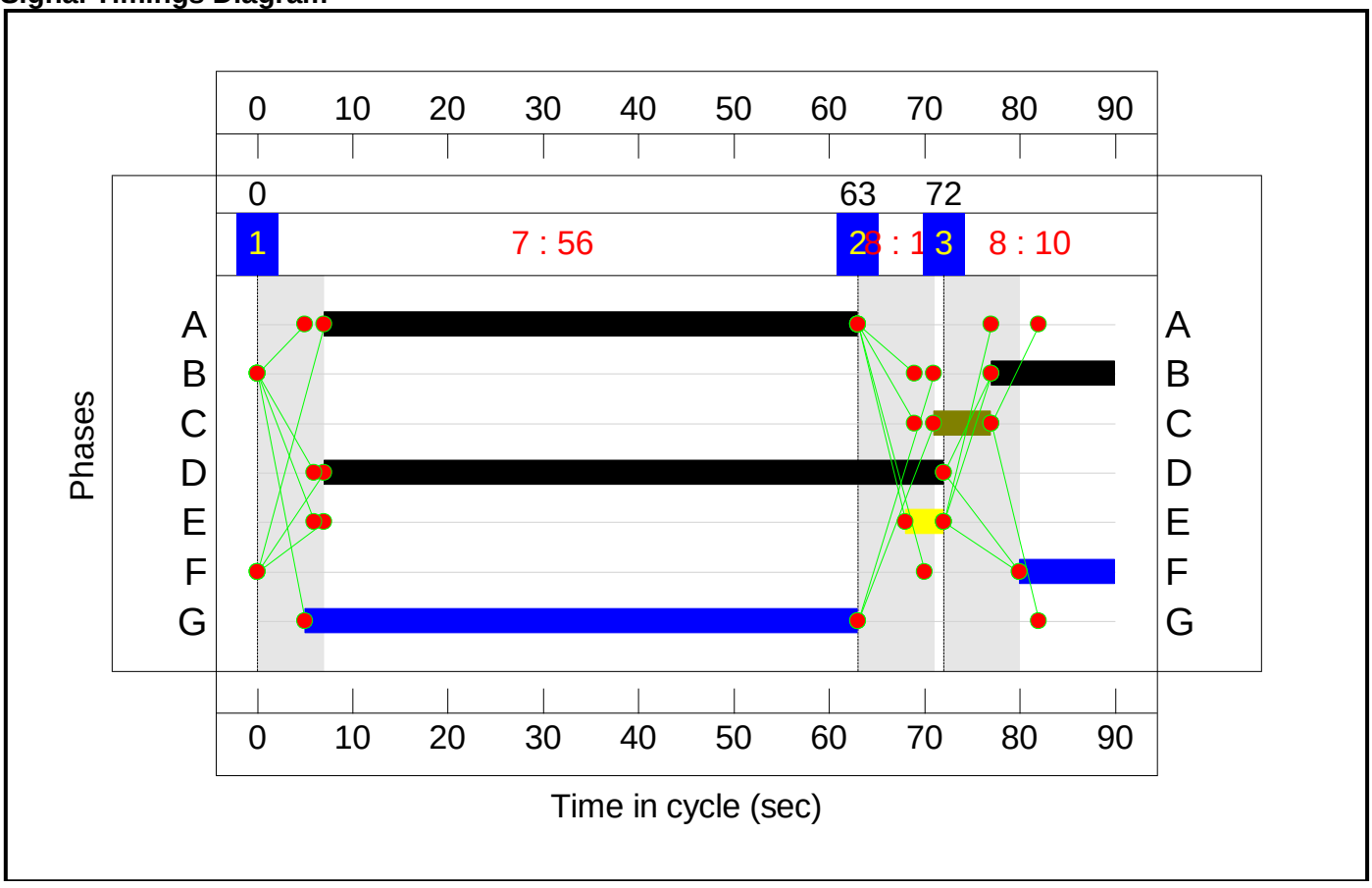
Stage Sequence Diagram



Stage Timings

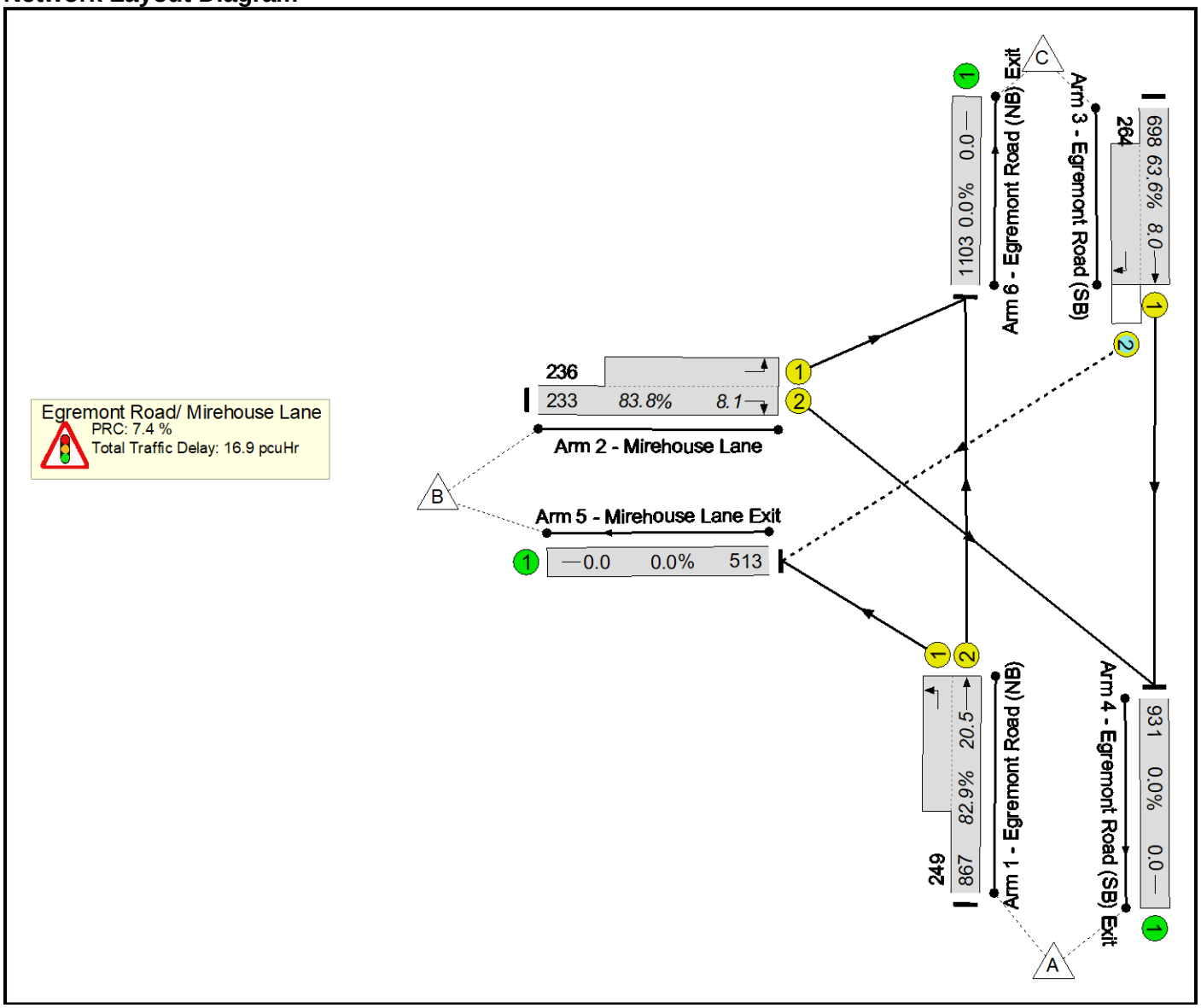
Stage	1	2	3
Duration	56	1	10
Change Point	0	63	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A595 / Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
Egremont Road/ Mirehouse Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
1/2+1/1	Egremont Road (NB) Left Ahead	U	N/A	N/A	A		1	56	-	1116	2075:1683	1347	82.9%
2/2+2/1	Mirehouse Lane Right Left	U	N/A	N/A	B	C	1	13:19	6	469	1787:1665	560	83.8%
3/1+3/2	Egremont Road (SB) Ahead Right	U+O	N/A	N/A	D	E	1	65	4	962	1940:1809	1511	63.6%
4/1	Egremont Road (SB) Exit	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
5/1	Mirehouse Lane Exit	U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
6/1	Egremont Road (NB) Exit	U	N/A	N/A	-		-	-	-	1103	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A595 / Mirehouse Lane	**-**	**-**	**132**	**126**	**6**	**9.9**	**5.7**	**1.2**	**16.9**	**-**	**-**	**-**	**-**
Egremont Road/ Mirehouse Lane	**-**	**-**	**132**	**126**	**6**	**9.9**	**5.7**	**1.2**	**16.9**	**-**	**-**	**-**	**-**
1/2+1/1	1116	1116	-	-	-	3.4	2.4	-	5.8	18.6	18.1	2.4	20.5
2/2+2/1	469	469	-	-	-	4.5	2.5	-	6.9	53.2	5.6	2.5	8.1
3/1+3/2	962	962	132	126	6	2.1	0.9	1.2	4.2	15.6	7.2	0.9	8.0
4/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1103	1103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 16.86 Cycle Time (s): 90
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 16.86

APPENDIX 7.C Site Access Capacity Assessments

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574
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Filename: High Road, Site access t-junction.j10
Path: M:\Projects\17460ITM - Edgehill Park Phase 4\Tech\Junction Assessments\Picady
Report generation date: 01/07/2022 13:58:54

»2027 Base + Committed + Permitted + Proposed Phase 4 Development, AM
»2027 Base + Committed + Permitted + Proposed Phase 4 Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2027 Base + Committed + Permitted + Proposed Phase 4 Development									
Stream B-AC	D1	0.3	7.20	0.22	A	D2	0.1	6.56	0.10	A
Stream C-AB		0.1	5.55	0.07	A		0.4	6.13	0.20	A

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

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

File summary

File Description

Title	Phase 5 Access
Location	
Site number	
Date	01/07/2022
Version	
Status	Permitted
Identifier	
Client	Story Homes
Jobnumber	ITY17460
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 Base + Committed + Permitted + Proposed Phase 4 Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2027 Base + Committed + Permitted + Proposed Phase 4 Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2027 Base + Committed + Permitted + Proposed Phase 4 Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	High Road (SB)		Major
B	Site Access		Minor
C	High Road (NB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.35	28	42

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	576	0.099	0.250	0.157	0.357
B-C	738	0.107	0.270	-	-
C-B	632	0.231	0.231	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 Base + Committed + Permitted + Proposed Phase 4 Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	175	100.000
B		ONE HOUR	✓	125	100.000
C		ONE HOUR	✓	195	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	167
	B	24	0	101
	C	160	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	7.20	0.3	A	115	172
C-AB	0.07	5.55	0.1	A	41	62
C-A					138	206
A-B					7	11
A-C					154	230

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	24	658	0.143	93	0.0	0.2	6.377	A
C-AB	32	8	681	0.047	32	0.0	0.1	5.540	A
C-A	115	29			115				
A-B	6	2			6				
A-C	126	32			126				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	649	0.173	112	0.2	0.2	6.704	A
C-AB	40	10	692	0.058	40	0.1	0.1	5.523	A
C-A	135	34			135				
A-B	7	2			7				
A-C	151	38			151				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	34	637	0.216	137	0.2	0.3	7.198	A
C-AB	51	13	706	0.073	51	0.1	0.1	5.503	A
C-A	163	41			163				
A-B	9	2			9				
A-C	184	46			184				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	34	637	0.216	138	0.3	0.3	7.203	A
C-AB	51	13	706	0.073	51	0.1	0.1	5.503	A
C-A	163	41			163				
A-B	9	2			9				
A-C	184	46			184				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	649	0.173	113	0.3	0.2	6.713	A
C-AB	40	10	692	0.058	40	0.1	0.1	5.526	A
C-A	135	34			135				
A-B	7	2			7				
A-C	151	38			151				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	24	657	0.143	94	0.2	0.2	6.395	A
C-AB	32	8	681	0.047	32	0.1	0.1	5.547	A
C-A	114	29			114				
A-B	6	2			6				
A-C	126	32			126				

2027 Base + Committed + Permitted + Proposed Phase 4 Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2027 Base + Committed + Permitted + Proposed Phase 4 Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	225	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	203
	B	11	0	46
	C	220	92	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	6.56	0.1	A	53	79
C-AB	0.20	6.13	0.4	A	119	178
C-A					167	251
A-B					21	31
A-C					186	279

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	640	0.067	43	0.0	0.1	6.021	A
C-AB	91	23	704	0.129	90	0.0	0.2	5.861	A
C-A	144	36			144				
A-B	17	4			17				
A-C	153	38			153				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	629	0.082	51	0.1	0.1	6.238	A
C-AB	114	29	719	0.159	114	0.2	0.3	5.959	A
C-A	166	42			166				
A-B	20	5			20				
A-C	183	46			183				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	612	0.103	63	0.1	0.1	6.559	A
C-AB	151	38	740	0.204	151	0.3	0.4	6.115	A
C-A	192	48			192				
A-B	25	6			25				
A-C	224	56			224				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	612	0.103	63	0.1	0.1	6.559	A
C-AB	151	38	740	0.204	151	0.4	0.4	6.126	A
C-A	192	48			192				
A-B	25	6			25				
A-C	224	56			224				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	628	0.082	52	0.1	0.1	6.241	A
C-AB	114	29	719	0.159	115	0.4	0.3	5.971	A
C-A	166	41			166				
A-B	20	5			20				
A-C	183	46			183				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	640	0.067	43	0.1	0.1	6.029	A
C-AB	91	23	704	0.129	91	0.3	0.2	5.882	A
C-A	144	36			144				
A-B	17	4			17				
A-C	153	38			153				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574
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Filename: Site Access Clarendon Drive.j10
Path: M:\Projects\17460ITM - Edgehill Park Phase 4\Tech\Junction Assessments\Picady
Report generation date: 01/07/2022 13:48:25

»2027 Base + Committed + Permitted Phase 3, AM
»2027 Base + Committed + Permitted Phase 3, PM
»2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development, AM
»2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development, PM
»2027 Base + Committed + Full Permitted + Proposed Phase 4 Development, AM
»2027 Base + Committed + Full Permitted + Proposed Phase 4 Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2027 Base + Committed + Permitted Phase 3									
Stream B-AC	D3	0.2	6.95	0.20	A	D4	0.1	6.50	0.10	A
Stream C-AB		0.1	5.58	0.07	A		0.3	6.02	0.19	A
	2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development									
Stream B-AC	D5	0.4	7.60	0.26	A	D6	0.2	6.77	0.13	A
Stream C-AB		0.1	5.70	0.09	A		0.5	6.57	0.25	A
	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development									
Stream B-AC	D7	0.2	7.16	0.19	A	D8	0.1	6.54	0.09	A
Stream C-AB		0.1	5.57	0.07	A		0.4	5.69	0.21	A

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

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

File summary

File Description

Title	Clarendon Drive Site Access
Location	
Site number	
Date	01/07/2022
Version	
Status	Existing
Identifier	
Client	Story Homes
Jobnumber	ITM17460
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Survey	AM	ONE HOUR	07:45	09:15	15	
D2	2022 Survey	PM	ONE HOUR	16:45	18:15	15	
D3	2027 Base + Committed + Permitted Phase 3	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base + Committed + Permitted Phase 3	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2027 Base + Committed + Permitted Phase 3, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	Wilson Pit Road		Major
B	Clarendon Drive		Minor
C	Wilson Pit Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.05	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	582	0.100	0.253	0.159	0.361
B-C	731	0.106	0.267	-	-
C-B	632	0.231	0.231	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Base + Committed + Permitted Phase 3	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	169	100.000
B		ONE HOUR	✓	114	100.000
C		ONE HOUR	✓	179	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	161
	B	19	0	95
	C	146	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	6.95	0.2	A	105	157
C-AB	0.07	5.58	0.1	A	38	57
C-A					126	189
A-B					7	11
A-C					148	222

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	662	0.130	85	0.0	0.1	6.238	A
C-AB	30	7	676	0.044	29	0.0	0.1	5.570	A
C-A	105	26			105				
A-B	6	2			6				
A-C	121	30			121				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	654	0.157	102	0.1	0.2	6.525	A
C-AB	37	9	685	0.054	37	0.1	0.1	5.559	A
C-A	124	31			124				
A-B	7	2			7				
A-C	145	36			145				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	643	0.195	125	0.2	0.2	6.949	A
C-AB	47	12	697	0.068	47	0.1	0.1	5.539	A
C-A	150	37			150				
A-B	9	2			9				
A-C	177	44			177				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	643	0.195	126	0.2	0.2	6.955	A
C-AB	47	12	697	0.068	47	0.1	0.1	5.543	A
C-A	150	37			150				
A-B	9	2			9				
A-C	177	44			177				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	654	0.157	103	0.2	0.2	6.533	A
C-AB	37	9	685	0.054	37	0.1	0.1	5.559	A
C-A	124	31			124				
A-B	7	2			7				
A-C	145	36			145				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	662	0.130	86	0.2	0.2	6.256	A
C-AB	30	7	676	0.044	30	0.1	0.1	5.577	A
C-A	105	26			105				
A-B	6	2			6				
A-C	121	30			121				

2027 Base + Committed + Permitted Phase 3, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Base + Committed + Permitted Phase 3	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	209	100.000
B		ONE HOUR	✓	55	100.000
C		ONE HOUR	✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	190
	B	11	0	44
	C	212	86	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	6.50	0.1	A	50	76
C-AB	0.19	6.02	0.3	A	109	164
C-A					164	246
A-B					17	26
A-C					174	262

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	641	0.065	41	0.0	0.1	5.999	A
C-AB	84	21	702	0.119	83	0.0	0.2	5.810	A
C-A	141	35			141				
A-B	14	4			14				
A-C	143	36			143				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	630	0.079	49	0.1	0.1	6.201	A
C-AB	106	26	717	0.147	105	0.2	0.2	5.888	A
C-A	162	41			162				
A-B	17	4			17				
A-C	171	43			171				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	614	0.099	60	0.1	0.1	6.498	A
C-AB	139	35	737	0.188	139	0.2	0.3	6.015	A
C-A	189	47			189				
A-B	21	5			21				
A-C	209	52			209				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	614	0.099	61	0.1	0.1	6.498	A
C-AB	139	35	737	0.188	139	0.3	0.3	6.024	A
C-A	189	47			189				
A-B	21	5			21				
A-C	209	52			209				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	630	0.079	50	0.1	0.1	6.204	A
C-AB	106	26	717	0.147	106	0.3	0.2	5.901	A
C-A	162	41			162				
A-B	17	4			17				
A-C	171	43			171				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	641	0.065	41	0.1	0.1	6.008	A
C-AB	84	21	702	0.120	84	0.2	0.2	5.827	A
C-A	140	35			140				
A-B	14	4			14				
A-C	143	36			143				

2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.88	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	172	100.000
B		ONE HOUR	✓	153	100.000
C		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	10	161
	B	25	0	128
	C	146	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.26	7.60	0.4	A	140	211
C-AB	0.09	5.70	0.1	A	52	78
C-A					124	186
A-B					10	14
A-C					148	222

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	29	661	0.174	114	0.0	0.2	6.574	A
C-AB	40	10	675	0.060	40	0.0	0.1	5.664	A
C-A	104	26			104				
A-B	8	2			8				
A-C	122	30			122				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	34	653	0.211	137	0.2	0.3	6.975	A
C-AB	50	13	684	0.073	50	0.1	0.1	5.679	A
C-A	122	30			122				
A-B	9	2			9				
A-C	145	36			145				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	42	642	0.262	168	0.3	0.4	7.591	A
C-AB	65	16	697	0.093	64	0.1	0.1	5.694	A
C-A	146	37			146				
A-B	11	3			11				
A-C	178	44			178				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	42	642	0.262	168	0.4	0.4	7.600	A
C-AB	65	16	697	0.093	65	0.1	0.1	5.699	A
C-A	146	37			146				
A-B	11	3			11				
A-C	178	44			178				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	34	653	0.211	138	0.4	0.3	6.992	A
C-AB	50	13	684	0.073	50	0.1	0.1	5.681	A
C-A	122	30			122				
A-B	9	2			9				
A-C	145	36			145				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	29	661	0.174	115	0.3	0.2	6.598	A
C-AB	41	10	675	0.060	41	0.1	0.1	5.673	A
C-A	103	26			103				
A-B	8	2			8				
A-C	122	30			122				

2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 Base + Committed + Permitted Phase 3 + Proposed Phase 4 Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	214	100.000
B		ONE HOUR	✓	73	100.000
C		ONE HOUR	✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	190
	B	14	0	59
	C	212	116	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	6.77	0.2	A	67	100
C-AB	0.25	6.57	0.5	A	148	222
C-A					153	229
A-B					22	33
A-C					174	261

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	640	0.086	55	0.0	0.1	6.145	A
C-AB	113	28	701	0.161	112	0.0	0.2	6.103	A
C-A	134	33			134				
A-B	18	5			18				
A-C	143	36			143				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	16	628	0.104	66	0.1	0.1	6.397	A
C-AB	142	36	716	0.199	142	0.2	0.3	6.276	A
C-A	152	38			152				
A-B	22	5			22				
A-C	171	43			171				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	612	0.131	80	0.1	0.1	6.768	A
C-AB	187	47	736	0.255	187	0.3	0.5	6.560	A
C-A	173	43			173				
A-B	26	7			26				
A-C	209	52			209				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	612	0.131	80	0.1	0.2	6.771	A
C-AB	188	47	736	0.255	188	0.5	0.5	6.571	A
C-A	173	43			173				
A-B	26	7			26				
A-C	209	52			209				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	16	628	0.104	66	0.2	0.1	6.403	A
C-AB	143	36	716	0.199	143	0.5	0.3	6.294	A
C-A	152	38			152				
A-B	22	5			22				
A-C	171	43			171				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	640	0.086	55	0.1	0.1	6.156	A
C-AB	113	28	702	0.161	114	0.3	0.2	6.129	A
C-A	133	33			133				
A-B	18	5			18				
A-C	143	36			143				

2027 Base + Committed + Full Permitted + Proposed Phase 4 Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	269	100.000
B		ONE HOUR	✓	108	100.000
C		ONE HOUR	✓	215	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	263
	B	13	0	95
	C	182	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	7.16	0.2	A	99	149
C-AB	0.07	5.57	0.1	A	40	61
C-A					157	236
A-B					5	8
A-C					241	362

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	650	0.126	81	0.0	0.1	6.324	A
C-AB	31	8	678	0.046	31	0.0	0.1	5.565	A
C-A	131	33			131				
A-B	4	1			4				
A-C	198	50			198				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	638	0.153	97	0.1	0.2	6.656	A
C-AB	39	10	687	0.057	39	0.1	0.1	5.551	A
C-A	154	39			154				
A-B	5	1			5				
A-C	236	59			236				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	622	0.192	119	0.2	0.2	7.157	A
C-AB	51	13	701	0.073	51	0.1	0.1	5.537	A
C-A	186	46			186				
A-B	7	2			7				
A-C	290	72			290				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	622	0.192	119	0.2	0.2	7.163	A
C-AB	51	13	701	0.073	51	0.1	0.1	5.539	A
C-A	186	46			186				
A-B	7	2			7				
A-C	290	72			290				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	638	0.153	98	0.2	0.2	6.664	A
C-AB	39	10	687	0.057	39	0.1	0.1	5.555	A
C-A	154	39			154				
A-B	5	1			5				
A-C	236	59			236				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	650	0.126	82	0.2	0.1	6.340	A
C-AB	31	8	678	0.046	31	0.1	0.1	5.570	A
C-A	131	33			131				
A-B	4	1			4				
A-C	198	50			198				

2027 Base + Committed + Full Permitted + Proposed Phase 4 Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 Base + Committed + Full Permitted + Proposed Phase 4 Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	249	100.000
B		ONE HOUR	✓	52	100.000
C		ONE HOUR	✓	390	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	236
	B	8	0	44
	C	304	86	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	6.54	0.1	A	48	72
C-AB	0.21	5.69	0.4	A	126	189
C-A					232	348
A-B					12	18
A-C					217	325

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	639	0.062	39	0.0	0.1	5.995	A
C-AB	94	23	743	0.126	93	0.0	0.2	5.538	A
C-A	200	50			200				
A-B	10	3			10				
A-C	178	44			178				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	626	0.075	47	0.1	0.1	6.213	A
C-AB	121	30	765	0.158	120	0.2	0.3	5.585	A
C-A	230	58			230				
A-B	12	3			12				
A-C	212	53			212				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	608	0.095	58	0.1	0.1	6.537	A
C-AB	164	41	798	0.205	163	0.3	0.4	5.680	A
C-A	266	66			266				
A-B	15	4			15				
A-C	260	65			260				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	608	0.095	58	0.1	0.1	6.537	A
C-AB	164	41	798	0.205	164	0.4	0.4	5.689	A
C-A	266	66			266				
A-B	15	4			15				
A-C	260	65			260				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	626	0.075	47	0.1	0.1	6.218	A
C-AB	121	30	766	0.158	121	0.4	0.3	5.597	A
C-A	230	57			230				
A-B	12	3			12				
A-C	212	53			212				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	639	0.062	39	0.1	0.1	6.004	A
C-AB	94	23	743	0.126	94	0.3	0.2	5.558	A
C-A	200	50			200				
A-B	10	3			10				
A-C	178	44			178				

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