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Sovereign Industrial Estate, Huyton

DAVOS Property Developments Ltd
Transport Assessment

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1 Introduction

Brief

- 1.1 Rappor Consultants Ltd have been instructed by DAVOS Property Developments Ltd to prepare a Transport Assessment (TA) in support of a planning application concerning the redevelopment of Sovereign Industrial Estate in Huyton, Liverpool. An indicative site location plan illustrating the application site and adjacent highway network is shown in **Figure 1.1**.

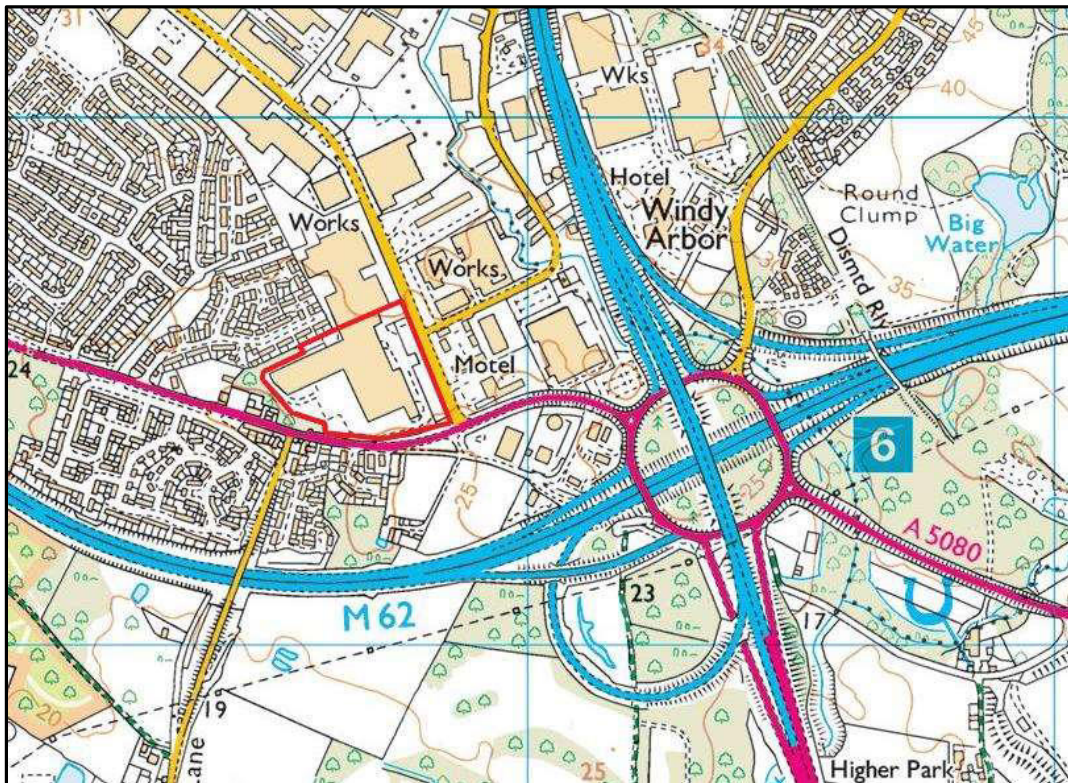


Figure 1.1 Site Location Plan

- 1.2 Full planning permission is sought for the partial demolition, reconfiguration and refurbishment of existing employment floorspace to 3no. industrial warehouse buildings with ancillary offices (Classes E(g)(iii), B2 and B8) with dedicated servicing and car parking arrangements; erection of 1no. retail unit (Class E) with external display area and dedicated car parking and servicing arrangements; retention and amendment of existing site accesses along with internal estate roads; 2no. substations; landscaping; and associated works.
- 1.3 The retail store is proposed to operate on the basis of at least 70% of floor space dedicated to non-food products, and up to 30% for the sale of ancillary food and drink products. It is important to note that the nature of the food and drink items on sale (discount products) do not mirror the typical offerings associated with conventional food-based retailers (fresh foods etc). Therefore, they are associated with a different trip attraction pattern, which is less intensive and primarily linked to the sale of non-food goods within the store.
- 1.4 As part of the redevelopment, planning permission is also sought for the existing warehouses (Units A and B) to be split into two separate warehouses (now named Unit A1



and A2) and a new access road constructed between the two warehouse in order to access Unit D (now named Unit B) which will necessitate the partial demolition and reconfiguration of existing units. The removal of an existing area of warehouse shall result in a total warehouse area in Phase 2 to be reduced from 22,850m² to 17,664m² (a decrease from the previous application from 19,588m²) across all units, and include the removal and relocation of an element of existing ancillary office uses from 1,449m² to 898m². As such the site benefits from an established fallback position in terms of its theoretical, permitted trip attraction potential which is considered further at **Section 5** of this report.

- 1.5 The Proposed Phase 2 Site Plan, as prepared by AEW Architects (Drawing Ref 13579-AEW-XX-XX-DR-A-1103 P02) is reproduced in **Appendix A**.
- 1.6 A site visit was undertaken by Rappor on the morning of Thursday 28th September 2023 in order to inform this report.
- 1.7 A Travel Plan (TP) has been produced under a separate cover.

LHA Correspondence

- 1.8 Following submission of an initial Transport Statement (TS) in support the Site, Knowsley Borough Council (KBC), as Local Highway Authority provided an initial highways objection highway, a copy of which is provided at **Appendix B**.
- 1.9 Subsequent correspondence has since taken place with KBC to determine the revised trip rates and agree the parameters for distribution and assignment of trips including the extent of junction analysis.
- 1.10 A summary of the requirements are as follows:-
 - a) Require for a Transport Assessment to be provided;
 - b) Office Trip rates to be considered as ancillary uses;
 - c) Revised Trips rates in respect of the Proposed Home Bargains Retail Unit;
 - d) Junction Capacity of the nearby Wilson Road / Cronton Road / Coppice Lane Signalised Junction; and
 - e) Update to the sustainable travel section to reflect the scale of the proposals.
- 1.11 This revised TA aims to address the above points and builds upon the information previously provided in the TS using a revised internal layout which further reduces the overall GFA when compared against the former uses.

Relevant Planning History

- 1.12 Phase 1 of the redevelopment of Sovereign Business Estate was granted by KBC in April 2023 (planning reference 22/00109/FUL) for the demolition of buildings and the erection of 2 no. industrial units together with the part demolition/part extension and remodelling of an existing industrial building to form 7 no. units (use classes e (g)(ii) (iii), B2 and B8) with ancillary office space. The permission also included for the reconfiguration of car parking including service and vehicular circulation areas, landscaping, infrastructure works and other associated works. A copy of the approved Phase 1 plan, which includes the reconfiguration of Units C, G and F is reproduced at **Appendix C**.



- 1.13 Opposite the application site on the east side of Wilson Road and north of Stretton Way, outline planning permission was granted by KBC in March 2023 (planning reference 22/00432/OUT) for the demolition and reconfiguration of 2 no. existing units to form 3 no. industrial units with a flexible B2/B8 use together with external alterations and other associated works.
- 1.14 To the south of the site, on the southern side of the A5080 Cronton Road there was also a permitted hybrid application comprising 1800 sq.m gross external area food store (use class A1), 1161 sq.m gross external area B1/B2 use (business use / general industrial use) with associated car parking, landscaping, highway works, which has since been built out.

Scope of Report

- 1.15 Considering the nature of the development proposal and the local / planning context, this TA shall feature the following:
- a) Assessment of site location and composition;
 - b) Review of local highway network;
 - c) Review of local highway safety;
 - d) Site accessibility and opportunities for sustainable travel;
 - e) Review of proposed development in terms of access, layout and parking; and
 - f) Forecast trip attraction (net comparison with extant uses);
 - g) Capacity analysis of the nearby signalised junction; and
 - h) Assessment of parking provision suitability.
- 1.16 This TA concludes that the development proposal is acceptable, in highway and transportation terms, and there are no reasons that should prevent the highway authority from recommending planning approval of this application.

2 The Application Site & Local Highway Network

Site Location & Composition

- 2.1 The application site is located in Sovereign Industrial Estate, Huyton, approximately 11km east of Liverpool City Centre. It is bound to the north by Unit C of the industrial Estate (located in Phase 1), to the east by Wilson Road, to the south by Cronton Road, and to the west by residential dwellings.
- 2.2 The existing site comprises three warehouse units and an office use all situated within one main building, which are summarised in **Table 2.1** and shown in **Figure 2.1** below.

Unit	Gross Internal Floor Area (m ²)
A	9,503
B	4,493
D	7,405
Ancillary Office Use	1,449
Total Warehouse	22,850

Table 2.1 Details of Existing Warehouses Uses

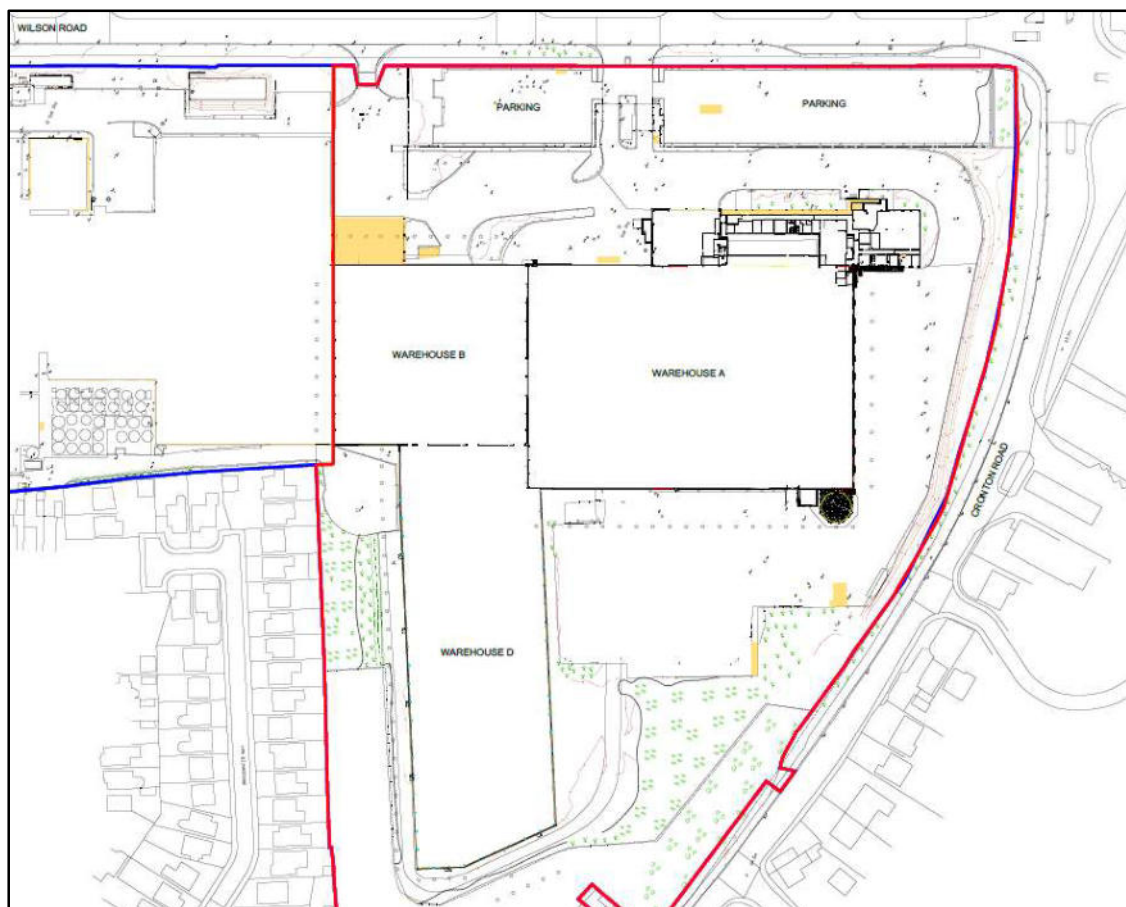


Figure 2.1 Existing Layout of Warehouses

- 2.3 The existing area of Sovereign Industrial Estate currently benefits from 254 car parking spaces accessed from Wilson Road, via a wide industrial access with associated gatehouse, located to the east of the industrial Estate. Internal routes within the site are subject to a 10mph speed limit, as shown below in **Figure 2.2**.



Figure 2.2 Photograph of Existing Industrial Access and Gatehouse with Wilson Road

- 2.4 There is a further gated access via a priority junction access located to the northeast of the site also located from Wilson Road, as shown below in **Figure 2.3**.



Figure 2.3 Photograph of Gates access to the northeast corner with Wilson Road

- 2.5 Currently there are 10 Sheffield stands (providing 20 cycle spaces) located at the front of the site, covered by a cycle shelter.

Local Highway Network

Wilson Road

- 2.6 Wilson Road is a two-way single carriageway, approximately 8m – 9m wide, that runs in a broadly north-south alignment in the vicinity of the site and turns towards the northwest to the north of the site. At its northern extent, it forms a 4-way signalised junction with Hall Lane, St John's Road and Huyton Hey Road. At its southern extent, it forms a 4-way signalised junction with the A5080 Cronton Road and Coppice Lane. Wilson Road is subject to a 30mph speed limit along its full length. There is a footway provision on both sides of the carriageway and street lighting along its full length, as shown in **Figure 2.4**.



Figure 2.4 Photograph along Wilson Road (looking north)

A5080 Cronton Road

- 2.7 Cronton Road is a two-way single carriageway that runs on broadly east to west alignment, which forms the southern boundary of the application site. To the east it terminates at Tarbock roundabout, with connections to the M57 and M62 in both directions, and to the west it extends approximately 1.1km before becoming Tarbock Road, which further extends northwest towards Liverpool. Cronton Road is subject to a 30mph speed limit and benefits from street lighting and footways on either side of the carriageway, as shown in **Figure 2.4**.



Figure 2.5 Photograph along Cronton Road (looking west)

M62 and M57

- 2.8 The M62 and M57 meet at Tarbock Roundabout, accessed from the application site via Cronton Road. The M57 extends north forming a ring road around Liverpool, and extends south to meet the A5300. The M62 extends east to Manchester and west towards Liverpool.

Local Highway Safety

- 2.9 For the purpose of this assessment, Personal Injury Collision (PIC) data has been extracted from the CrashMap database which has been reviewed for the most recent five-year period available, within the vicinity of the application site up to 2021.
- 2.10 A CrashMap extract is provided in **Figure 2.5** which indicates the number and severity of collisions, the roads under consideration being as follows:
- a) Wilson Road, from the Wilson Road / Hall Lane / St John's Road / Huyton Hey Road junction to the Wilson Road / Cronton Road junction;
 - b) Cronton Road, from the Cronton Road / Tarbock Roundabout junction to where it becomes Tarbock Road; and
 - c) Tarbock Road, up to its junction with Meadow Drive.

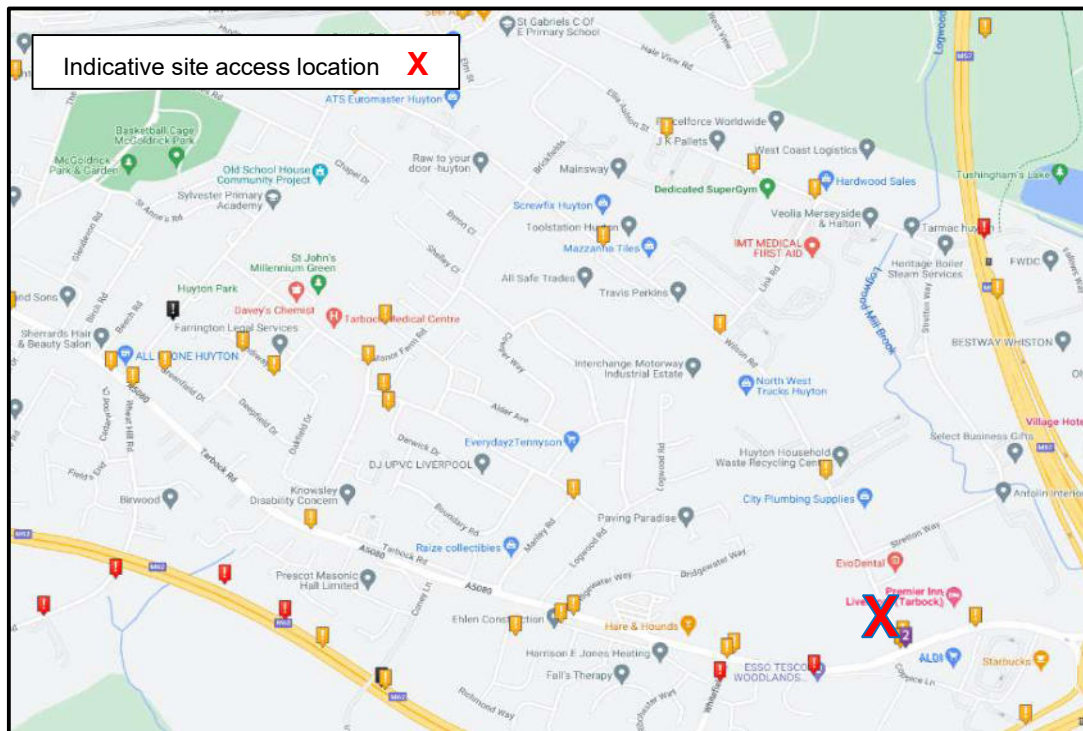


Figure 2.6 CrashMap Extract

Source: CrashMap Online Portal (September 2023)

Review of PICs

- 2.11 The data indicates that at the Wilson Road / Hall Lane / St John's Road / Huyton Hey Road junction, there have been three 'slight' PICs in the most recent five-year period, with three further 'slight' PICs recorded along the length of Wilson Road.
- 2.12 At the Wilson Road / Crontron Road junction, five PICs have been recorded, four of which are classified as 'slight' and one of which is 'serious'.
- 2.13 On Crontron Road, between the Crontron Road / Tarbock Roundabout junction and the Wilson Road / Crontron Road junction, a further 'slight' PIC has been recorded.
- 2.14 On Crontron Road, between its junctions with Whitefield Lane and Wilson Road, a 'serious' PIC has been recorded.
- 2.15 At the Crontron Road / Whitefield Lane junction, three PICs have been recorded, two of them being 'slight' PICs and the other being a 'serious' PIC.
- 2.16 Between the Crontron Road / Whitefield Lane junction and the Tarbock Road / Meadow Drive junction, two 'slight' PICs were recorded.
- 2.17 A total of 18 PICs have been recorded in the most recent five-year period available in the area studied. 15 of these are 'slight' and 3 of these are 'serious'.



Analysis of PICs

- 2.18 The number and distribution of PICs is typical for this category of highway, which is considered to be an arterial route for the local area and experiences a high number of movements / manoeuvres on a daily basis.
- 2.19 The record of PICs in the studied area do not suggest that there are any discernible patterns of highway safety concern within the vicinity of the application site. The spread of these PICs indicates that there is no inherent geometric issue with the local highway network.

Summary

- 2.20 As there is no pattern or history of collisions in the immediate locality of the application site access associated with a dangerous highway network, it is considered that there is no existing safety issue on the local highway network that could be exacerbated by the development proposals. Furthermore, with the low forecast development traffic in real terms (further detail in **Section 5**), this is expected to continue and not materially or discernibly alter the pattern of frequency of collisions on the surrounding highway network.

Existing Traffic Data

- 2.21 In order to establish the existing traffic conditions along Wilson Road, a seven-day Automatic Traffic Count (ATC) survey was commissioned, undertaken by Auto Surveys Ltd, an independent traffic surveyor, between Monday 11th September 2023 and Sunday 17th September 2023. The ATC was undertaken adjacent to the existing site access.
- 2.22 The observed weekday and weekend typical highway peak-hour traffic flows on Wilson Road are summarised in **Table 2.2**, with the full survey results and ATC location attached in **Appendix D**.

Time Period	Direction		
	Northbound	Southbound	Two-Way
Monday to Friday 08:00-09:00	514	429	943
Monday to Friday 17:00-18:00	439	448	997
Saturday Peak (11:00-12:00)	376	401	777

Table 2.2 Average Traffic Flows along Wilson Road

- 2.23 **Table 2.3** sets out the 85th percentile and average speeds recorded by the ATC.

Direction	Average Speeds (mph)	85 th ile Speeds (mph)
Northbound	29.2	34.6
Southbound	25.6	32.0

Table 2.3 Recorded Vehicle Speeds on Wilson Road



- 2.24 Recorded 85th percentile speeds and average vehicle speeds have been utilised to assess the suitability of the 2no. site accesses, which is set out in detail in **Section 4**.

Peak Period Turning Traffic Flows

- 2.25 Peak period turning count surveys were undertaken at the signalised junction of Wilson Road / A5080 Cronton Road / Coppice Lane located to the south of the Site, on Friday 15th March 2024, between 07:00-10:00 and 16:00-19:00 to obtain the peak AM and PM peak periods respectively, and on Saturday 16th March 2024 between 12:00 and 17:00 to obtain the peak weekend time for retail uses.
- 2.26 The results of the turning count surveys are reproduced in **Appendix E**.
- 2.27 Overall, the peak morning hour (i.e., the 60 minute period in which the existing vehicular flows were highest) on the local highway was surveyed as 08:00-09:00, and the peak evening hours as 16:00-17:00. On a Saturday the peak 60 minute period was found to be between 12:00 and 13:00.

3 Site Accessibility & Opportunities for Sustainable Travel

- 3.1 In order to ensure that the application site can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the application site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes, as well as identifying what local services and amenities are located in proximity of the application site, which may assist in promoting linked trips.

Proximity to Local Services and Amenities

- 3.2 The application site, being within Liverpool, is situated in proximity to many commercial, industrial and residential uses, which gives a high likelihood of visits to the site making use of linked trips.
- 3.3 **Table 3.1** details the walking and cycling distances and journey times to local services, amenities, and facilities, which staff and visitors to the site may require on a day-to-day basis, along actual walking and cycling routes (and not as ‘the crow flies’). This has been undertaken to demonstrate the ‘average’ distance required for future residents / visitors to travel via walking or cycling. Furthermore, as evidenced by **Table 3.1** the site is situated in a walkable neighbourhood, as defined by MfS (walkable neighbourhoods require a range of services and amenities within 800m).
- 3.4 For robustness, the distances and their corresponding journey times have been measured from the centre of the site. Journey times have been calculated via two methods; firstly, in accordance with Institution of Highways and Transportation (IHT) and ‘Road Bike’ (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively, and secondly, via Google Maps, which additionally accounts for the gradient of the route when undertaking such journeys.

Service / Amenity / Facility	Approx. Distance	Walking		Cycling	
		Approx. Time		Approx. Time	
		IHT	Google	RB	Google
EvoDental dentists	200m	2 min	1 min	1 min	1 min
Chapel Brook pub & restaurant	290m	3 min	2 min	1 min	1 min
Premier Inn hotel	330m	4 min	3 min	1 min	1 min
Aldi supermarket	460m	5 min	5 min	2 min	2 min
KFC restaurant	610m	7 min	7 min	3 min	3 min
Starbucks cafe	610m	7 min	7 min	3 min	3 min
Asda supermarket	610m	7 min	7 min	3 min	3 min
Hare & Hounds pub	710m	8 min	8 min	3 min	2 min
Dedicated SuperGym	1.1km	13 min	13 min	5 min	3 min

Table 3.1 Proximity to Local Services and Amenities



- 3.5 In addition to the above, it should be noted that there are a number of residential areas within proximity to the application site; therefore, the location of the application site also affords an opportunity for future staff at the application site to be local residents, and therefore travel to work by modes other than private car.

Walking & Cycling

Guidance

- 3.6 Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips. The 'National Travel Survey (NTS) 2022' (DfT) found that 83% of all trips of less than 1 mile (1.6km) were made on foot.

The 2022 NTS results detailed above are supported by the definition of a 'walkable neighbourhood' within Manual for Streets whereby facilities required on a day-to-day basis should ideally be located within an 800m walk distance. It also states however that there is not an upper limit and PPG13, whilst although now superseded, continues to set the benchmark in defining that 2km is an appropriate distance that occupiers or visitors to a site could be reasonably expected to walk to access a particular service or amenity.

Existing Infrastructure

- 3.7 Wilson Road benefits from wide footways along both sides of the carriageway, with dropped kerbs and tactile paving at all crossings and footway connections throughout the surrounding area.
- 3.8 Cronton Road has footways on both sides of the carriageway connecting to the nearby residential area, with dropped kerbs at all crossings.. Wilson Road and Cronton Road are both illuminated.
- 3.9 A dropped kerb signalised pedestrian crossing with refuge islands and tactile paving is present at the Wilson Road / Cronton Road junction.
- 3.10 Signalised crossings are present at the Whitefield Lane / Cronton Road junction and at the Wilson Road / Manor Farm Road junction.
- 3.11 The application site is within a comfortable catchment of up to 5km of a range of residential areas and, therefore, it is anticipated that both employees and visitors will be able to both walk to / from the application site.
- 3.12 Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

- 3.13 STRAVA is an internet service that tracks physical exercise, predominantly cycling and running, using GPS data. The GPS data is stored in a database which allows STRAVA users to visually see the extent that routes and roads are used by other users in the form of heatmaps. The data is updated monthly.
- 3.14 The STRAVA heatmap indicates the more frequently used routes, by STRAVA users, on a light (white) to dark (purple) scale. **Figure 3.1** illustrates that the surrounding roads and routes including Cronton Road and Wilson Road are frequently utilised by cyclists using STRAVA.

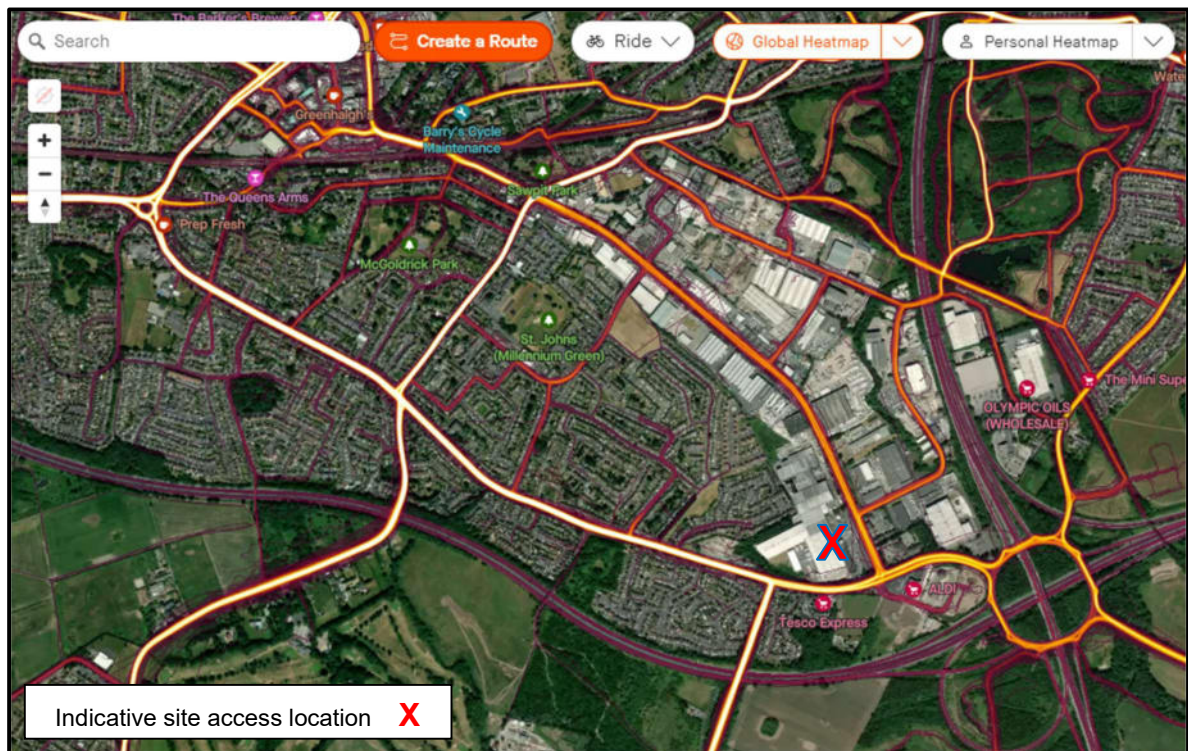


Figure 3.1 STRAVA Heatmap extract (*strava.com*)

Public Transport

Bus

- 3.15 The nearest bus stop to the development site, 'Coppice Lane', is located approximately 230m south of the application site access on Cronton Road. The bus stop benefits from a flag and pole and a dedicated bus lay-by on the carriageway. This bus stop is served by the 6, 7, 50, 61, C42 and C46 bus routes, with destinations including Liverpool Centre, Stockbridge Village, Huyton, and Gillmoss. Services to central Liverpool operate approximately every 20-30 minutes.
- 3.16 A further bus stop, 'Wilson Road', lies approximately 280m from the application site access on Cronton Road. The bus stop benefits from a flag and pole and a dedicated bus lay-by on the carriageway. This bus stop is served by the 7, 50, 61, C42, and C46 bus routes, with destinations including Warrington and Palace Fields.
- 3.17 The 6 bus route operates one service daily in the early mornings, Monday to Saturday. The 50, C42 and C46 bus routes are school and college routes, with a minimal number of daily services. A summary of the 7 and 61 bus routes at both stops identified is provided in **Table 3.2**.



- 3.18 The level of bus service from the two stops identified is suitable for commuters, with services available at all hours of the day. The routes pass through several residential areas, allowing staff who live locally a direct commute to the application site by bus.

Route No.	Stop	Route	Days	Service
7	Wilson Road	Liverpool One Bus Station – Warrington Bus Station	Mon - Sat	Approx. every 30 mins 05:36 – 22:51
			Sun	Approx. every 30 mins 08:27 – 22:51
	Coppice Lane	Warrington Bus Station – Liverpool One Bus Station	Mon - Sat	Approx. every 30 mins 06:54 – 23:54
			Sun	Approx. every 30 mins 09:55 – 23:54
61	Wilson Road	Liverpool Queen Square Bus Station – Halton Hospital	Mon - Sat	Approx. hourly 05:40 – 19:32
			Sun	Approx. hourly 08:59 – 19:02
	Coppice Lane	Halton Hospital – Liverpool Queen Square Bus Station	Mon – Sat	Approx. hourly 05:49 – 19:45
			Sun	Approx. hourly 09:33 – 19:29

Table 3.2 Summary of Bus Services

Rail

- 3.19 The nearest railway station to the site is Huyton, located approximately 2.4km northwest of the application site. The railway station can be accessed via the aforementioned 7 and 61 bus routes from the 'Coppice Lane' bus stop. Huyton station has frequent rail services to destinations including Liverpool, Wigan, Manchester, Blackpool, and Manchester Airport.

Summary

- 3.20 The application site is sustainably located with accessibility to a wide range of local services and amenities to promote linked trips, supported by local public transport services. Future employees, visitors and customers will therefore be presented with a range of suitable travel choices to access the application site and will be able to link trips with other pre-existing retail offerings within the vicinity of the application site.

4 Proposed Development

- 4.1 Full planning permission is sought for the configuration and remodelling of existing warehousing / industrial buildings (21,401m²) including the reconfiguration of existing offices (1,449 m²) and the construction of a retail unit (2,389m²) and associated garden centre to be occupied by Home Bargains. The retail store is proposed to operate on the basis of at least 70% of floor space dedicated to non-food products, and up to 30% for the sale of ancillary food and drink products.
- 4.2 As part of the redevelopment, planning permission is also sought for the existing warehouses (Units A and B) to be split into two separate warehouses (now named Unit A1 and A2) and a new access road constructed between the two warehouse in order to access Unit D (now named Unit B) which will necessitate the partial demolition and reconfiguration of existing units. The removal of an existing area of warehouse shall result in a total warehouse area in Phase 2 to be reduced from 22,850m² to 17,664m² (a decrease from the previous application from 19,588m²) across all units, and include the removal and relocation of an element of existing ancillary office uses from 1,449m² to 898m².
- 4.3 The Proposed Site Plan, as prepared by AEW Architects (Drawing Ref 13579-AEW-XX-XX-DR-A-1103 P02) is reproduced in **Appendix A**.

Access Strategy

Vehicles

- 4.4 Vehicular access to the application site will be via the widening of the existing arrangements to the east north of the site fronting Wilson Road, and the reconfiguration of the second junction, as shown in the proposed site layout plan.
- 4.5 As detailed in **Section 2**, the recorded average seven-day speeds on Wilson Road were 34.6mph northbound and 32.0mph southbound.
- 4.6 Accordingly, visibility calculations have applied a deceleration rate of 3.68m/s, and a reaction time of 1.5 seconds, as appropriate, in accordance with Manual for Streets 2 (MfS2) guidance for the purposes of a robust analysis and due to the high HGV content.
- 4.7 On this basis, junction visibility splays of 2.4m x 55.7m to the south (to account for northbound movements) and 2.4m x 49.3m to the north (to account for southbound movements) for the proposed northern and southern access points have been provided and can be achieved within the extent of the public highway, as demonstrated on Rappor drawing 230587-RAP-XX-XX-DR-TP-3204 P01, as reproduced in **Appendix F**.
- 4.8 The design and layout of the access arrangements are considered commensurate with the speed of the road and operates satisfactorily with no road safety concerns. Its continued use is therefore concluded to be appropriate in serving the redevelopment proposals.



Pedestrians & Cyclists

- 4.9 The proposed pedestrian / cyclist access arrangements of Sovereign Industrial Estate – and thus the application site – shall remain as detailed in **Section 2**.
- 4.10 Direct connections are available to the application site from the existing infrastructure in place along Wilson Road. Pedestrian routes, with dropped kerbs and associated tactile paving, are present along key desire lines and promote sustainable transport within the vicinity of the application site.

Servicing

- 4.11 Servicing / delivery access to the application site's service yards will be via the existing service access and the new access road located between Units A1, A2 to access Unit B.
- 4.12 Swept path analysis assessments demonstrating the suitability of both the northern and southern access locations, and the internal layout, are shown at **Appendix G**. The drawings demonstrate that a maximum legal artic HGV can access and egress the site using the proposed site accesses, and can turn within the site as necessary.

Parking Provision

- 4.13 Employee and visitor parking to the both the warehouses uses and the proposed retail units has been assessed against the requirements of relevant KBC guidance, as established in the Knowsley Council Ensuring a Choice of Travel Supplementary Planning Document (KC ECT SPD), which in agreement with the standards in the Submitted Draft of the North West Plan Partial Review (NWPPR).
- 4.14 Each new parking area will include accessible parking spaces, motorcycle spaces, electric charging points and cycle storage as set out below.

Car Parking

- 4.15 The SPD requires the following standards for car parking for use classes B8 (warehousing), class A1 (Food retail and Non Food Retail).

Proposed Use	SPD Standard	SPD Maximum No of Spaces	Proposed No of Spaces
Warehouse Uses (Total 17,664m ² including ancillary office use)	1 space per 100sq.m (max)	Unit A1 - 69 Spaces Unit A2 - 45 Spaces Unit B – 62 spaces Total - 177 Spaces	Unit A1 - 76 Spaces Unit A2 - 55 Spaces Unit B – 61 spaces Total - 196 Spaces
Non-Food Retail (1,672m ²)	1 space per 20sq.m (max)	84 spaces	118 spaces
Discount Food Retail (717m ²)	1 space per 14sq.m (max)	51 spaces	

Table 4.1 Standard Car Parking Requirements and Provision



- 4.16 As shown on the Proposed Site Plan, there is a proposed 118no. parking spaces (with an additional 9no. accessible spaces as set out below) in total associated with the retail store element.
- 4.17 The proposed retail provision is therefore considered to suitable to serve the proposed development, whilst also meets the requirements of the KC ECT SPD.
- 4.18 Whilst the overall proposed parking for the Warehousing Uses is in excess of the maximum number of spaces set out in the KC ECT SPD, the split of spaces between separate units coupled with the minor increase in office space overall is deemed to be sufficient in order to suit the operational needs of the units, avoiding any overspill on the local highway network.

Accessible Car Parking

- 4.19 SPD guidance for accessible car parking requires a minimum of 3 bays or 6% of the total capacity whichever is greater for the proposed retail use. Therefore, in accordance with KBC guidance, a minimum of 9no. accessible car parking bays is required. The site layout therefore demonstrates that 9no. accessible parking bays are proposed for the retail element.
- 4.20 For warehouse uses the SPG guidance requires a minimum of 6 spaces + 2% of the proposed capacity, equating to a minimum requirement of 10no. spaces overall. The site layout demonstrates that 19no. accessible parking bays are proposed for the Warehousing uses split between the 3no. units.
- 4.21 All accessible parking bays will be large enough to facilitate access by wheelchair users (i.e. 3.6m x 4.8m) with two adjoining spaces (comprising a shared space between of 1.2m, and are located close to an entrance to the building, with the route from the space to the building capable of use by a disabled person in accordance with Building Regulations in respect of access to buildings and use of buildings.

Electric Vehicle (EV) Charging Spaces

- 4.22 Whilst there is no defined guidance set out for the provision of electric vehicle charging spaces, a total of 2no. active EV charging spaces shall be provided for the retail use (1 no. standard space and 1 no. disabled space) from the outset, with passive provision for another 27no. spaces to be implemented as demand increases.
- 4.23 A minimum of 2 EV spaces shall be provided for each of the three warehouse parking areas with passive provision (enabled with ducting) for a further 66 spaces if required.
- 4.24 In accordance with national guidance spaces shall be provided with 22kW charging points to visitor spaces to the retail store, and a minimum 7Kw charging points in staff areas for the warehousing.
- 4.25 A TP is submitted alongside this TA, which includes proposed measures for car sharing and a potential staff bus service to manage car parking supply and promote sustainable travel choices irrespective of the number of car parking spaces provided.



Motorcycle Parking

- 4.26 The SPD requires the following minimum standards for motorcycle parking for use classes B8 (warehousing), class A1 (Food retail and Non Food Retail).

Proposed Use	SPD Standard	SPD Minimum No of Spaces	Proposed No of Spaces
Warehouse Uses (Total 17,664m ² including ancillary office use)	1 space per 2000sq.m (min)	Unit A1 - 3 Spaces Unit A2 - 2 Spaces Unit B – 3 spaces Total - 8 Spaces	Unit A1 - 2 Spaces Unit A2 - 2 Spaces Unit B – 2 spaces Total - 6 Spaces
Non-Food Retail (1,672m ²)	1 space per 500sq.m (min)	4 spaces	10 spaces
Discount Food Retail (717m ²)	1 space per 350sq.m (min)	2 spaces	

Table 4.2 Motorcycle Parking Requirements and Provision

- 4.27 As shown in **Table 4.2** above, the overall proposed retail and warehousing provision for motorcycle parking is considered to meet the requirements of the KC ECT SPD.

Cycle Parking Provision

- 4.28 It is proposed that cycle parking be provided adjacent to the entrance to the retail unit which is to be occupied by Home Bargains.
- 4.29 The reconfiguration of the site will necessitate the relocation of existing cycle parking associated with the Warehouse Uses, to adjacent to the entrance to the reconfigured entrances associated with both proposed warehouses.
- 4.30 The SPD requires the following minimum standards for bicycle parking for use classes B8 (warehousing), class A1 (Food retail and Non Food Retail).

Proposed Use	SPD Standard	SPD Minimum No of Spaces	Proposed No of Spaces
Warehouse Uses (Total 17,664m ² including ancillary office use)	1 space per 850sq.m (min)	Unit A1 - 8 Spaces Unit A2 - 6 Spaces Unit B – 8 spaces Total - 22 Spaces	Unit A1 - 8 Spaces Unit A2 - 8 Spaces Unit B – 8 spaces Total – 24 Spaces
Non-Food Retail (1,672m ²)	1 space per 200sq.m (min)	9 spaces	18 spaces
Discount Food Retail (717m ²)	1 space per 140sq.m (min)	5 spaces	

Table 4.3 Bicycle Parking Requirements and Provision

- 4.31 As shown in **Table 4.3** above, the proposed retail and warehousing provision for bicycle parking is therefore considered to be above the minimum requirements of the KC ECT SPD.



5 Forecast Trip Attraction

- 5.1 This section considers the trip attraction associated with both the existing and proposed site uses, using previously agreed trip rates derived from the TRICS database (Version 7.10.3), and provides an overall net trip comparison to assess any changes of impact predicted on the local highway network.
- 5.2 Based on the existing and proposed uses at the application site, and following analysis of existing traffic counts, it is suggested that net-impact trip attraction assessments for the following scenarios would be appropriate:
- a) Weekday typical AM Peak (08:00 – 09:00);
 - b) Weekday typical PM peak (16:00 to 17:00); and
 - c) Saturday operational peak(s).
- 5.3 A summary of the selection criteria from the TRICS database used to filter suitable, comparable sites is provided below:
- a) Sites located in England (excluding Greater London), Wales, and Scotland;
 - b) Sites located in Suburban and Edge of Town locations;
 - c) Weekday and Saturday surveys, where impact of the proposed development would be greatest; and
 - d) Sites without Travel Plans.

Extant Trip Attraction

Extant B2/B8 Commercial Warehouse Uses

- 5.4 Although the existing commercial warehouses with office space are currently unoccupied, it could theoretically be re-occupied. Therefore, it is capable of attracting traffic movements in its own right and as such, the existing trip assessment has been based on this possible scenario under the current planning permission.
- 5.5 A summary of trip rates and forecast traffic attraction in relation to the existing use is set out in **Table 5.1**, whilst a copy of the associated TRICS output is provided in **Appendix H**, assuming that the office floorspace is considered to be ancillary to the warehouse.

Extant Development	Time Period	Trip Rate per 100sq.m			Extant Trip Attraction (Warehouse and Office Uses)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Warehouse Uses (22,850m ²)	AM Peak (08:00 – 09:00)	0.124	0.08	0.204	28	18	47
	PM Peak (16:00 – 16:00)	0.092	0.122	0.214	21	28	49
	Sat Peak (12:00 – 13:00)	0	0	0	0	0	0

Table 5.1 Extant Trip Attraction



- 5.6 **Table 5.1** indicates that the application site could theoretically attract approximately 47 and 49 two-way vehicle trips in the weekday AM and PM peak periods, respectively, whilst it is unlikely to have attracted any two-way vehicle trips during the Saturday operational peak period due to the typical weekday nature of warehousing operations.

Proposed Trip Attraction

Home Bargains Retail Use (Mixed Bargain Retail Unit)

- 5.7 As detailed in **Section 1**, planning permission is sought for a Home Bargains comprising a total 2,389m² floorspace with an external Garden Centre, of which 70% (1,672m²) of the store shall be non food retail, and the remaining 30% (717m²) of the store shall comprise a discount food store.
- 5.8 Although the development proposals comprise an external garden centre this is considered to be ancillary in nature, given its relatively small floor coverage and that access is only achieved via the main Home Bargains store. Therefore, it is not envisaged to be a primary retail destination – and thus a trip attractor – in its own right.
- 5.9 Following consultation KBC it was subsequently agreed the TRICS database is interrogated using the 01 – RETAIL Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE land use category. The TRICS database contains data for 01 - RETAIL S - MIXED BARGAIN RETAIL UNIT, which includes the type of retail unit proposed, including the proposed brand Home Bargains, and other closest similar store types.
- 5.10 A summary of agreed trip rates and predicted traffic attraction in relation to the development proposals is provided at **Table 5.2**, with a copy of the associated TRICS output provided in **Appendix I**.

Development Type	Time Period	Trip Rate (per 100sq.m)			Trip Attraction (2,389m ²)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Total Proposed Home Bargains (2,389m ²)	AM Peak (08:00 – 09:00)	1.180	0.547	1.727	28	13	41
	PM Peak (16:00 to 17:00)	4.216	4.043	8.259	101	97	198
	Saturday Operational Peak (12:00 – 13:00)	1.179	1.074	2.253	28	26	54

Table 5.2 Proposed Trip Rates and Trip Attraction - Home Bargains

- 5.11 **Table 5.2** indicates that the development proposals may attract approximately 41 two-way trips in the AM Peak, 198 two-way trips in the PM Peak, and 54 two-way trips in the typical Saturday peak hour.

Proposed B2/B8 Commercial Warehouse Uses

- 5.12 As also detailed in **Section 1**, planning permission is sought for the existing warehouses (Units A and B) to be split into two separate warehouses (now named Unit A1 and A2) and a new access road constructed between the two warehouse in order to access Unit D (now named Unit B) which will necessitate the partial demolition and reconfiguration of existing units.



- 5.13 The removal of an existing area of warehouse shall result in a total warehouse area in Phase 2 to be reduced from 22,850m² to 17,664m² across all units, and include the removal and relocation of an element of existing ancillary office uses from 1,449m² to 898m².
- 5.14 A summary of resultant trip rates and predicted traffic attraction in relation to the warehouse development proposals is provided at **Table 5.3**, using the same trips rates the existing warehouse elements, as provided in **Appendix H**.

Development Type	Time Period	Trip Rate (per 100sq.m)			Trip Attraction (17,664m ²)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Warehouse Uses (17,664m ²)	AM Peak (08:00 – 09:00)	0.124	0.08	0.204	22	14	36
	PM Peak (16:00 to 17:00)	0.092	0.122	0.214	16	22	38
	Saturday Operational Peak (12:00 – 13:00)	0	0	0	0	0	0

Table 5.3 Proposed Trip Rates and Trip Attraction: (Warehouse and office Use)

**Note: summation subject to cumulative rounding*

- 5.15 **Table 5.3** indicates that the development proposals may attract approximately 36 two-way trips in the AM Peak, 38 two-way trips in the PM Peak, and is unlikely to have attracted any two-way vehicle trips during the Saturday operational peak period due to the typical weekday nature of warehousing operations.

Total Proposed Trip Attraction

- 5.16 **Table 5.4** sets out the total anticipated trip attraction based on the proposed development (**Tables 5.2 and 5.3**) at Sovereign Industrial Estate.

Development	Time Period	Total Trip Attraction		
		Arrivals	Departures	Total
Proposed Home Bargains Retail Store	AM Peak (08:00 – 09:00)	28	13	41
	PM Peak (16:00 to 17:00)	101	97	198
	Saturday Operational Peak (12:00 – 13:00)	28	26	54
Proposed Warehouse Uses	AM Peak (08:00 – 09:00)	22	14	36
	PM Peak (16:00 to 17:00)	16	22	38
	Saturday Operational Peak (12:00 – 13:00)	0	0	0
Total Development	AM Peak (08:00 – 09:00)	50	27	77
	PM Peak (16:00 to 17:00)	117	119	236
	Saturday Operational Peak (12:00 – 13:00)	28	26	54

Table 5.4 Total Proposed Trip Attraction



- 5.17 **Table 5.4** indicates that with the development proposals in place, the development at Sovereign Industrial Estate could attract approximately 77 two-way trips in the AM Peak, 236 two-way trips in the PM Peak, and 54 two-way trips during the typical Saturday peak period.

Net Trip Impact

- 5.18 In order to consider the overall net trip impact of the development proposal on the local highway network, a comparison of the existing and forecast trips set out in **Tables 5.1** and **Table 5.4**, is provided in **Table 5.5**.

Development Type	Time Period	Net Trip Impact		
		Arrivals	Departures	Total
Extant Use – Warehouse + Office (Table 5.1)	AM Peak (08:00 – 09:00)	28	18	47
	PM Peak (17:00 to 18:00)	21	28	49
	Saturday Peak (14:00 – 15:00)	0	0	0
Proposed Use - B2/B8 Warehouse Uses + Proposed Home Bargains (Table 5.4)	AM Peak (08:00 – 09:00)	50	27	77
	PM Peak (17:00 to 18:00)	117	119	236
	Saturday Peak (14:00 – 15:00)	28	26	54
Total Development (Proposed Use – Extant Use)	AM Peak (08:00 – 09:00)	+22	+9	+30
	PM Peak (17:00 to 18:00)	+96	+91	+187
	Saturday Peak (14:00 – 15:00)	+28	+26	+54

Table 5.5 Net Trip Impact Assessment

**Note: summation subject to cumulative rounding*

- 5.19 **Table 5.5** indicates that the proposed development is expected to result in an increase traffic attraction of approximately 30 two-way trips in the weekday AM peak and 187 two-way vehicle trips in the weekday PM peak. The Saturday operational peak would result in an increase of 54 two-way trips.
- 5.20 On average, this equates to an increase one of vehicle every 2 minutes in the weekday AM peak hour, an increase of three vehicles every minute in the PM peak hour, and an increase of one vehicle trip approximately every minute during the Saturday peak period.

Revised Net Trip Attraction

- 5.21 However, further to the above, and in recognition that not all trips to either the extant warehouse use, or the proposed Home Bargains store, would be entirely ‘new’ to the local highway network, Rappor has recently commissioned a customer trip type survey at an existing, free-standing Home Bargains store (Home Bargains, Retford) to ascertain a breakdown of trip types.
- 5.22 The survey was undertaken by Paul Castle Associates, an independent multimodal travel surveyor, on Thursday 9th February and Saturday 11th February 2023 between the hours of 08:00 and 20:00.



- 5.23 The survey was carried out in the form of a face-to-face questionnaire and recorded 211 responses from car drivers. The results of the survey are provided in **Appendix J**, whilst a summary of the trip types based on the customer responses is provided in **Table 5.6**.

Trip Type	Percentage of Trips
New / Primary Trips	27.5%
Pass-By / Diverted Trips	9%
Linked Trips	63.5%
Total Trips	100%

Table 5.6 Trip Type Percentages

- 5.24 As indicated in **Table 5.6** the survey states that 27.5% of all car drivers were primary and only visiting the discount retailer and thus may be classified as 'new' trips to the network. Whilst 9% of car drivers did not originally intend to visit the store and thus may be classified as undertaking a 'diverted' or 'pass-by' trip. Furthermore, the remaining 63.5% of car drivers either travelled from another destination or were about to undertake an onward journey and thus may be classified as undertaking a 'linked' trip.
- 5.25 The customer trip type survey is considered to provide relevant, robust and applicable data to demonstrate that a proportion of new and pass-by and / or diverted trips shall be associated with both the extant use, as well as the development proposal.
- 5.26 Considering the percentages detailed above, **Table 5.7** provides a revised net trip impact assessment which accounts for the 'reduction' of 'new trips' due to the 63.5% being classified as linked trips and 9% pass by / diverted trips, as distinguished by the customer survey, and therefore already existing on the local highway network. The percentage of 'new primary trips' has been applied to the trip attraction of proposed trips, given that it could theoretically attract a similar level of linked / diverted trips.

Period	Revised Net Impact		
	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	+6	+2	+8
PM Peak (17:00-18:00)	+26	+25	+51
Sat Peak (14:00-15:00)	+8	+7	+15

Table 5.7 Revised Net Trip Impact

- 5.27 **Table 5.7** indicates that the proposed development could be associated with an additional 8 and 51 two-way new vehicle trips during the AM and PM peak, respectively, and 15 new two-way vehicle trips during the Saturday operational peak.
- 5.28 Whilst the results of the customer surveys do not establish whether those pass-by or linked trips would be already be travelling nearby itself if they were not visiting the site, it is still evident that the majority of vehicle trips associated with the store would already be on the surrounding major roads, regardless of whether a trip to the retail unit is made and therefore further testing of the nearby Wilson Road / Cronton Road (A5080) / Coppice Lane signalised junction has been undertaken with the result set out in **Section 6** of this TA.



Summary

- 5.29 The net traffic impact identified in this section suggests a minor increase in vehicle movements during both the weekday AM and PM peak periods, and during Saturday peak period. Further Therefore, the traffic associated with the development proposals will not have a severe impact on the safety or operation on the local highway network.

6 Development Impact

- 6.1 For the purpose of assessing the impact of the proposed development on the local highway network and further to discussions with KBC, it was requested that the Wilson Road / Cronton Road (A5080) / Coppice Lane signalised junction is tested for capacity.
- 6.2 The following traffic flow scenarios are proposed and have been assessed for the weekday network AM and PM peak hours for the following assessment scenarios, with the future year scenario being:-
- 2024 Base Year;
 - 2024 Base Year + Extant
 - 2028 Future Year
 - 2028 Future Year + Extant
 - 2028 Future Year + Development.
- 6.3 In order to obtain the opening and future year scenarios, traffic growth factors obtained from the Trip End Model Presentation Program (TEMPro 8.1) for viewing the National Trip End Model (NTEM) information have been used for the 'Core' growth dataset. The growth factors are summarised in **Table 6.1** below, based on output area "Knowsley 017 Output area" for an 'A-road' type based on main road flows along the A5080.

Growth Year	Local Growth Figure (Knowsley 017)		
	AM Peak	PM Peak	Saturday
2024 to 2028	1.0275	1.0283	1.0294

Table 6.1 TEMPro Local Growth Factors

- 6.4 For the purposes of assessing the off-site impact of the proposed development, the forecast vehicular trips based on both the extant and proposed uses, as set out in **Section 5**, have been distributed and assigned to the local highway network based on the following distribution as previously agreed with KBC:-
- West to/from the A5080 Cronton Road via Wilson Road South (travelling to /from residential areas) = 40%
 - North to / from Wilson Road (travelling to /from both residential and employment areas) = 30%
 - South to / from Coppice Lane (for linked trips via Aldi, Asda, Starbucks) = 5%
 - East to/from Windy Arbor Road via M52 J4 (travelling to /from residential areas) = 25%
- 6.5 Traffic flow diagrams for the 2024 base year, and 2028 future year scenarios, both with and without extant and proposed development are provided at **Appendix K**.
- 6.6 As previously mentioned in **Section 2**, the peak morning hour (i.e., the 60 minute period in which the existing vehicular flows were highest) on the local highway was found to be 08:00-09:00 and the peak evening hour was 16:00-17:00. On a Saturday the peak 60 minute period was found to be between 12:00 and 13:00.



Junction Capacity Analysis

- 6.7 The traffic impact assessment for the Wilson Road / Cronton Road (A5080) / Coppice Lane junction has been undertaken using LINSIG, which is considered an appropriate tool to assess the impact of the proposed development on the signalised junction located to the south of the site.
- 6.8 The results of the LINSIG model for the AM, PM and Saturday Peak 2024 Base Year traffic flow scenarios are presented in **Table 6.2**. The full model results for all scenarios are contained in **Appendix L**.

Time Period	Arm / Lane	2024 Base			2024 Base + Extant Development		
		DoS%	MMQ	Av Delay (s)	DoS%	MMQ	Av Delay (s)
AM Peak (0800 - 0900)	1/2 + 1/1	68.5%	9	39.0	69.5%	9	39.1
	2/1 + 2/2	75.9%	10	26.8	77.5%	10	27.1
	3/2 + 3/1	76.3%	7	54.0	76.6%	7	54.3
	4/1 + 4/2	76.8%	11	38.3	78.0%	12	39.0
PM Peak (1600 - 1700)	1/2 + 1/1	74.3%	9	42.7	72.6%	9	40.7
	2/1 + 2/2	70.4%	15	27.3	69.6%	15	27.3
	3/2 + 3/1	74.9%	7	50.8	75.2%	7	51.0
	4/1 + 4/2	71.3%	10	36.5	73.6%	11	38.1
Saturday Peak (1200 - 1300)	1/2 + 1/1	53.3%	5	40.6	53.3%	5	40.6
	2/1 + 2/2	58.6%	13	27.0	58.6%	13	27.0
	3/2 + 3/1	73.2%	7	47.9	73.2%	7	47.9
	4/1 + 4/2	71.7%	11	32.7	71.7%	11	32.7

Table 6.2 2024 Base Year Assessment - Wilson Road / Cronton Road (A5060) / Coppice Lane Signalised Junction

Arm 1 = Wilson Road. Arm 2 = A5080 Cronton Road (NE). Arm 3 = Coppice Lane. Arm 4 = A5080 Cronton Road (SW).

- 6.9 **Table 6.2** indicates that the Wilson Road / Cronton Road (A5080) / Coppice Lane junction operates within capacity across all scenarios for the 2024 base year and 2024 base year plus extant development, with a maximum Degree of Saturation (DoS) of 77.5% in the AM peak hour on the A5080 Cronton Road East arm (Arm 2) resulting in a queue length of 10 vehicles. The maximum queueing on any one arm is shown to be 15 PCU's also on the A5080 Cronton Road East arm in the PM Peak.
- 6.10 The maximum forecast increase in DoS as a result of the extant development is 1.6% in the AM peak, however this minor increase does not result in an additional queue when compared to the 2024 base year scenario. The maximum forecast delay is 54.3 seconds in the 2024 Base + extant scenario in the AM peak hour on the Coppice Lane arm.
- 6.11 In the Saturday peak hour the 2024 base is identical as the 2024 base plus extant development scenario as it is unlikely to have attracted any two-way vehicle trips during the Saturday operational peak period as a result of the typical weekday nature of warehousing operations.



6.12 The results of the LINSIG model for the AM, PM and Saturday Peak 2028 Base Year traffic flow scenarios are presented in **Table 6.3**.

Time Period	Arm / Lane	2028 Base			2028 Base + Extant Development			2028 Base + Proposed Development		
		DoS%	MMQ	Av Delay (s)	DoS%	MMQ	Av Delay (s)	DoS%	MMQ	Av Delay (s)
AM Peak (0800 - 0900)	1/2 + 1/1	70.5%	9	39.7	71.5%	9	39.8	71.8%	9	39.6
	2/1 + 2/2	78.5%	10	27.4	80.9%	10	27.8	81.3%	10	27.8
	3/2 + 3/1	78.3%	7	55.7	78.6%	7	56.0	79.3%	7	56.7
	4/1 + 4/2	78.7%	12	39.5	80.9%	13	40.9	81.0%	13	40.9
PM Peak (1600 - 1700)	1/2 + 1/1	76.4%	10	43.7	74.6%	10	41.5	79.3%	11	43.6
	2/1 + 2/2	77.3%	16	28.1	77.3%	16	28.1	79.2%	16	29.9
	3/2 + 3/1	76.9%	7	52.1	77.2%	7	52.4	78.9%	7	53.8
	4/1 + 4/2	73.9%	11	37.6	76.5%	12	39.6	80.2%	13	41.0
Saturday Peak (1200 - 1300)	1/2 + 1/1	60.7%	5	40.9	60.7%	5	40.9	64.8%	5	41.6
	2/1 + 2/2	71.2%	13	27.6	71.2%	13	27.6	71.2%	13	27.7
	3/2 + 3/1	75.4%	7	49.2	75.4%	7	49.2	75.7%	7	49.4
	4/1 + 4/2	73.7%	11	33.5	73.7%	11	33.5	74.8%	12	33.9

Table 6.3 2028 Future Year Assessment - Wilson Road / Cronton Road (A5060) / Coppice Lane Signalised Junction

Arm 1 = Wilson Road. Arm 2 = A5080 Cronton Road (NE). Arm 3 = Coppice Lane. Arm 4 = A5080 Cronton Road (SW).

- 6.13 **Table 6.3** indicates that the Wilson Road / Cronton Road (A5080) / Coppice Lane junction operates within capacity for the 2028 future year scenario plus proposed development, with a maximum DoS of 81.3% in the AM peak hour on the A5080 Cronton Road East arm (Arm 2) resulting in a queue length of 10 PCU's. The maximum queueing is shown to be 16 PCU's also on the A5080 Cronton Road East arm in the PM Peak, when the quantum of additional development trips is highest.
- 6.14 The maximum forecast increase in DoS as a result of the proposed development is 6.3% in the PM peak on Wilson Road, resulting in a minor increase of 2 PCU's in queueing vehicles over the future base scenario, all of which clear once the arm receives green time. The maximum forecast delay is 53.8 seconds in the proposed development scenario in the PM peak hour on the Coppice Lane arm; however, the mean maximum queue length remains at 7 PCUs, no increase over the 2028 future year scenario.
- 6.15 In the Saturday peak hour the proposed development flows result in an increase of only one vehicle on the Cronton Road (A5080) west arm only, with a maximum DoS of 75.8%.
- 6.16 Overall the junction continues to operate within its theoretical capacity with the proposed development flows in the 2028 future year scenario and any trips to /from the proposed development will not have a material impact upon the operation of the junction.



7 Summary & Conclusion

Summary

- 7.1 Rappor Consultants Ltd have been instructed by DAVOS Property Developments Ltd to prepare a Transport Assessment (TA) in support of a planning application concerning the redevelopment of Sovereign Industrial Estate in Huyton, Liverpool.
- 7.2 Full planning permission is sought for the configuration and remodelling of existing warehousing / industrial buildings including the demolition of existing ancillary offices and the construction of a retail unit and associated garden centre to be occupied by Home Bargains.
- 7.3 The retail store is proposed to operate on the basis of at least 70% of floor space dedicated to non-food products, and up to 30% for the sale of ancillary food and drink products. It is important to note that the nature of the food and drink items on sale (discount products) do not mirror the typical offerings associated with conventional food-based retailers (fresh foods etc). Therefore, they are associated with a different trip attraction pattern, which is less intensive and primarily linked to the sale of non-food goods within the store.
- 7.4 As part of the redevelopment, planning permission is also sought for the existing warehouses (Units A and B) to be split into two separate warehouses (now named Unit A1 and A2) and a new access road constructed between the two warehouse in order to access Unit D (now named Unit B) which will necessitate the partial demolition and reconfiguration of existing units. The removal of an existing area of warehouse shall result in a total warehouse area in Phase 2 to be reduced from 22,850m² to 17,664m² across all units.
- 7.5 This TA has demonstrated the following:
- a) A review of the local highway network and accident data indicates that there are no inherent / apparent local highway safety issues;
 - b) The application site is sustainably located and accessible to a range of services and amenities in addition to public transport linkages;
 - c) Access to the application site will be retained via amended access arrangements to be located in approximately the same location as existing;
 - d) The existing internal site layout / operation shall be reconfigured and has been demonstrated to operate efficiently, as demonstrated by swept path analysis of vehicles.
 - e) Parking provision for cars, including accessible spaces, motorcycle spaces and EV Charging are proposed in accordance with the KC ECT SPD.
 - f) Cycle Parking provision is provided in excess of standard set out in the KC ECT SPD.
 - g) Whilst the forecast and net trip analysis indicates an increase in traffic flows during both weekday network peak periods and the Saturday peak period, the impact on the nearby signalised junction of Wilson Road / Cronton Road (A5060) / Coppice Lane is minimal and is demonstrated to operate within theoretical capacity for the 2028 future year scenario plus proposed development, with only a minor increase in saturation flows and one additional queueing vehicle in any of the peak hours over the entire junction.



Conclusion

- 7.6 Rappor concludes that the proposed development will not have a material impact upon the safety or operation of the surrounding local highway network and as such, there are no significant highways and transportation matters that should preclude the Local Planning Authority from approving this planning application.



Appendix A – Proposed Phase 2 Site Plan



Schedule of Accommodation							
Unit	Ground Floor GIA	First Floor / Office GIA	Total GIA	Car Parking (Accessible)	Cycle Parking	Motorcycle Parking	EV Charging Point (Enabled with ducting)
Unit A1	6,606 m² / 71,106 ft²	343 m² / 3,692 ft²	6,949 m² / 74,798 ft²	76 (7)	8	2	2 (28)
Unit A2	4,320 m² / 46,502 ft²	217m² / 2,335 ft²	4,537 m² / 48,837 ft²	55 (5)	8	2	2 (17)
Unit B	5,840 m² / 62,861 ft²	338 m² / 3,638 ft²	6,178 m² / 66,499 ft²	61 (7)	8	2	2 (21)
Retail Store			2,389 m² / 25,715 ft²	118 (9)	18	10	2 (27)
TOTAL SITE GIA			20,053 m² / 215,849 ft²	319 (28)	42	16	8 (93)

NOTES

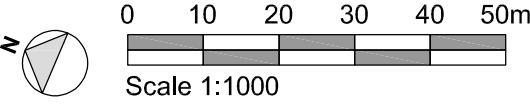
- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: 27/11/20

Principal Designer: Client

Unless noted below, all known hazards have been highlighted on the drawing:



LEGEND

- Ownership boundary
- Red line site boundary
- Electric Vehicle Charging Bay (1no. point for 2no. spaces)
- Covered trolley bay
- Cycle parking
- Proposed soft landscaping

P02	12/11/24	DW	DRS
Unit B Car parking reduced by 9 replaced with additional landscape area and acoustic fence			
P01	18/09/24	DW	DRS
Initial issue			
REV	Date	Drawn by:-	Checked by:-
Status	Purpose of Issue		
S2	For Information		
drawing stage	Stage 4		
client			

Davos Industrial Ltd.

project

Sovereign Distillery
Huyton

drawing title

Proposed Site Plan (Option 2a)

date	Sept 2024	drawn	DW
scale@A1	1:1000	checked	DRS

Rev
P02

Job No
13579-AEW-SI-XX-DR-A-1103

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Appendix B – KBC Highways Correspondence

Date:	19 th December 2023
To:	Planning Services
Planning App. No:	23/02782/FUL
Proposal:	ERECTION OF 1NO. RETAIL UNIT (USE CLASS E(A) WITH EXTERNAL DISPLAY AREA AND CAR PARKING AND SERVICING ARRANGEMENTS. PARTIAL DEMOLITION, RECONFIGURATION AND REFURBISHMENT OF EXISTING EMPLOYMENT BUILDING TO CREATE 2NO. INDUSTRIAL/ WAREHOUSE BUILDINGS WITH ANCILLARY OFFICES (USE CLASSES E(G)(III), B2 AND B8) WITH SERVICING AND CAR PARKING ; RETENTION AND AMENDMENT OF EXISTING SITE ACCESSES ALONG WITH INTERNAL ESTATE ROADS; 2NO. SUBSTATIONS; LANDSCAPING; AND ASSOCIATED WORKS.
Location:	Sovereign Industrial Park, Wilson Road, Huyton, Knowsley

☒ Highway Objection

Transport Statement

It is noted that current guidance on transport assessment places greater emphasis on agreeing the scope of assessment with local highway authorities in advance to ensure that the impacts can be fully considered. Unfortunately, no scoping exercise was carried out and the resulting Transport Statement is considered inadequate to assess the impacts of the development. A Transport Assessment should be provided.

The existing trip generation potential is noted, however the office unit was clearly ancillary to the warehouse and therefore should not be included within the trips for distribution. The TRICS database sites have offices within them, and these are included within the surveyed trip generation results and consequently this is reflected in the rates used.

The proposed trip generation from the retail unit is also not agreed and will need to be repeated. The TRICS database has been interrogated using the 01 – RETAIL Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE land use category. The TRICS database contains data for 01 - RETAIL S - MIXED BARGAIN RETAIL UNIT – which specifically includes the type of retail unit proposed – specifically the proposed brand Home Bargains, and B&M, the closest similar store type. Town centre and edge of town centre locations are not considered applicable.

The principle of trip discounting due to pass by and diverted trips is understood and accepted. As pointed out in the TS, it is not known how far diverted and linked trips will travel from what would be their existing journey, or from the linked destination, to reach the proposed store. It is therefore disingenuous to suggest that trips in the vicinity of the proposed store do not need to be assessed. The trips may not be entirely new to the highway network as a whole, but this does not mean that in the immediately adjacent to the site the trips are not new.

Given the above, it is clear that the local highway network will need junction capacity assessment, the scope of which will be agreed once the transport consultant once the methodology regarding trip distribution has been agreed.

The sustainable travel section is not considered to be adequate given the scale of the proposals.

Layout Issues

The northernmost site entrance not wide enough for two HGVs to pass each other which will need to be rectified to avoid HGVs waiting on the carriageway for vehicles to leave before entry is possible.

Unit B car park has a HGV access route through the middle which is not considered acceptable.

The proposed GA plan shows footway around eastern radius of main site access. Also at the same location, the plan states the access is to be subject to widening, however it appears this is actually to be narrowed. Proposed soft landscaping at main site access protrudes into the adopted highway

Swept path issues

Unit B - 90 degree bend has insufficient intervisibility which will lead to one vehicle having to reverse once the drivers see each other. Similarly, the swept paths in this location are shown to be overlapping, which will also lead to vehicles having to reverse.

Unit A & Retail Unit HGV access. The route goes past customer access to the proposed retail unit. The swept path shows that two HGVs cannot pass at 90 degree bend. This will necessitate one vehicle giving way to the other, potentially blocking the access to/from the retail unit. Swept paths need to be shown with vehicles travelling in opposite directions simultaneously to ensure that no pinch points occur.



Appendix C – Approved Phase 1 Site Plan

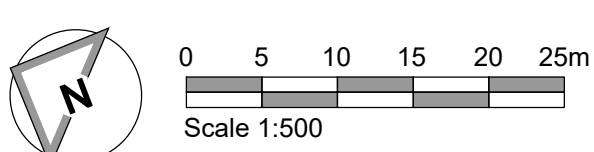
- NOTES
- AEWTP033B
- All dimensions and levels are to be checked on site
 - Any discrepancies are to be reported to the architect before any work commences
 - This drawing shall not be scaled to ascertain any dimensions. Work to fixed dimensions only
 - This drawing shall not be reproduced without express written permission from AEW.
 - Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
 - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
 - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client method of duties: 12/19/21

Principal Designer: Network Space

Unless noted below, all known hazards have been highlighted on the drawing:



- Red line site boundary: 11.04 acres / 4.47 ha
- Electric Vehicle Charging spaces
- Future shower/change & locker provision
- Cycle parking location
- Amended route for pedestrian connectivity

Schedule of Accommodation					
Unit	Ground Floor GIA	First Floor / Office GIA	TOTAL UNIT GIA	Car Parking (Accessible)	
Unit C	7,436 m² / 80,041 ft²	557 m² / 5,996 ft²	7,993 m² / 86,037 ft²	123 (7)	
Unit F1	712 m² / 7,664 ft²	216 m² / 2,347 ft²	930 m² / 10,011 ft²	12 (1)	
Unit F2	711 m² / 7,653 ft²	-	711 m² / 7,653 ft²	12 (1)	
Unit F3	711 m² / 7,653 ft²	-	711 m² / 7,653 ft²	12 (1)	
Unit F4	713 m² / 7,675 ft²	-	713 m² / 7,675 ft²	12 (1)	
Unit F5	709 m² / 7,632 ft²	-	709 m² / 7,632 ft²	12 (1)	
Unit F6	718 m² / 7,729 ft²	-	718 m² / 7,729 ft²	12 (1)	
Unit G1	2,752 m² / 29,622 ft²	344 m² / 3,703 ft²	3,096 m² / 33,325 ft²	47 (3)	
Unit G2	2,080 m² / 22,389 ft²	260 m² / 2,799 ft²	2,340 m² / 25,188 ft²	36 (2)	
TOTAL SITE GIA					17,321 m² / 186,202 ft²

P13	08/02/23	HN	AL
Amended red line boundary			
P12	20/01/23	HN	AL
Amended car parking for Unit F1-6 and pedestrian routes shown			
P11	10/01/23	HN	AL
Amended access to G1 & G2 shown. Car parking amended accordingly			
P10	08/12/22	HN	AL
Parking layout and red line amended			
P09	03/11/22	CF	DRS
Staff amenity areas indicated			
P08	21/10/22	DJS	DRS
Cycle storage & shower provisions indicated			
P07	24/06/22	CF	DRS
Dock positions updated and fire exit door added to Unit C			
P06	16/06/22	DJS	DRS
Reduction in number of dock levelers to Unit C			
P05	17/05/22	CF	DRS
General Update			
P04	11/05/22	DJS	DRS
Dock levelers added to Unit G2, 2 no. sub-stations added to West of the site			
P03	25/02/22	DJS	DRS
General Update			
P02	11/02/22	DJS	DRS
Planning Issue			
P01	20/01/22	DJS	DRS
Initial Issue			
REV	Date	Drawn by -	Checked by -
Status	Purpose of Issue		
S2	For Information		
Drawing stage: Planning			
Client: Network Space Land Limited			
Project: Sovereign Business Park Huyton			
Drawing title: Proposed Masterplan			
Date	Jan 22	Drawn	DJS
Scale: 1:500		checked	DRS

Rev

P13

12211-AEW-XX-XX-DR-A-0503

Rev

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Appendix D – Automatic Traffic Count Survey Results

12667 LIVERPOOL										
SEPTEMBER 2023					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 12667001	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd 53.3995732,-2.81596	Channel: Northbound	Mon 11-Sep-23	Sun 17-Sep-23	30	40324	6605	5761	34.6	29.2
		Channel: Southbound	Mon 11-Sep-23	Sun 17-Sep-23		38941	6390	5563	32.0	25.6

12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23			Channel: Northbound												
												FIVE OR LESS		SEVEN	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Mon 11-Sep-23															
00:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
01:00	13	0	10	2	0	0	0	0	0	0	1	0	0	0	
02:00	9	0	5	4	0	0	0	0	0	0	0	0	0	0	
03:00	21	0	13	6	1	0	0	0	0	0	0	1	0	0	
04:00	36	1	24	8	1	0	1	0	0	0	1	0	0	0	
05:00	103	1	80	17	1	0	0	0	0	0	1	3	0	0	
06:00	265	0	214	34	0	3	1	0	5	0	2	6	0	0	
07:00	519	3	416	83	2	3	0	0	4	1	5	2	0	0	
08:00	556	2	467	68	2	4	3	0	1	1	5	3	0	0	
09:00	486	1	355	94	3	4	8	0	9	0	2	10	0	0	
10:00	462	1	352	76	6	6	7	0	4	0	4	6	0	0	
11:00	427	2	323	72	5	2	4	0	12	0	4	3	0	0	
12:00	554	2	436	84	1	2	10	0	9	0	3	7	0	0	
13:00	517	1	408	74	3	3	11	1	11	0	3	2	0	0	
14:00	521	2	420	70	1	2	8	0	12	0	0	6	0	0	
15:00	490	1	381	84	2	1	0	0	8	1	1	11	0	0	
16:00	496	2	408	67	0	8	2	0	5	1	1	2	0	0	
17:00	439	3	368	53	3	3	1	0	4	0	1	3	0	0	
18:00	307	1	266	33	0	2	1	0	0	0	1	3	0	0	
19:00	225	1	200	18	0	1	0	0	1	0	0	4	0	0	
20:00	157	1	144	10	0	1	0	0	0	0	1	0	0	0	
21:00	65	1	61	3	0	0	0	0	0	0	0	0	0	0	
22:00	61	1	58	2	0	0	0	0	0	0	0	0	0	0	
23:00	29	0	20	8	0	1	0	0	0	0	0	0	0	0	
12H,7-19	5774	21	4600	858	28	40	55	1	79	4	30	58	0	0	
16H,6-22	6486	24	5219	923	28	45	56	1	85	4	33	68	0	0	
18H,6-24	6576	25	5297	933	28	46	56	1	85	4	33	68	0	0	
24H,0-24	6769	27	5439	971	31	46	57	1	85	4	36	72	0	0	

12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23			Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Tue 12-Sep-23															
00:00	22	1	17	2	0	0	0	0	0	0	1	1	0	0	
01:00	16	0	11	2	0	0	0	0	0	0	2	1	0	0	
02:00	18	0	13	3	0	0	0	0	0	0	1	1	0	0	
03:00	18	0	10	5	1	0	0	0	0	0	0	2	0	0	
04:00	38	1	30	4	2	0	0	0	1	0	0	0	0	0	
05:00	112	0	83	20	1	1	0	0	0	0	4	3	0	0	
06:00	273	2	215	46	0	1	0	0	2	0	5	2	0	0	
07:00	466	2	370	78	0	1	4	0	9	0	0	2	0	0	
08:00	524	0	423	74	0	5	6	0	7	2	1	6	0	0	
09:00	498	1	397	70	5	3	9	1	6	0	3	3	0	0	
10:00	473	0	349	89	3	3	8	0	7	0	3	11	0	0	
11:00	474	0	352	77	8	4	10	0	12	0	6	5	0	0	
12:00	529	3	416	73	5	3	9	0	7	0	4	9	0	0	
13:00	515	3	399	74	4	6	9	0	11	0	6	3	0	0	
14:00	518	2	393	87	1	9	11	0	8	1	2	4	0	0	
15:00	501	2	398	66	3	7	10	0	11	1	0	3	0	0	
16:00	564	1	481	56	1	7	5	0	4	0	2	7	0	0	
17:00	551	1	471	66	1	5	4	0	0	0	0	3	0	0	
18:00	306	1	261	28	0	3	8	0	1	0	2	2	0	0	
19:00	192	2	171	10	0	0	6	0	1	0	1	1	0	0	
20:00	144	1	123	6	1	0	11	0	0	0	1	1	0	0	
21:00	102	3	87	4	0	1	6	0	0	0	1	0	0	0	
22:00	47	1	38	4	0	1	3	0	0	0	0	0	0	0	
23:00	36	0	27	2	0	2	2	0	0	0	1	2	0	0	
12H,7-19	5919	16	4710	838	31	56	93	1	83	4	29	58	0	0	
16H,6-22	6630	24	5306	904	32	58	116	1	86	4	37	62	0	0	
18H,6-24	6713	25	5371	910	32	61	121	1	86	4	38	64	0	0	
24H,0-24	6937	27	5535	946	36	62	121	1	87	4	46	72	0	0	

12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Wed 13-Sep-23															
00:00	22	1	13	4	0	1	1	0	0	0	2	0	0	0	
01:00	12	0	6	2	0	0	2	0	0	0	1	1	0	0	
02:00	12	0	7	3	0	0	1	0	0	0	1	0	0	0	
03:00	16	0	10	3	1	0	0	0	1	0	1	0	0	0	
04:00	53	1	36	6	1	1	5	0	0	0	2	1	0	0	
05:00	107	1	80	14	2	1	3	0	1	0	4	1	0	0	
06:00	280	0	229	27	2	0	7	0	6	0	4	4	1	0	
07:00	469	1	370	71	0	4	15	0	5	1	2	0	0	0	
08:00	510	4	422	66	2	0	10	0	4	0	1	1	0	0	
09:00	501	2	384	86	4	2	6	0	10	0	3	4	0	0	
10:00	481	2	343	89	6	7	14	0	12	1	3	4	0	0	
11:00	413	3	322	61	3	4	9	0	6	0	4	1	0	0	
12:00	473	2	372	67	3	5	6	0	8	0	4	6	0	0	
13:00	491	1	380	71	6	4	12	0	10	0	4	3	0	0	
14:00	512	0	381	97	2	4	9	0	8	2	4	5	0	0	
15:00	472	0	349	92	4	7	4	0	4	2	1	9	0	0	
16:00	434	1	332	71	1	7	9	0	5	0	4	4	0	0	
17:00	461	3	371	72	1	5	1	0	2	0	3	3	0	0	
18:00	321	1	257	50	3	7	1	0	1	0	0	1	0	0	
19:00	239	0	205	27	1	1	1	0	0	0	0	4	0	0	
20:00	156	0	131	18	0	1	0	0	1	0	2	3	0	0	
21:00	85	1	74	8	0	1	0	0	0	0	0	1	0	0	
22:00	55	0	46	6	0	1	0	0	0	0	0	2	0	0	
23:00	21	0	15	5	0	0	1	0	0	0	0	0	0	0	
12H,7-19	5538	20	4283	893	35	56	96	0	75	6	33	41	0	0	
16H,6-22	6298	21	4922	973	38	59	104	0	82	6	39	53	1	0	
18H,6-24	6374	21	4983	984	38	60	105	0	82	6	39	55	1	0	
24H,0-24	6596	24	5135	1016	42	63	117	0	84	6	50	58	1	0	

12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23			Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Thu 14-Sep-23															
00:00	24	0	16	6	0	0	0	0	0	0	2	0	0	0	
01:00	8	0	3	2	0	0	0	0	0	0	1	2	0	0	
02:00	13	0	8	5	0	0	0	0	0	0	0	0	0	0	
03:00	18	0	11	6	0	0	0	0	1	0	0	0	0	0	
04:00	50	1	34	10	1	0	0	0	0	0	1	3	0	0	
05:00	112	0	82	13	1	4	1	1	1	0	6	3	0	0	
06:00	267	2	197	46	2	4	0	0	6	0	7	3	0	0	
07:00	453	0	334	99	2	5	1	0	4	0	5	3	0	0	
08:00	501	0	377	96	3	5	4	0	6	1	7	2	0	0	
09:00	441	2	324	82	4	7	12	0	2	0	3	5	0	0	
10:00	388	0	273	78	3	8	5	0	7	0	7	7	0	0	
11:00	435	4	310	80	5	9	11	0	6	0	4	6	0	0	
12:00	465	1	339	83	2	10	11	0	7	1	5	5	1	0	
13:00	481	1	370	83	3	4	9	0	3	0	6	2	0	0	
14:00	476	0	359	88	0	5	4	0	13	1	3	3	0	0	
15:00	461	1	337	95	2	4	3	0	9	0	4	6	0	0	
16:00	455	1	360	73	0	9	3	0	7	0	0	2	0	0	
17:00	419	2	341	59	1	7	1	0	0	0	4	4	0	0	
18:00	294	1	256	32	0	2	0	0	1	0	0	2	0	0	
19:00	207	0	188	15	0	2	0	0	0	0	1	1	0	0	
20:00	130	0	119	8	0	0	0	0	1	0	1	1	0	0	
21:00	67	0	61	4	0	1	0	0	0	0	0	1	0	0	
22:00	65	1	49	13	0	1	0	0	0	0	0	1	0	0	
23:00	28	0	17	9	1	0	0	0	0	0	0	1	0	0	
12H,7-19	5269	13	3980	948	25	75	64	0	65	3	48	47	1	0	
16H,6-22	5940	15	4545	1021	27	82	64	0	72	3	57	53	1	0	
18H,6-24	6033	16	4611	1043	28	83	64	0	72	3	57	55	1	0	
24H,0-24	6258	17	4765	1085	30	87	65	1	74	3	67	63	1	0	

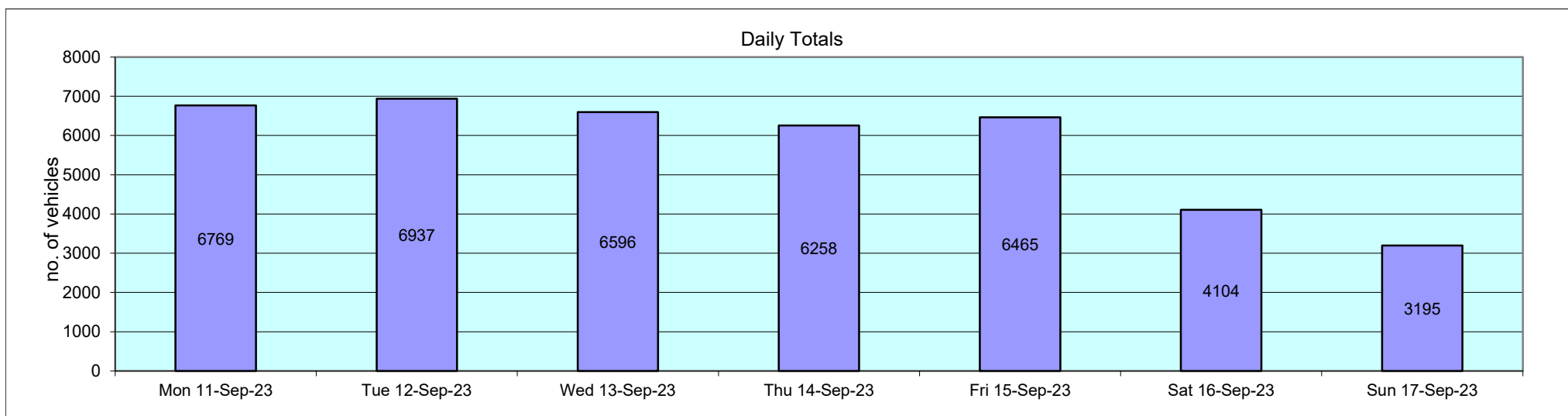
12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23			Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Fri 15-Sep-23															
00:00	18	0	9	6	0	0	0	0	0	0	1	2	0	0	
01:00	17	0	13	0	0	0	0	0	0	0	2	2	0	0	
02:00	18	0	9	7	0	0	0	0	0	0	2	0	0	0	
03:00	19	0	10	6	2	0	0	0	1	0	0	0	0	0	
04:00	49	0	35	9	0	0	0	0	1	0	3	1	0	0	
05:00	112	1	82	21	2	1	1	0	0	0	1	3	0	0	
06:00	248	1	179	52	2	2	3	0	3	0	2	4	0	0	
07:00	495	5	365	91	4	5	11	0	7	0	6	1	0	0	
08:00	481	3	354	105	1	5	2	0	8	0	1	2	0	0	
09:00	502	2	370	89	5	5	10	0	11	1	4	4	1	0	
10:00	445	4	308	101	4	6	8	0	6	0	4	4	0	0	
11:00	479	1	337	100	2	8	8	1	13	0	3	6	0	0	
12:00	484	0	364	82	6	10	6	0	8	0	5	3	0	0	
13:00	517	1	412	80	4	2	6	0	7	0	3	2	0	0	
14:00	469	0	377	70	2	5	1	0	7	0	5	2	0	0	
15:00	502	3	389	77	2	9	4	0	11	0	2	5	0	0	
16:00	464	3	373	65	1	6	4	0	5	0	4	2	1	0	
17:00	350	2	290	38	1	7	0	0	3	0	0	9	0	0	
18:00	296	1	268	20	1	4	0	0	2	0	0	0	0	0	
19:00	191	4	172	12	0	1	0	0	0	0	2	0	0	0	
20:00	124	0	103	17	0	0	0	0	1	0	1	2	0	0	
21:00	89	2	69	15	0	0	2	0	0	0	1	0	0	0	
22:00	55	0	51	4	0	0	0	0	0	0	0	0	0	0	
23:00	41	0	34	7	0	0	0	0	0	0	0	0	0	0	
12H,7-19	5484	25	4207	918	33	72	60	1	88	1	37	40	2	0	
16H,6-22	6136	32	4730	1014	35	75	65	1	92	1	43	46	2	0	
18H,6-24	6232	32	4815	1025	35	75	65	1	92	1	43	46	2	0	
24H,0-24	6465	33	4973	1074	39	76	66	1	94	1	52	54	2	0	

12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23			Channel: Northbound												
													FIVE OR LESS		
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR			SIX OR	AXLE	SIX AXLE	SEVEN
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE	AXLE	MORE	MULTI-	MULTI-	OR
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	ARTIC	AXLE	TRAILER	TRAILER	MORE
			LGV					RIGID	ARTIC			ARTIC	ARTIC	ARTIC	AXLE
Sat 16-Sep-23															
00:00	34	0	26	5	0	1	0	0	0	0	2	0	0	0	0
01:00	20	0	15	2	0	0	0	0	0	0	2	1	0	0	0
02:00	13	0	9	3	0	0	0	0	0	0	1	0	0	0	0
03:00	21	1	18	0	0	0	0	0	1	0	1	0	0	0	0
04:00	26	0	17	6	1	0	0	0	0	0	1	1	0	0	0
05:00	60	1	52	5	0	0	0	0	0	0	0	2	0	0	0
06:00	58	0	43	13	0	0	0	1	0	0	1	0	0	0	0
07:00	143	2	115	18	2	1	0	1	0	0	1	3	0	0	0
08:00	229	1	178	43	0	1	2	0	2	0	1	1	0	0	0
09:00	319	0	264	48	0	2	0	1	3	0	0	1	0	0	0
10:00	366	1	303	47	0	2	5	1	3	0	0	4	0	0	0
11:00	376	1	334	33	0	3	0	0	4	0	1	0	0	0	0
12:00	338	2	299	33	0	0	1	0	3	0	0	0	0	0	0
13:00	284	0	257	24	0	0	2	0	1	0	0	0	0	0	0
14:00	289	1	254	26	1	2	1	0	4	0	0	0	0	0	0
15:00	348	0	319	24	1	0	0	0	3	0	1	0	0	0	0
16:00	282	3	253	20	0	1	1	0	4	0	0	0	0	0	0
17:00	248	6	222	13	0	1	0	0	4	0	1	1	0	0	0
18:00	210	2	188	15	0	2	2	0	0	0	0	1	0	0	0
19:00	170	4	150	16	0	0	0	0	0	0	0	0	0	0	0
20:00	100	2	91	6	1	0	0	0	0	0	0	0	0	0	0
21:00	82	0	79	2	0	0	0	0	1	0	0	0	0	0	0
22:00	52	0	48	4	0	0	0	0	0	0	0	0	0	0	0
23:00	36	0	28	7	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	3432	19	2986	344	4	15	14	3	31	0	5	11	0	0	0
16H,6-22	3842	25	3349	381	5	15	14	4	32	0	6	11	0	0	0
18H,6-24	3930	25	3425	392	5	16	14	4	32	0	6	11	0	0	0
24H,0-24	4104	27	3562	413	6	17	14	4	33	0	13	15	0	0	0

12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23			Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
												SIX AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Sun 17-Sep-23															
00:00	26	0	19	5	1	1	0	0	0	0	0	0	0	0	
01:00	15	0	13	1	0	0	1	0	0	0	0	0	0	0	
02:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
03:00	20	0	17	3	0	0	0	0	0	0	0	0	0	0	
04:00	15	0	12	1	1	0	1	0	0	0	0	0	0	0	
05:00	26	1	22	2	1	0	0	0	0	0	0	0	0	0	
06:00	27	1	21	5	0	0	0	0	0	0	0	0	0	0	
07:00	60	0	46	12	0	2	0	0	0	0	0	0	0	0	
08:00	70	0	62	7	0	0	0	0	1	0	0	0	0	0	
09:00	137	1	118	13	0	1	0	0	4	0	0	0	0	0	
10:00	263	1	237	20	0	2	0	0	3	0	0	0	0	0	
11:00	286	0	262	17	0	0	2	0	3	1	1	0	0	0	
12:00	367	1	332	27	0	1	1	0	4	0	0	1	0	0	
13:00	337	2	309	22	0	0	2	0	1	0	1	0	0	0	
14:00	326	2	306	14	0	0	2	0	2	0	0	0	0	0	
15:00	324	2	288	25	1	0	1	0	6	0	0	1	0	0	
16:00	225	2	206	13	0	0	1	0	1	0	2	0	0	0	
17:00	168	3	152	8	0	1	1	0	2	0	1	0	0	0	
18:00	147	1	134	9	0	1	1	0	0	0	0	0	1	0	
19:00	130	2	120	7	0	0	1	0	0	0	0	0	0	0	
20:00	101	0	92	9	0	0	0	0	0	0	0	0	0	0	
21:00	56	2	44	9	0	1	0	0	0	0	0	0	0	0	
22:00	36	0	31	5	0	0	0	0	0	0	0	0	0	0	
23:00	22	0	14	6	0	2	0	0	0	0	0	0	0	0	
12H,7-19	2710	15	2452	187	1	8	11	0	27	1	5	2	1	0	
16H,6-22	3024	20	2729	217	1	9	12	0	27	1	5	2	1	0	
18H,6-24	3082	20	2774	228	1	11	12	0	27	1	5	2	1	0	
24H,0-24	3195	21	2866	242	4	12	14	0	27	1	5	2	1	0	

12667 LIVERPOOL Site No: 12667001 Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd
Mon 11-Sep-23 to Sun 17-Sep-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Mon 11-Sep-23	6769	27	5439	971	31	46	57	1	85	4	36	72	0	0
Tue 12-Sep-23	6937	27	5535	946	36	62	121	1	87	4	46	72	0	0
Wed 13-Sep-23	6596	24	5135	1016	42	63	117	0	84	6	50	58	1	0
Thu 14-Sep-23	6258	17	4765	1085	30	87	65	1	74	3	67	63	1	0
Fri 15-Sep-23	6465	33	4973	1074	39	76	66	1	94	1	52	54	2	0
Sat 16-Sep-23	4104	27	3562	413	6	17	14	4	33	0	13	15	0	0
Sun 17-Sep-23	3195	21	2866	242	4	12	14	0	27	1	5	2	1	0
Total Vehicles														
[--]	40324	176	32275	5747	188	363	454	8	484	19	269	336	5	0



12667	LIVERPOOL	Site No: 12667001	Location	Wilson Rd, Tarbock Grn, Liverpool	N of Cronton Rd						
Mon 11-Sep-23 to Sun 17-Sep-23		Channel: Northbound									

12667	LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd			
Mon 11-Sep-23 to Sun 17-Sep-23				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 12-Sep-23											
00:00	22	1	4.6	17	77.3	2	9.1	2	9.1	0	0.0
01:00	16	0	0.0	11	68.8	2	12.5	3	18.8	0	0.0
02:00	18	0	0.0	13	72.2	3	16.7	2	11.1	0	0.0
03:00	18	0	0.0	10	55.6	5	27.8	2	11.1	1	5.6
04:00	38	1	2.6	30	79.0	4	10.5	1	2.6	2	5.3
05:00	112	0	0.0	83	74.1	20	17.9	8	7.1	1	0.9
06:00	273	2	0.7	215	78.8	46	16.9	10	3.7	0	0.0
07:00	466	2	0.4	370	79.4	78	16.7	16	3.4	0	0.0
08:00	524	0	0.0	423	80.7	74	14.1	27	5.2	0	0.0
09:00	498	1	0.2	397	79.7	70	14.1	25	5.0	5	1.0
10:00	473	0	0.0	349	73.8	89	18.8	32	6.8	3	0.6
11:00	474	0	0.0	352	74.3	77	16.2	37	7.8	8	1.7
12:00	529	3	0.6	416	78.6	73	13.8	32	6.1	5	1.0
13:00	515	3	0.6	399	77.5	74	14.4	35	6.8	4	0.8
14:00	518	2	0.4	393	75.9	87	16.8	35	6.8	1	0.2
15:00	501	2	0.4	398	79.4	66	13.2	32	6.4	3	0.6
16:00	564	1	0.2	481	85.3	56	9.9	25	4.4	1	0.2
17:00	551	1	0.2	471	85.5	66	12.0	12	2.2	1	0.2
18:00	306	1	0.3	261	85.3	28	9.2	16	5.2	0	0.0
19:00	192	2	1.0	171	89.1	10	5.2	9	4.7	0	0.0
20:00	144	1	0.7	123	85.4	6	4.2	13	9.0	1	0.7
21:00	102	3	2.9	87	85.3	4	3.9	8	7.8	0	0.0
22:00	47	1	2.1	38	80.9	4	8.5	4	8.5	0	0.0
23:00	36	0	0.0	27	75.0	2	5.6	7	19.4	0	0.0
12H,7-19	5919	16	0.3	4710	79.6	838	14.2	324	5.5	31	0.5
16H,6-22	6630	24	0.4	5306	80.0	904	13.6	364	5.5	32	0.5
18H,6-24	6713	25	0.4	5371	80.0	910	13.6	375	5.6	32	0.5
24H,0-24	6937	27	0.4	5535	79.8	946	13.6	393	5.7	36	0.5

12667	LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd			
Mon 11-Sep-23 to Sun 17-Sep-23				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 13-Sep-23											
00:00	22	1	4.6	13	59.1	4	18.2	4	18.2	0	0.0
01:00	12	0	0.0	6	50.0	2	16.7	4	33.3	0	0.0
02:00	12	0	0.0	7	58.3	3	25.0	2	16.7	0	0.0
03:00	16	0	0.0	10	62.5	3	18.8	2	12.5	1	6.3
04:00	53	1	1.9	36	67.9	6	11.3	9	17.0	1	1.9
05:00	107	1	0.9	80	74.8	14	13.1	10	9.4	2	1.9
06:00	280	0	0.0	229	81.8	27	9.6	22	7.9	2	0.7
07:00	469	1	0.2	370	78.9	71	15.1	27	5.8	0	0.0
08:00	510	4	0.8	422	82.8	66	12.9	16	3.1	2	0.4
09:00	501	2	0.4	384	76.7	86	17.2	25	5.0	4	0.8
10:00	481	2	0.4	343	71.3	89	18.5	41	8.5	6	1.3
11:00	413	3	0.7	322	78.0	61	14.8	24	5.8	3	0.7
12:00	473	2	0.4	372	78.7	67	14.2	29	6.1	3	0.6
13:00	491	1	0.2	380	77.4	71	14.5	33	6.7	6	1.2
14:00	512	0	0.0	381	74.4	97	19.0	32	6.3	2	0.4
15:00	472	0	0.0	349	73.9	92	19.5	27	5.7	4	0.9
16:00	434	1	0.2	332	76.5	71	16.4	29	6.7	1	0.2
17:00	461	3	0.7	371	80.5	72	15.6	14	3.0	1	0.2
18:00	321	1	0.3	257	80.1	50	15.6	10	3.1	3	0.9
19:00	239	0	0.0	205	85.8	27	11.3	6	2.5	1	0.4
20:00	156	0	0.0	131	84.0	18	11.5	7	4.5	0	0.0
21:00	85	1	1.2	74	87.1	8	9.4	2	2.4	0	0.0
22:00	55	0	0.0	46	83.6	6	10.9	3	5.5	0	0.0
23:00	21	0	0.0	15	71.4	5	23.8	1	4.8	0	0.0
12H,7-19	5538	20	0.4	4283	77.3	893	16.1	307	5.5	35	0.6
16H,6-22	6298	21	0.3	4922	78.2	973	15.5	344	5.5	38	0.6
18H,6-24	6374	21	0.3	4983	78.2	984	15.4	348	5.5	38	0.6
24H,0-24	6596	24	0.4	5135	77.9	1016	15.4	379	5.8	42	0.6

12667	LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd			
Mon 11-Sep-23 to Sun 17-Sep-23				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 14-Sep-23											
00:00	24	0	0.0	16	66.7	6	25.0	2	8.3	0	0.0
01:00	8	0	0.0	3	37.5	2	25.0	3	37.5	0	0.0
02:00	13	0	0.0	8	61.5	5	38.5	0	0.0	0	0.0
03:00	18	0	0.0	11	61.1	6	33.3	1	5.6	0	0.0
04:00	50	1	2.0	34	68.0	10	20.0	4	8.0	1	2.0
05:00	112	0	0.0	82	73.2	13	11.6	16	14.3	1	0.9
06:00	267	2	0.8	197	73.8	46	17.2	20	7.5	2	0.8
07:00	453	0	0.0	334	73.7	99	21.9	18	4.0	2	0.4
08:00	501	0	0.0	377	75.3	96	19.2	25	5.0	3	0.6
09:00	441	2	0.5	324	73.5	82	18.6	29	6.6	4	0.9
10:00	388	0	0.0	273	70.4	78	20.1	34	8.8	3	0.8
11:00	435	4	0.9	310	71.3	80	18.4	36	8.3	5	1.2
12:00	465	1	0.2	339	72.9	83	17.9	40	8.6	2	0.4
13:00	481	1	0.2	370	76.9	83	17.3	24	5.0	3	0.6
14:00	476	0	0.0	359	75.4	88	18.5	29	6.1	0	0.0
15:00	461	1	0.2	337	73.1	95	20.6	26	5.6	2	0.4
16:00	455	1	0.2	360	79.1	73	16.0	21	4.6	0	0.0
17:00	419	2	0.5	341	81.4	59	14.1	16	3.8	1	0.2
18:00	294	1	0.3	256	87.1	32	10.9	5	1.7	0	0.0
19:00	207	0	0.0	188	90.8	15	7.3	4	1.9	0	0.0
20:00	130	0	0.0	119	91.5	8	6.2	3	2.3	0	0.0
21:00	67	0	0.0	61	91.0	4	6.0	2	3.0	0	0.0
22:00	65	1	1.5	49	75.4	13	20.0	2	3.1	0	0.0
23:00	28	0	0.0	17	60.7	9	32.1	1	3.6	1	3.6
12H,7-19	5269	13	0.3	3980	75.5	948	18.0	303	5.8	25	0.5
16H,6-22	5940	15	0.3	4545	76.5	1021	17.2	332	5.6	27	0.5
18H,6-24	6033	16	0.3	4611	76.4	1043	17.3	335	5.6	28	0.5
24H,0-24	6258	17	0.3	4765	76.1	1085	17.3	361	5.8	30	0.5

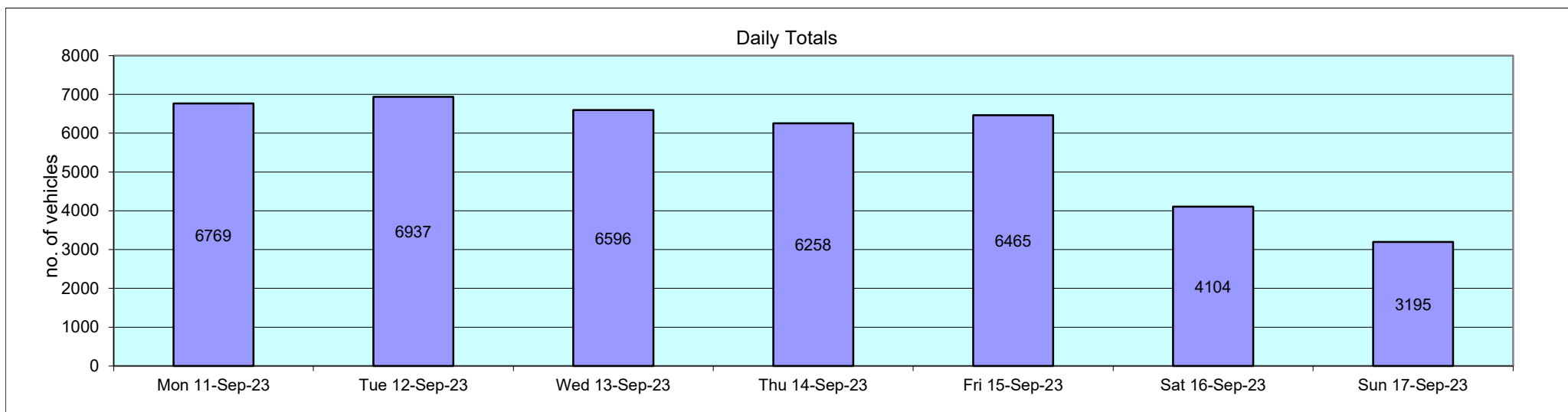
12667		LIVERPOOL		Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd			
Mon 11-Sep-23 to Sun 17-Sep-23				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 15-Sep-23											
00:00	18	0	0.0	9	50.0	6	33.3	3	16.7	0	0.0
01:00	17	0	0.0	13	76.5	0	0.0	4	23.5	0	0.0
02:00	18	0	0.0	9	50.0	7	38.9	2	11.1	0	0.0
03:00	19	0	0.0	10	52.6	6	31.6	1	5.3	2	10.5
04:00	49	0	0.0	35	71.4	9	18.4	5	10.2	0	0.0
05:00	112	1	0.9	82	73.2	21	18.8	6	5.4	2	1.8
06:00	248	1	0.4	179	72.2	52	21.0	14	5.7	2	0.8
07:00	495	5	1.0	365	73.7	91	18.4	30	6.1	4	0.8
08:00	481	3	0.6	354	73.6	105	21.8	18	3.7	1	0.2
09:00	502	2	0.4	370	73.7	89	17.7	36	7.2	5	1.0
10:00	445	4	0.9	308	69.2	101	22.7	28	6.3	4	0.9
11:00	479	1	0.2	337	70.4	100	20.9	39	8.1	2	0.4
12:00	484	0	0.0	364	75.2	82	16.9	32	6.6	6	1.2
13:00	517	1	0.2	412	79.7	80	15.5	20	3.9	4	0.8
14:00	469	0	0.0	377	80.4	70	14.9	20	4.3	2	0.4
15:00	502	3	0.6	389	77.5	77	15.3	31	6.2	2	0.4
16:00	464	3	0.7	373	80.4	65	14.0	22	4.7	1	0.2
17:00	350	2	0.6	290	82.9	38	10.9	19	5.4	1	0.3
18:00	296	1	0.3	268	90.5	20	6.8	6	2.0	1	0.3
19:00	191	4	2.1	172	90.1	12	6.3	3	1.6	0	0.0
20:00	124	0	0.0	103	83.1	17	13.7	4	3.2	0	0.0
21:00	89	2	2.3	69	77.5	15	16.9	3	3.4	0	0.0
22:00	55	0	0.0	51	92.7	4	7.3	0	0.0	0	0.0
23:00	41	0	0.0	34	82.9	7	17.1	0	0.0	0	0.0
12H,7-19	5484	25	0.5	4207	76.7	918	16.7	301	5.5	33	0.6
16H,6-22	6136	32	0.5	4730	77.1	1014	16.5	325	5.3	35	0.6
18H,6-24	6232	32	0.5	4815	77.3	1025	16.5	325	5.2	35	0.6
24H,0-24	6465	33	0.5	4973	76.9	1074	16.6	346	5.4	39	0.6

12667	LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd			
Mon 11-Sep-23 to Sun 17-Sep-23				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 16-Sep-23											
00:00	34	0	0.0	26	76.5	5	14.7	3	8.8	0	0.0
01:00	20	0	0.0	15	75.0	2	10.0	3	15.0	0	0.0
02:00	13	0	0.0	9	69.2	3	23.1	1	7.7	0	0.0
03:00	21	1	4.8	18	85.7	0	0.0	2	9.5	0	0.0
04:00	26	0	0.0	17	65.4	6	23.1	2	7.7	1	3.9
05:00	60	1	1.7	52	86.7	5	8.3	2	3.3	0	0.0
06:00	58	0	0.0	43	74.1	13	22.4	2	3.5	0	0.0
07:00	143	2	1.4	115	80.4	18	12.6	6	4.2	2	1.4
08:00	229	1	0.4	178	77.7	43	18.8	7	3.1	0	0.0
09:00	319	0	0.0	264	82.8	48	15.1	7	2.2	0	0.0
10:00	366	1	0.3	303	82.8	47	12.8	15	4.1	0	0.0
11:00	376	1	0.3	334	88.8	33	8.8	8	2.1	0	0.0
12:00	338	2	0.6	299	88.5	33	9.8	4	1.2	0	0.0
13:00	284	0	0.0	257	90.5	24	8.5	3	1.1	0	0.0
14:00	289	1	0.4	254	87.9	26	9.0	7	2.4	1	0.4
15:00	348	0	0.0	319	91.7	24	6.9	4	1.2	1	0.3
16:00	282	3	1.1	253	89.7	20	7.1	6	2.1	0	0.0
17:00	248	6	2.4	222	89.5	13	5.2	7	2.8	0	0.0
18:00	210	2	1.0	188	89.5	15	7.1	5	2.4	0	0.0
19:00	170	4	2.4	150	88.2	16	9.4	0	0.0	0	0.0
20:00	100	2	2.0	91	91.0	6	6.0	0	0.0	1	1.0
21:00	82	0	0.0	79	96.3	2	2.4	1	1.2	0	0.0
22:00	52	0	0.0	48	92.3	4	7.7	0	0.0	0	0.0
23:00	36	0	0.0	28	77.8	7	19.4	1	2.8	0	0.0
12H,7-19	3432	19	0.6	2986	87.0	344	10.0	79	2.3	4	0.1
16H,6-22	3842	25	0.7	3349	87.2	381	9.9	82	2.1	5	0.1
18H,6-24	3930	25	0.6	3425	87.2	392	10.0	83	2.1	5	0.1
24H,0-24	4104	27	0.7	3562	86.8	413	10.1	96	2.3	6	0.2

12667	LIVERPOOL	Site No: 12667001	Location	Wilson Rd, Tarbock Grn, Liverpool	N of Cronton Rd						
Mon 11-Sep-23 to Sun 17-Sep-23		Channel: Northbound									

12667	LIVERPOOL	Site No: 12667001	Location	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd
Mon 11-Sep-23 to Sun 17-Sep-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 11-Sep-23	6769	27	0.4	5439	80.4	971	14.3	301	4.5	31	0.5
Tue 12-Sep-23	6937	27	0.4	5535	79.8	946	13.6	393	5.7	36	0.5
Wed 13-Sep-23	6596	24	0.4	5135	77.9	1016	15.4	379	5.8	42	0.6
Thu 14-Sep-23	6258	17	0.3	4765	76.1	1085	17.3	361	5.8	30	0.5
Fri 15-Sep-23	6465	33	0.5	4973	76.9	1074	16.6	346	5.4	39	0.6
Sat 16-Sep-23	4104	27	0.7	3562	86.8	413	10.1	96	2.3	6	0.2
Sun 17-Sep-23	3195	21	0.7	2866	89.7	242	7.6	62	1.9	4	0.1
Total Vehicles											
[--]	40324	176	0.5	32275	81.1	5747	13.6	1938	4.5	188	0.4



12667 LIVERPOOL					Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 11-Sep-23																
00:00	11	35.6	32.1	4.7	0	0	0	0	1	3	5	2	0	0	0	0
01:00	13	36.9	32	5.3	0	0	0	0	2	3	5	3	0	0	0	0
02:00	9	-	34.6	4.4	0	0	0	0	0	2	3	4	0	0	0	0
03:00	21	35.4	32.3	4.9	0	0	0	1	0	5	13	1	1	0	0	0
04:00	36	37.5	33.5	4.4	0	0	0	0	2	5	21	7	1	0	0	0
05:00	103	36	31.8	5.8	0	0	0	0	8	46	33	11	1	2	2	0
06:00	265	34.2	29.7	4.5	0	0	1	4	31	138	80	7	3	1	0	0
07:00	519	32.9	27.3	5.9	0	3	16	41	129	219	88	17	4	2	0	0
08:00	556	31	25.7	5.8	0	7	18	80	171	198	67	15	0	0	0	0
09:00	486	33.1	27.3	5.7	0	8	9	30	127	195	102	14	1	0	0	0
10:00	462	32.3	27	5.4	0	3	8	32	147	182	79	10	0	0	1	0
11:00	427	33	28.3	4.6	0	0	3	15	95	217	82	14	1	0	0	0
12:00	554	32.1	27.5	5	0	3	2	25	167	253	90	11	1	1	0	1
13:00	517	31.5	26.9	4.7	0	3	5	23	180	219	85	2	0	0	0	0
14:00	521	31.7	26.7	5.3	0	1	11	42	173	204	80	7	2	0	0	1
15:00	490	31.5	27	5	0	2	9	34	131	232	75	7	0	0	0	0
16:00	496	33.7	28.1	5.8	1	2	9	30	102	220	106	21	4	0	0	1
17:00	439	34.6	29.2	5.9	0	5	5	13	74	189	119	25	6	2	1	0
18:00	307	35.3	31	5.1	0	1	1	6	24	116	130	25	3	0	0	1
19:00	225	35.1	30.5	5.2	0	1	3	3	20	90	91	14	1	2	0	0
20:00	157	35.3	30.8	5.5	0	0	2	5	10	63	61	13	0	3	0	0
21:00	65	37	32.1	5.7	0	0	0	2	5	18	28	9	2	1	0	0
22:00	61	35.4	31.2	4.7	0	0	0	2	2	26	24	6	1	0	0	0
23:00	29	36.4	32.1	6.7	0	0	0	0	3	12	9	2	2	0	1	0
12H,7-19	5774	33	27.5	5.5	1	38	96	371	1520	2444	1103	168	22	5	2	4
16H,6-22	6486	33.4	27.8	5.5	1	39	102	385	1586	2753	1363	211	28	12	2	4
18H,6-24	6576	33.4	27.9	5.6	1	39	102	387	1591	2791	1396	219	31	12	3	4
24H,0-24	6769	33.6	28	5.6	1	39	102	388	1604	2855	1476	247	34	14	5	4

12667 LIVERPOOL					Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 12-Sep-23																
00:00	22	34.7	29.9	6.6	0	0	0	2	3	8	7	0	2	0	0	0
01:00	16	38.1	31.9	7.8	0	1	0	0	1	3	6	5	0	0	0	0
02:00	18	37.8	32.4	5.7	0	0	0	1	1	4	7	5	0	0	0	0
03:00	18	39.8	33.2	6.7	0	0	0	0	3	4	4	5	2	0	0	0
04:00	38	35.8	32.1	4.4	0	0	0	0	1	16	15	5	1	0	0	0
05:00	112	35.5	30.3	6.1	0	0	1	4	20	33	41	10	2	0	1	0
06:00	273	34.1	29.3	4.8	0	0	3	7	36	140	73	12	1	1	0	0
07:00	466	32.6	27.1	5.5	0	4	10	25	148	184	76	18	1	0	0	0
08:00	524	30.5	24.7	6.2	2	3	36	99	145	179	51	8	0	0	1	0
09:00	498	31.8	26.1	5.8	0	3	21	50	166	172	71	13	2	0	0	0
10:00	473	31.3	26.2	5.6	1	3	13	63	119	199	68	7	0	0	0	0
11:00	474	32.5	27.6	4.7	0	1	3	25	126	220	93	6	0	0	0	0
12:00	529	31	26.4	5.8	0	5	16	49	163	218	62	11	4	0	0	1
13:00	515	33.1	27.7	5.5	0	3	11	31	123	227	101	16	2	1	0	0
14:00	518	32.6	27	5.9	1	2	20	44	130	215	85	17	4	0	0	0
15:00	501	32.8	27	6.1	3	5	13	45	120	208	89	14	3	1	0	0
16:00	564	34.1	28.5	5.7	1	2	10	30	108	238	144	26	4	0	0	1
17:00	551	34.4	29.2	5	0	3	2	14	102	238	161	28	3	0	0	0
18:00	306	35.3	30.7	5.1	0	0	2	8	34	106	126	25	5	0	0	0
19:00	192	35.5	31.4	4.6	0	0	0	6	5	75	86	17	3	0	0	0
20:00	144	35.2	30.7	5.1	0	0	2	2	18	45	66	9	2	0	0	0
21:00	102	39	32.4	7.6	0	0	3	4	7	25	37	17	7	0	0	2
22:00	47	37	33.1	5.4	0	1	0	0	0	10	27	7	2	0	0	0
23:00	36	39.5	33.8	7	0	0	0	2	0	8	18	3	3	1	1	0
12H,7-19	5919	33	27.2	5.8	8	34	157	483	1484	2404	1127	189	28	2	1	2
16H,6-22	6630	33.5	27.6	5.8	8	34	165	502	1550	2689	1389	244	41	3	1	4
18H,6-24	6713	33.6	27.7	5.9	8	35	165	504	1550	2707	1434	254	46	4	2	4
24H,0-24	6937	33.7	27.8	5.9	8	36	166	511	1579	2775	1514	284	53	4	3	4

12667		LIVERPOOL			Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 13-Sep-23																
00:00	22	39.2	33	5.9	0	0	0	0	2	7	6	5	2	0	0	0
01:00	12	38.7	33.9	4.7	0	0	0	0	0	4	3	5	0	0	0	0
02:00	12	37.8	33.9	4.7	0	0	0	0	0	3	6	2	1	0	0	0
03:00	16	39.5	34.1	5.9	0	0	0	0	2	1	8	3	2	0	0	0
04:00	53	37.2	31.6	5.8	0	0	1	2	4	13	22	11	0	0	0	0
05:00	107	35.8	31.2	4.9	0	0	1	0	11	40	40	14	1	0	0	0
06:00	280	34.8	29.9	5.2	0	0	2	12	29	129	86	17	4	1	0	0
07:00	469	33.2	27.1	6.1	0	7	11	54	96	188	98	13	1	1	0	0
08:00	510	32.5	26	6.5	0	8	26	76	119	177	88	12	4	0	0	0
09:00	501	33	27.6	5.3	0	3	4	31	145	206	89	22	1	0	0	0
10:00	481	32.9	27.9	5.4	0	3	3	27	121	226	73	21	7	0	0	0
11:00	413	33.7	28.6	5.1	0	1	4	18	78	202	88	19	3	0	0	0
12:00	473	33.6	28.3	5.2	0	1	6	18	110	215	98	24	0	0	1	0
13:00	491	33.6	27.9	5.7	0	4	8	34	109	207	104	22	3	0	0	0
14:00	512	33.7	27.6	6	1	3	13	38	130	186	117	22	1	0	0	1
15:00	472	34.5	29	5.6	0	4	3	20	90	189	136	24	5	1	0	0
16:00	434	34.4	28.1	6.9	2	11	12	21	85	168	101	26	7	0	1	0
17:00	461	35.7	30.5	5.8	0	1	2	13	67	171	146	48	10	2	0	1
18:00	321	37.9	32.5	5.7	0	0	0	9	15	99	130	51	11	5	1	0
19:00	239	35.6	31.3	5.1	0	0	0	11	10	87	104	21	5	1	0	0
20:00	156	36.4	31.8	5.6	0	0	1	2	12	55	61	14	10	1	0	0
21:00	85	38.7	33.3	5.9	0	0	1	3	3	14	40	20	3	1	0	0
22:00	55	39.7	34.3	6.7	0	0	0	2	2	11	18	18	2	0	2	0
23:00	21	38.4	34.5	4	0	0	0	0	0	3	12	5	1	0	0	0
12H,7-19	5538	34.2	28.3	6	3	46	92	359	1165	2234	1268	304	53	9	3	2
16H,6-22	6298	34.5	28.6	6	3	46	96	387	1219	2519	1559	376	75	13	3	2
18H,6-24	6374	34.6	28.7	6	3	46	96	389	1221	2533	1589	399	78	13	5	2
24H,0-24	6596	34.7	28.8	6	3	46	98	391	1240	2601	1674	439	84	13	5	2

12667		LIVERPOOL			Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 14-Sep-23																
00:00	24	34.8	30	6	0	0	0	2	3	8	9	1	1	0	0	0
01:00	8	-	32.3	4.7	0	0	0	0	0	4	2	2	0	0	0	0
02:00	13	41.9	34.3	8	0	0	0	1	1	2	3	3	3	0	0	0
03:00	18	39.4	35.2	4.7	0	0	0	0	1	1	8	7	1	0	0	0
04:00	50	39.5	34.3	6.1	0	0	0	0	4	7	24	10	3	1	1	0
05:00	112	37.8	31.4	6	0	0	0	3	18	31	35	22	2	1	0	0
06:00	267	35.5	29.8	6.8	0	0	9	18	35	85	88	23	5	3	1	0
07:00	453	33.1	27.3	5.8	0	0	15	36	121	177	84	12	8	0	0	0
08:00	501	31.9	25.2	6.7	0	9	41	66	152	143	77	11	0	1	1	0
09:00	441	31.5	26.2	5.9	0	4	18	48	125	173	66	6	0	0	0	1
10:00	388	32.8	27.3	5.2	0	3	2	30	108	160	75	9	1	0	0	0
11:00	435	33.3	27.2	6	0	5	16	21	125	163	87	16	1	1	0	0
12:00	465	32.5	27.3	5.2	1	0	4	40	126	197	88	6	2	1	0	0
13:00	481	33.8	28.2	5.4	0	3	2	34	106	202	108	25	1	0	0	0
14:00	476	33.7	27.8	5.8	1	2	10	26	124	190	96	24	1	1	1	0
15:00	461	33.8	28.2	5.3	0	1	6	18	125	190	93	26	2	0	0	0
16:00	455	34.2	28.6	5.6	0	1	7	32	73	201	112	25	3	1	0	0
17:00	419	35	29.7	5.7	1	0	8	14	63	157	142	27	6	1	0	0
18:00	294	35.7	31.1	5.5	0	0	1	12	28	96	119	30	6	2	0	0
19:00	207	36.6	31.9	5.4	0	0	1	6	12	63	90	27	8	0	0	0
20:00	130	37.8	32.6	5.2	0	0	0	0	8	44	51	19	7	1	0	0
21:00	67	39.5	33.7	7	0	0	0	3	3	14	26	15	3	2	0	1
22:00	65	39.4	33	6.7	0	0	1	4	3	10	26	16	5	0	0	0
23:00	28	38.8	32.4	7.6	0	0	0	3	1	7	9	6	0	2	0	0
12H,7-19	5269	33.7	27.7	5.9	3	28	130	377	1276	2049	1147	217	31	8	2	1
16H,6-22	5940	34.2	28.1	6	3	28	140	404	1334	2255	1402	301	54	14	3	2
18H,6-24	6033	34.3	28.2	6.1	3	28	141	411	1338	2272	1437	323	59	16	3	2
24H,0-24	6258	34.4	28.4	6.1	3	28	141	417	1365	2325	1518	368	69	18	4	2

12667		LIVERPOOL			Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 15-Sep-23																
00:00	18	34.4	29.6	5.2	0	0	0	1	3	6	7	1	0	0	0	0
01:00	17	35.9	31.1	5.8	0	0	0	1	2	4	7	3	0	0	0	0
02:00	18	38.8	33.8	4.9	0	0	0	0	0	6	6	5	1	0	0	0
03:00	19	40	35.6	5	0	0	0	0	1	1	8	7	2	0	0	0
04:00	49	39.7	33.9	6	0	0	0	0	3	13	17	11	3	2	0	0
05:00	112	38.6	33.1	5.2	0	0	0	0	7	33	42	24	5	1	0	0
06:00	248	35.4	30.7	5.3	0	0	0	5	30	105	80	19	6	3	0	0
07:00	495	32.7	26.7	6.8	0	6	34	41	107	210	66	25	4	1	0	1
08:00	481	32.6	25.7	6.6	1	11	26	53	151	140	84	13	1	1	0	0
09:00	502	33.3	27.9	5.1	0	0	4	36	123	219	97	22	1	0	0	0
10:00	445	33.1	27.6	5.4	1	2	4	33	108	195	84	16	2	0	0	0
11:00	479	32.7	27	5.9	1	10	7	34	131	192	92	10	2	0	0	0
12:00	484	32.8	27	5.8	1	2	18	29	145	184	88	15	2	0	0	0
13:00	517	31.8	27.4	5.1	0	0	8	28	143	248	72	16	1	0	0	1
14:00	469	33.1	27.2	5.5	1	2	7	40	134	173	100	12	0	0	0	0
15:00	502	33.4	27.9	5.4	0	2	6	29	125	216	102	19	2	0	0	1
16:00	464	34.8	29.2	5.8	0	4	3	12	93	198	111	35	6	0	2	0
17:00	350	35.9	31.6	5.4	0	0	4	2	35	102	158	37	10	1	1	0
18:00	296	37.1	31.4	6.1	0	0	3	14	20	97	107	46	6	1	2	0
19:00	191	37	31.7	7	0	0	2	8	14	67	67	20	7	3	0	3
20:00	124	37.7	32.7	4.7	0	0	0	1	5	38	52	26	2	0	0	0
21:00	89	38.8	33.3	5.9	0	0	0	1	4	24	39	13	7	0	0	1
22:00	55	36.3	32	7.2	0	0	1	3	1	19	22	5	2	1	0	1
23:00	41	38.8	30.7	8.8	0	0	3	5	2	7	14	6	3	1	0	0
12H,7-19	5484	33.8	27.9	6	5	39	124	351	1315	2174	1161	266	37	4	5	3
16H,6-22	6136	34.2	28.3	6.1	5	39	126	366	1368	2408	1399	344	59	10	5	7
18H,6-24	6232	34.3	28.3	6.1	5	39	130	374	1371	2434	1435	355	64	12	5	8
24H,0-24	6465	34.5	28.5	6.2	5	39	130	376	1387	2497	1522	406	75	15	5	8

12667		LIVERPOOL			Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 16-Sep-23																
00:00	34	35.8	32.2	4.7	0	0	0	0	3	9	17	4	1	0	0	0
01:00	20	37.5	32.3	5.3	0	0	0	0	3	4	8	5	0	0	0	0
02:00	13	39.9	32.3	6.9	0	0	0	1	0	5	4	1	2	0	0	0
03:00	21	39.1	34	5.6	0	0	0	0	3	1	9	7	1	0	0	0
04:00	26	38.9	33.5	5.3	0	0	0	0	2	6	9	8	1	0	0	0
05:00	60	39	34.3	4.7	0	0	0	0	1	12	28	16	2	1	0	0
06:00	58	37.7	31.7	7.1	0	0	1	3	4	18	19	11	1	0	0	1
07:00	143	37.5	32.6	5.5	0	0	0	1	10	42	61	24	1	3	1	0
08:00	229	36.5	32.3	4.9	0	0	1	2	9	72	107	30	7	1	0	0
09:00	319	35.7	31.2	5.2	0	0	1	4	28	126	119	37	1	1	1	1
10:00	366	34.6	29.8	4.9	0	0	3	8	51	157	126	16	4	1	0	0
11:00	376	34.8	29.8	5.4	0	0	3	13	51	167	112	25	2	2	0	1
12:00	338	35.6	31.2	5.5	1	0	1	3	29	137	126	33	4	1	1	2
13:00	284	36	31.7	5.2	0	0	1	3	16	112	109	35	4	2	2	0
14:00	289	35.8	31.4	4.8	0	0	1	2	21	114	112	33	5	1	0	0
15:00	348	35.4	30.7	5.2	0	0	3	8	38	124	139	30	5	1	0	0
16:00	282	35.8	31.6	5.6	0	0	1	8	15	104	115	31	3	3	0	2
17:00	248	37	31.7	5.7	0	0	3	6	17	82	95	37	6	2	0	0
18:00	210	36.4	31.4	5.7	0	0	4	2	18	74	78	27	5	2	0	0
19:00	170	36.9	31.9	5.9	0	0	4	3	6	57	70	23	5	1	1	0
20:00	100	36.9	32.5	5.1	0	0	1	1	4	27	49	14	4	0	0	0
21:00	82	35.9	32.2	5.5	0	0	1	1	3	26	39	9	2	0	1	0
22:00	52	39.6	34.4	6.8	0	0	0	0	4	10	21	12	3	0	1	1
23:00	36	35.6	30.2	5.9	0	0	0	2	6	12	11	4	1	0	0	0
12H,7-19	3432	35.7	31.1	5.3	1	0	22	60	303	1311	1299	358	47	20	5	6
16H,6-22	3842	35.8	31.2	5.4	1	0	29	68	320	1439	1476	415	59	21	7	7
18H,6-24	3930	35.8	31.3	5.4	1	0	29	70	330	1461	1508	431	63	21	8	8
24H,0-24	4104	35.9	31.3	5.4	1	0	29	71	342	1498	1583	472	70	22	8	8

12667		LIVERPOOL			Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 17-Sep-23																
00:00	26	36.6	30.6	6.4	0	0	0	3	2	7	9	5	0	0	0	0
01:00	15	38.1	30.5	7.4	0	0	0	1	4	3	3	3	1	0	0	0
02:00	11	38.1	34	7.7	0	0	0	0	0	5	3	2	0	0	1	0
03:00	20	38.5	32	7.9	0	0	0	3	1	3	7	5	0	1	0	0
04:00	15	36.6	31.8	6.6	0	0	0	1	2	2	7	2	1	0	0	0
05:00	26	39.8	33.7	6.2	0	0	0	1	1	6	9	6	3	0	0	0
06:00	27	38.8	33.7	5.1	0	0	0	0	2	5	11	8	1	0	0	0
07:00	60	39.6	34.4	5.1	0	0	0	0	1	15	21	19	3	1	0	0
08:00	70	37.8	32.8	5.2	0	0	0	0	4	22	29	11	3	1	0	0
09:00	137	35.9	31.3	5.5	0	0	0	6	10	47	54	18	1	0	1	0
10:00	263	35.5	31.6	4.4	0	0	0	3	11	103	118	23	5	0	0	0
11:00	286	35.8	31.3	4.7	0	0	0	5	22	108	113	35	3	0	0	0
12:00	367	35	30.5	4.9	0	1	2	1	47	139	152	21	2	1	1	0
13:00	337	35.1	30.4	5.1	0	1	3	7	32	143	121	25	4	1	0	0
14:00	326	34.9	30.2	5.2	0	0	4	12	34	121	136	17	1	0	0	1
15:00	324	35.3	30.8	5.3	0	0	5	2	32	130	124	25	3	2	0	1
16:00	225	35.9	31.3	6.3	0	0	6	8	9	81	88	23	6	3	1	0
17:00	168	36.9	32.2	5.7	0	0	2	3	11	46	76	23	5	1	1	0
18:00	147	37.5	32.5	5.3	0	0	2	1	2	53	61	18	10	0	0	0
19:00	130	35.9	32.1	5.2	0	0	1	3	1	46	60	16	1	1	1	0
20:00	101	35.9	31.6	5.7	0	0	1	3	5	36	41	11	2	2	0	0
21:00	56	38.6	33	6.5	0	0	1	0	1	21	21	6	4	1	1	0
22:00	36	37.1	31.6	6.5	0	0	0	4	1	9	15	5	2	0	0	0
23:00	22	35.7	32.8	4.1	0	0	0	0	0	7	12	2	1	0	0	0
12H,7-19	2710	35.6	31.1	5.3	0	2	24	48	215	1008	1093	258	46	10	4	2
16H,6-22	3024	35.7	31.2	5.3	0	2	27	54	224	1116	1226	299	54	14	6	2
18H,6-24	3082	35.7	31.3	5.3	0	2	27	58	225	1132	1253	306	57	14	6	2
24H,0-24	3195	35.7	31.3	5.4	0	2	27	67	235	1158	1291	329	62	15	7	2

12667 LIVERPOOL Site No: 12667001 Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd
 Mon 11-Sep-23 to Sun 17-Sep-23 Channel: Northbound

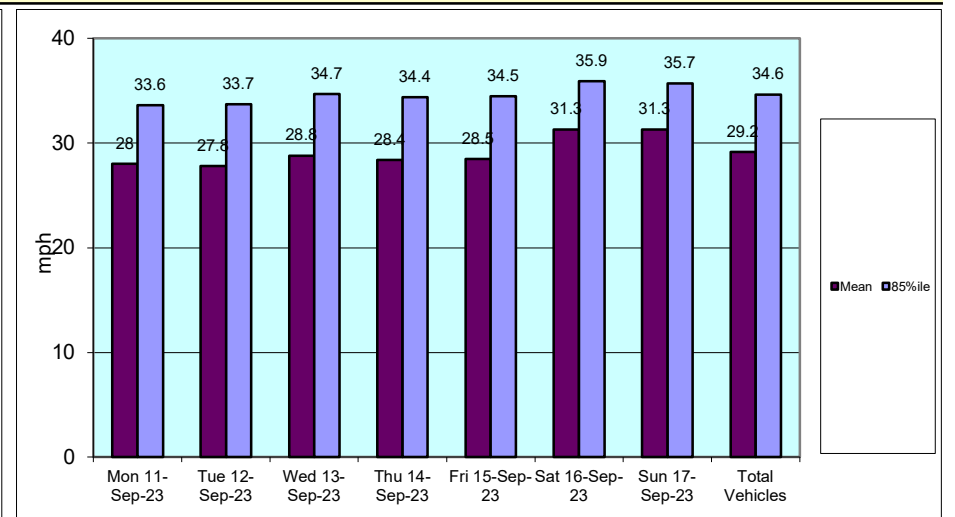
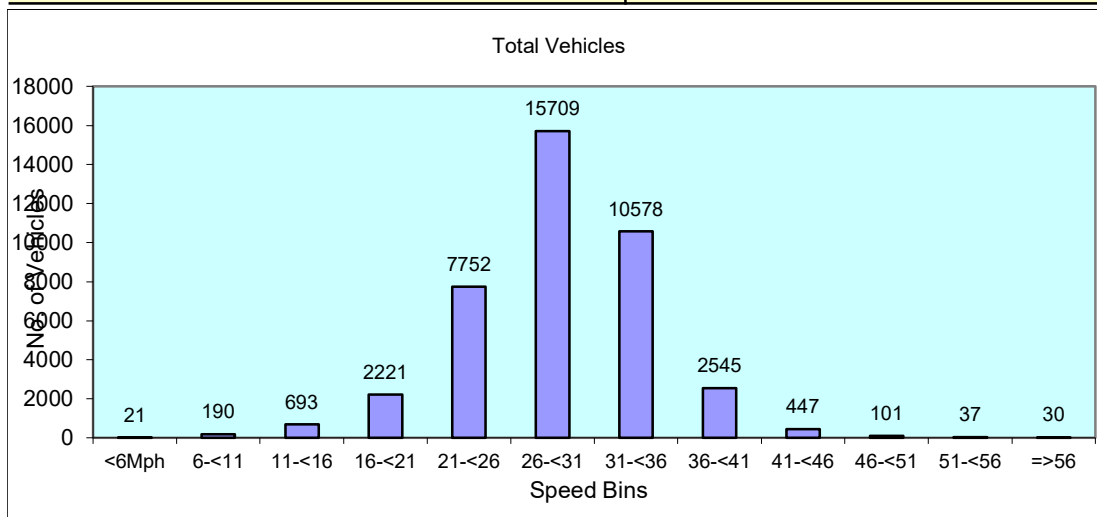
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Mon 11-Sep-23	6769	33.6	28	5.6	1	39	102	388	1604	2855	1476	247	34	14	5	4
Tue 12-Sep-23	6937	33.7	27.8	5.9	8	36	166	511	1579	2775	1514	284	53	4	3	4
Wed 13-Sep-23	6596	34.7	28.8	6	3	46	98	391	1240	2601	1674	439	84	13	5	2
Thu 14-Sep-23	6258	34.4	28.4	6.1	3	28	141	417	1365	2325	1518	368	69	18	4	2
Fri 15-Sep-23	6465	34.5	28.5	6.2	5	39	130	376	1387	2497	1522	406	75	15	5	8
Sat 16-Sep-23	4104	35.9	31.3	5.4	1	0	29	71	342	1498	1583	472	70	22	8	8
Sun 17-Sep-23	3195	35.7	31.3	5.4	0	2	27	67	235	1158	1291	329	62	15	7	2

Total Vehicles

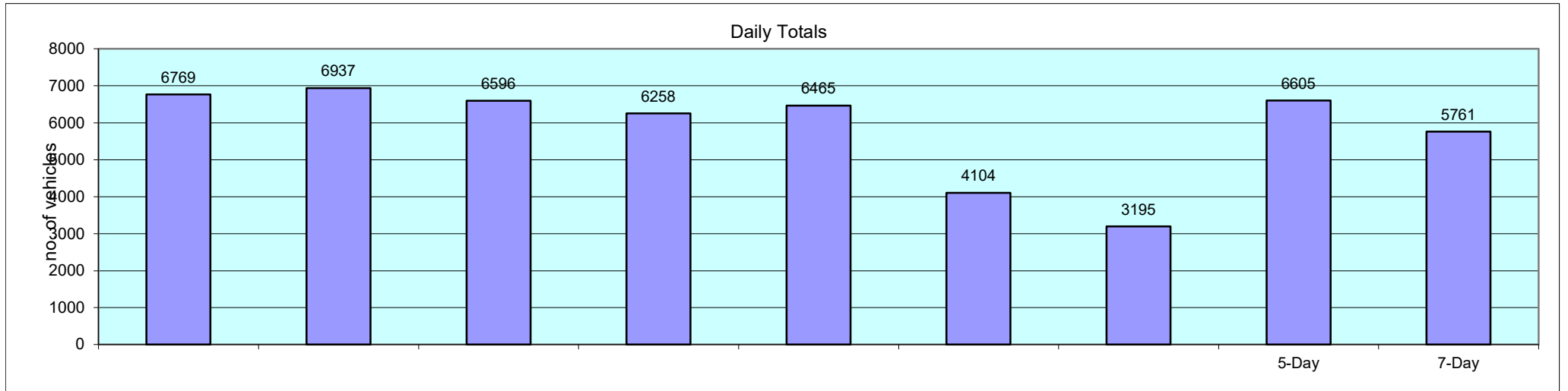
[--]	40324	34.6	29.2	5.8	21	190	693	2221	7752	15709	10578	2545	447	101	37	30
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12667	LIVERPOOL		Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd		
	Channel: Northbound								
TIME PERIOD	Mon 11-Sep-23	Tue 12-Sep-23	Wed 13-Sep-23	Thu 14-Sep-23	Fri 15-Sep-23	Sat 16-Sep-23	Sun 17-Sep-23	5-Day Av	7-Day Av
Week Begin: 11-Sep-23									
00:00	11	22	22	24	18	34	26	19	22
01:00	13	16	12	8	17	20	15	13	14
02:00	9	18	12	13	18	13	11	14	13
03:00	21	18	16	18	19	21	20	18	19
04:00	36	38	53	50	49	26	15	45	38
05:00	103	112	107	112	112	60	26	109	90
06:00	265	273	280	267	248	58	27	267	203
07:00	519	466	469	453	495	143	60	480	372
08:00	556	524	510	501	481	229	70	514	410
09:00	486	498	501	441	502	319	137	486	412
10:00	462	473	481	388	445	366	263	450	411
11:00	427	474	413	435	479	376	286	446	413
12:00	554	529	473	465	484	338	367	501	459
13:00	517	515	491	481	517	284	337	504	449
14:00	521	518	512	476	469	289	326	499	444
15:00	490	501	472	461	502	348	324	485	443
16:00	496	564	434	455	464	282	225	483	417
17:00	439	551	461	419	350	248	168	444	377
18:00	307	306	321	294	296	210	147	305	269
19:00	225	192	239	207	191	170	130	211	193
20:00	157	144	156	130	124	100	101	142	130
21:00	65	102	85	67	89	82	56	82	78
22:00	61	47	55	65	55	52	36	57	53
23:00	29	36	21	28	41	36	22	31	30
12H,7-19	5774	5919	5538	5269	5484	3432	2710	5597	4875
16H,6-22	6486	6630	6298	5940	6136	3842	3024	6298	5479
18H,6-24	6576	6713	6374	6033	6232	3930	3082	6386	5563
24H,0-24	6769	6937	6596	6258	6465	4104	3195	6605	5761
Am	08:00	08:00	08:00	08:00	09:00	11:00	11:00		
Peak	556	524	510	501	502	376	286		
Pm	12:00	16:00	14:00	13:00	13:00	15:00	12:00		
Peak	554	564	512	481	517	348	367		

12667	LIVERPOOL	Site No: 12667001	Location	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd
		Channel: Northbound		

TIME PERIOD	Mon 11-Sep-23	Tue 12-Sep-23	Wed 13-Sep-23	Thu 14-Sep-23	Fri 15-Sep-23	Sat 16-Sep-23	Sun 17-Sep-23	5-Day Av	7-Day Av
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12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Mon 11-Sep-23															
00:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
01:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
02:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0
03:00	15	0	9	4	0	1	0	0	0	0	1	0	0	0	0
04:00	33	0	24	2	0	1	0	0	1	1	1	3	0	0	0
05:00	66	2	44	14	1	0	1	0	2	0	1	1	0	0	0
06:00	188	0	123	44	1	1	10	0	3	1	2	3	0	0	0
07:00	329	5	215	73	3	9	2	0	12	1	3	6	0	0	0
08:00	428	9	320	72	3	10	7	1	5	1	0	0	0	0	0
09:00	440	1	292	116	5	11	6	0	5	0	0	4	0	0	0
10:00	486	4	344	101	7	11	9	0	4	0	4	2	0	0	0
11:00	434	4	314	76	1	8	13	2	11	0	3	2	0	0	0
12:00	505	3	380	89	2	5	12	2	8	1	2	1	0	0	0
13:00	506	7	401	60	1	7	11	1	12	0	3	3	0	0	0
14:00	557	6	445	68	6	5	16	2	7	1	1	0	0	0	0
15:00	556	5	441	81	5	8	3	0	6	0	4	3	0	0	0
16:00	565	6	465	71	1	2	6	1	7	0	2	4	0	0	0
17:00	436	3	382	40	3	2	1	1	3	0	1	0	0	0	0
18:00	308	3	271	27	2	1	1	0	1	0	1	1	0	0	0
19:00	208	0	188	14	1	1	1	0	1	0	0	2	0	0	0
20:00	114	0	101	9	1	1	0	0	0	0	1	1	0	0	0
21:00	72	0	62	8	0	0	0	0	0	0	1	1	0	0	0
22:00	63	0	56	5	0	1	0	0	0	0	0	1	0	0	0
23:00	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	5550	56	4270	874	39	79	87	10	81	4	24	26	0	0	0
16H,6-22	6132	56	4744	949	42	82	98	10	85	5	28	33	0	0	0
18H,6-24	6220	56	4825	954	42	83	98	10	85	5	28	34	0	0	0
24H,0-24	6363	58	4926	979	43	85	99	10	88	6	31	38	0	0	0

12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23			Channel: Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
												SIX AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Tue 12-Sep-23															
00:00	24	0	21	2	0	0	0	0	0	0	0	1	0	0	
01:00	13	0	9	1	0	0	0	0	0	0	1	2	0	0	
02:00	17	0	12	2	0	1	0	0	0	0	1	1	0	0	
03:00	18	0	12	2	0	1	0	0	1	0	0	2	0	0	
04:00	29	0	24	2	1	0	0	0	0	0	1	1	0	0	
05:00	72	2	50	13	1	0	0	0	2	0	1	3	0	0	
06:00	177	2	121	36	0	3	7	0	4	0	1	3	0	0	
07:00	322	6	219	71	2	7	5	0	7	0	2	3	0	0	
08:00	420	4	306	82	1	10	6	4	4	0	1	2	0	0	
09:00	436	3	312	93	3	5	6	0	8	0	3	3	0	0	
10:00	453	8	310	98	2	9	13	2	7	0	2	2	0	0	
11:00	462	1	324	94	5	6	11	1	12	0	4	4	0	0	
12:00	514	2	400	78	1	7	6	0	9	0	7	4	0	0	
13:00	485	3	386	62	6	6	6	0	7	1	3	5	0	0	
14:00	481	5	385	62	3	2	5	0	14	0	2	3	0	0	
15:00	557	5	441	75	3	2	15	1	9	0	4	2	0	0	
16:00	555	4	474	57	1	3	4	3	3	0	3	3	0	0	
17:00	452	5	390	39	0	1	11	0	4	0	0	2	0	0	
18:00	310	2	266	34	0	3	1	0	1	0	0	3	0	0	
19:00	205	0	184	15	3	1	0	0	0	0	2	0	0	0	
20:00	143	2	118	10	0	0	8	0	2	0	1	2	0	0	
21:00	104	1	90	5	1	1	6	0	0	0	0	0	0	0	
22:00	31	0	27	3	0	1	0	0	0	0	0	0	0	0	
23:00	35	0	30	2	0	0	1	0	0	0	1	1	0	0	
12H,7-19	5447	48	4213	845	27	61	89	11	85	1	31	36	0	0	
16H,6-22	6076	53	4726	911	31	66	110	11	91	1	35	41	0	0	
18H,6-24	6142	53	4783	916	31	67	111	11	91	1	36	42	0	0	
24H,0-24	6315	55	4911	938	33	69	111	11	94	1	40	52	0	0	

12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Wed 13-Sep-23															
00:00	25	0	17	3	1	0	1	0	0	0	1	2	0	0	
01:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
02:00	9	0	3	3	0	0	1	0	0	0	2	0	0	0	
03:00	18	0	10	4	0	1	3	0	0	0	0	0	0	0	
04:00	27	1	21	2	0	0	0	0	1	0	0	2	0	0	
05:00	91	0	66	10	2	0	5	0	2	0	3	3	0	0	
06:00	199	1	146	28	0	2	10	0	3	0	5	4	0	0	
07:00	361	10	243	72	1	10	12	1	8	2	1	1	0	0	
08:00	423	7	314	80	1	7	9	0	4	0	0	1	0	0	
09:00	435	7	313	89	5	6	6	0	6	0	1	2	0	0	
10:00	479	1	338	100	6	11	11	0	6	2	2	2	0	0	
11:00	479	6	348	81	3	5	14	1	11	0	3	7	0	0	
12:00	496	4	381	72	4	6	11	0	9	1	4	4	0	0	
13:00	508	3	398	63	8	8	9	2	11	0	3	3	0	0	
14:00	515	5	417	66	3	1	8	1	9	0	1	4	0	0	
15:00	548	6	451	68	2	1	10	2	5	0	2	1	0	0	
16:00	505	9	429	49	1	0	8	1	4	0	0	4	0	0	
17:00	468	3	389	56	0	1	8	2	6	0	2	1	0	0	
18:00	310	1	274	29	2	0	1	0	1	0	1	1	0	0	
19:00	234	2	208	15	2	1	2	0	1	0	0	3	0	0	
20:00	141	0	118	16	0	2	0	0	1	0	1	3	0	0	
21:00	87	0	78	7	1	1	0	0	0	0	0	0	0	0	
22:00	46	0	39	5	0	0	1	0	0	0	0	1	0	0	
23:00	35	0	31	2	0	0	0	0	1	0	0	1	0	0	
12H,7-19	5527	62	4295	825	36	56	107	10	80	5	20	31	0	0	
16H,6-22	6188	65	4845	891	39	62	119	10	85	5	26	41	0	0	
18H,6-24	6269	65	4915	898	39	62	120	10	86	5	26	43	0	0	
24H,0-24	6446	66	5038	921	42	63	130	10	89	5	32	50	0	0	

12667			LIVERPOOL			Site No: 12667001		Location	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd						
Mon 11-Sep-23 to Sun 17-Sep-23						Channel: Southbound									
													FIVE OR LESS		
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR			SIX OR	AXLE	SIX AXLE	SEVEN
TIME	TOTAL	MOTOR-	CAR-	GOODS		SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE		MORE	MULTI-	MULTI-	OR
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	ARTIC	AXLE	TRAILER	TRAILER	MORE
			LGV					RIGID	ARTIC			ARTIC	ARTIC	ARTIC	AXLE
Thu 14-Sep-23															
00:00	25	0	21	1	0	0	1	0	0	0	0	0	2	0	0
01:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0
02:00	12	0	7	4	0	0	0	0	0	0	0	0	1	0	0
03:00	19	0	14	3	0	1	0	0	1	0	0	0	0	0	0
04:00	28	0	20	1	0	0	0	0	1	0	2	4	0	0	0
05:00	92	2	66	11	1	2	1	0	2	0	4	3	0	0	0
06:00	195	0	131	36	1	4	4	1	6	1	5	6	0	0	0
07:00	342	7	218	79	3	11	7	0	7	0	5	5	0	0	0
08:00	443	4	312	90	4	8	10	6	7	0	1	1	0	0	0
09:00	476	4	330	108	5	5	10	1	10	0	0	3	0	0	0
10:00	420	2	282	92	5	10	10	0	11	0	3	5	0	0	0
11:00	452	3	316	85	7	13	17	2	5	0	1	3	0	0	0
12:00	526	6	404	80	2	6	15	1	6	0	4	2	0	0	0
13:00	472	2	352	89	3	7	10	1	5	0	1	2	0	0	0
14:00	502	3	382	84	1	9	5	0	8	1	6	2	1	0	0
15:00	540	4	431	73	4	4	8	2	11	0	2	1	0	0	0
16:00	518	4	426	66	3	5	7	2	2	0	0	3	0	0	0
17:00	474	0	409	51	0	3	5	1	3	0	1	1	0	0	0
18:00	289	1	256	25	1	1	0	0	2	0	2	1	0	0	0
19:00	218	2	194	16	0	0	1	0	0	0	1	4	0	0	0
20:00	126	0	111	11	0	1	0	0	0	0	1	2	0	0	0
21:00	86	0	80	4	1	0	0	0	0	0	0	1	0	0	0
22:00	36	0	32	3	0	1	0	0	0	0	0	0	0	0	0
23:00	30	0	27	1	1	0	0	0	0	0	0	1	0	0	0
12H,7-19	5454	40	4118	922	38	82	104	16	77	1	26	29	1	0	0
16H,6-22	6079	42	4634	989	40	87	109	17	83	2	33	42	1	0	0
18H,6-24	6145	42	4693	993	41	88	109	17	83	2	33	43	1	0	0
24H,0-24	6329	44	4826	1016	42	91	111	17	87	2	39	53	1	0	0

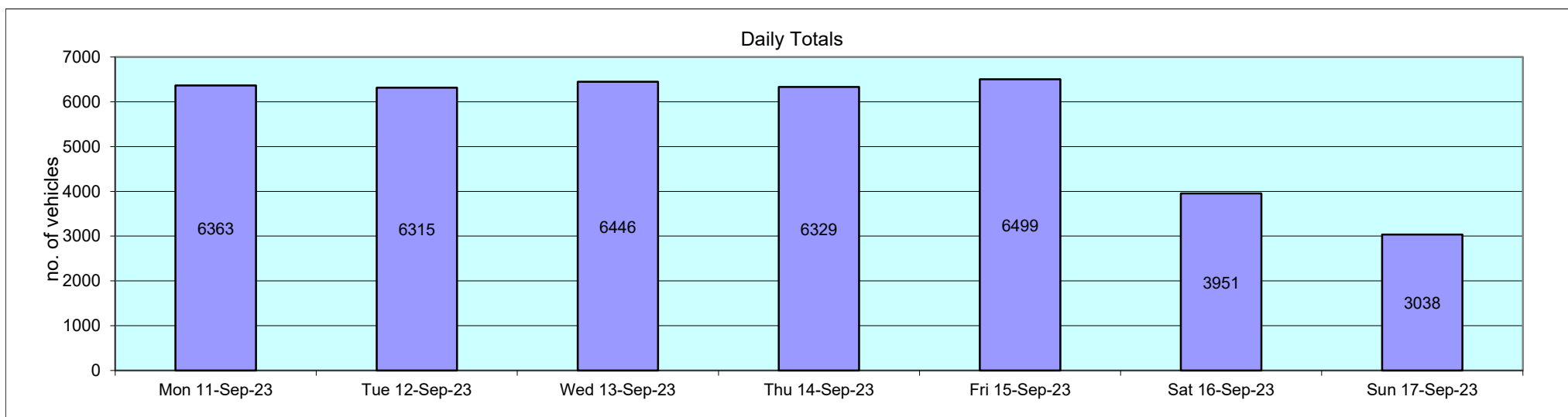
12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd							
Mon 11-Sep-23 to Sun 17-Sep-23			Channel: Southbound														
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 15-Sep-23																	
00:00	25	0	20		2	0		0	0	0	0	0	1	2	0	0	
01:00	16	0	15		0	0		0	0	0	0	0	0	1	0	0	
02:00	14	0	6		6	0		0	1	0	0	0	0	1	0	0	
03:00	15	0	10		4	0		1	0	0	0	0	0	0	0	0	
04:00	25	0	17		5	1		0	0	0	0	0	2	0	0	0	
05:00	76	1	52		15	1		0	0	0	1	0	4	2	0	0	
06:00	202	1	128		48	1		4	8	0	4	0	4	4	0	0	
07:00	360	5	233		80	4		10	10	0	8	1	4	5	0	0	
08:00	431	4	274		111	4		13	10	0	11	0	2	2	0	0	
09:00	462	4	308		111	7		9	11	0	8	0	2	2	0	0	
10:00	444	5	307		96	2		13	6	1	8	1	3	2	0	0	
11:00	514	5	366		104	5		11	12	0	6	0	0	5	0	0	
12:00	539	4	410		88	1		7	19	0	7	0	2	1	0	0	
13:00	523	6	406		69	5		3	14	2	9	0	5	4	0	0	
14:00	628	7	510		82	3		5	10	1	8	1	0	1	0	0	
15:00	506	2	417		67	3		1	5	1	8	0	0	2	0	0	
16:00	542	1	440		87	3		3	1	0	3	1	1	2	0	0	
17:00	409	7	355		38	1		3	1	0	3	0	0	1	0	0	
18:00	298	1	259		28	1		3	0	1	0	0	2	3	0	0	
19:00	191	3	169		13	1		1	2	0	1	0	0	1	0	0	
20:00	116	0	104		9	1		0	0	0	0	0	1	1	0	0	
21:00	74	1	58		12	1		0	0	0	0	0	1	1	0	0	
22:00	47	0	47		0	0		0	0	0	0	0	0	0	0	0	
23:00	42	0	36		4	1		0	0	0	0	0	0	1	0	0	
12H,7-19	5656	51	4285		961	39		81	99	6	79	4	21	30	0	0	
16H,6-22	6239	56	4744		1043	43		86	109	6	84	4	27	37	0	0	
18H,6-24	6328	56	4827		1047	44		86	109	6	84	4	27	38	0	0	
24H,0-24	6499	57	4947		1079	46		87	110	6	85	4	34	44	0	0	

12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd					
Mon 11-Sep-23 to Sun 17-Sep-23			Channel: Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Sat 16-Sep-23															
00:00	34	0	30	2	0	0	0	0	0	0	2	0	0	0	
01:00	17	0	15	1	0	0	0	0	0	0	0	1	0	0	
02:00	12	0	8	3	0	0	0	0	0	0	0	1	0	0	
03:00	21	0	18	2	0	1	0	0	0	0	0	0	0	0	
04:00	18	0	15	1	0	0	0	0	1	0	0	1	0	0	
05:00	32	0	26	4	0	0	0	0	0	0	1	1	0	0	
06:00	63	1	40	18	0	0	0	0	1	0	3	0	0	0	
07:00	107	0	65	32	0	5	2	0	2	0	1	0	0	0	
08:00	258	2	178	59	1	2	3	1	8	0	4	0	0	0	
09:00	282	0	227	48	0	1	0	1	1	0	3	1	0	0	
10:00	371	2	310	50	0	0	2	1	4	0	1	1	0	0	
11:00	401	2	343	39	1	3	3	2	7	0	0	1	0	0	
12:00	378	3	335	33	0	1	2	0	3	0	1	0	0	0	
13:00	300	0	266	24	1	1	3	2	3	0	0	0	0	0	
14:00	263	2	235	23	0	0	0	0	3	0	0	0	0	0	
15:00	287	1	254	26	0	0	1	1	3	0	1	0	0	0	
16:00	261	5	236	16	0	1	0	0	3	0	0	0	0	0	
17:00	246	2	220	21	0	1	2	0	0	0	0	0	0	0	
18:00	209	2	191	11	1	2	2	0	0	0	0	0	0	0	
19:00	144	2	131	10	0	1	0	0	0	0	0	0	0	0	
20:00	88	1	80	7	0	0	0	0	0	0	0	0	0	0	
21:00	77	0	73	4	0	0	0	0	0	0	0	0	0	0	
22:00	57	0	51	6	0	0	0	0	0	0	0	0	0	0	
23:00	25	1	19	3	2	0	0	0	0	0	0	0	0	0	
12H,7-19	3363	21	2860	382	4	17	20	8	37	0	11	3	0	0	
16H,6-22	3735	25	3184	421	4	18	20	8	38	0	14	3	0	0	
18H,6-24	3817	26	3254	430	6	18	20	8	38	0	14	3	0	0	
24H,0-24	3951	26	3366	443	6	19	20	8	39	0	17	7	0	0	

12667			LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd							
Mon 11-Sep-23 to Sun 17-Sep-23			Channel: Southbound														
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 17-Sep-23																	
00:00	26	1	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	10	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	15	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	12	0	8	1	1	1	0	0	0	0	0	1	0	0	0	0	0
05:00	22	0	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	38	1	27	8	0	0	0	0	0	0	0	2	0	0	0	0	0
07:00	55	0	39	14	0	1	1	0	0	0	0	0	0	0	0	0	0
08:00	98	1	71	13	1	6	1	0	5	0	0	0	0	0	0	0	0
09:00	154	1	129	16	0	1	0	0	4	0	1	2	0	0	0	0	0
10:00	249	0	212	15	0	1	19	0	2	0	0	0	0	0	0	0	0
11:00	311	1	260	23	0	0	22	0	4	0	0	1	0	0	0	0	0
12:00	366	1	316	29	0	0	19	0	1	0	0	0	0	0	0	0	0
13:00	330	2	278	20	0	0	23	0	3	2	1	1	0	0	0	0	0
14:00	295	3	258	18	0	0	13	1	1	0	0	1	0	0	0	0	0
15:00	240	2	213	14	0	0	8	0	2	0	1	0	0	0	0	0	0
16:00	204	4	174	17	0	1	5	1	2	0	0	0	0	0	0	0	0
17:00	147	5	128	13	0	0	1	0	0	0	0	0	0	0	0	0	0
18:00	151	2	131	14	1	2	1	0	0	0	0	0	0	0	0	0	0
19:00	122	1	104	10	1	0	6	0	0	0	0	0	0	0	0	0	0
20:00	77	1	68	6	0	0	2	0	0	0	0	0	0	0	0	0	0
21:00	48	2	40	4	0	0	2	0	0	0	0	0	0	0	0	0	0
22:00	24	0	17	5	0	0	2	0	0	0	0	0	0	0	0	0	0
23:00	29	0	26	2	0	0	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2600	22	2209	206	2	12	113	2	24	2	3	5	0	0	0	0	0
16H,6-22	2885	27	2448	234	3	12	123	2	24	2	5	5	0	0	0	0	0
18H,6-24	2938	27	2491	241	3	12	126	2	24	2	5	5	0	0	0	0	0
24H,0-24	3038	28	2574	253	5	13	126	2	24	2	6	5	0	0	0	0	0

12667 LIVERPOOL Site No: 12667001 Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd
 Mon 11-Sep-23 to Sun 17-Sep-23 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Mon 11-Sep-23	6363	58	4926	979	43	85	99	10	88	6	31	38	0	0
Tue 12-Sep-23	6315	55	4911	938	33	69	111	11	94	1	40	52	0	0
Wed 13-Sep-23	6446	66	5038	921	42	63	130	10	89	5	32	50	0	0
Thu 14-Sep-23	6329	44	4826	1016	42	91	111	17	87	2	39	53	1	0
Fri 15-Sep-23	6499	57	4947	1079	46	87	110	6	85	4	34	44	0	0
Sat 16-Sep-23	3951	26	3366	443	6	19	20	8	39	0	17	7	0	0
Sun 17-Sep-23	3038	28	2574	253	5	13	126	2	24	2	6	5	0	0
Total Vehicles														
[--]	38941	334	30588	5629	217	427	707	64	506	20	199	249	1	0



12667	LIVERPOOL	Site No: 12667001	Location	Wilson Rd, Tarbock Grn, Liverpool	N of Cronton Rd						
Mon 11-Sep-23 to Sun 17-Sep-23		Channel: Southbound									

12667		LIVERPOOL			Site No: 12667001		Location	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd			
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 12-Sep-23											
00:00	24	0	0.0	21	87.5	2	8.3	1	4.2	0	0.0
01:00	13	0	0.0	9	69.2	1	7.7	3	23.1	0	0.0
02:00	17	0	0.0	12	70.6	2	11.8	3	17.7	0	0.0
03:00	18	0	0.0	12	66.7	2	11.1	4	22.2	0	0.0
04:00	29	0	0.0	24	82.8	2	6.9	2	6.9	1	3.5
05:00	72	2	2.8	50	69.4	13	18.1	6	8.3	1	1.4
06:00	177	2	1.1	121	68.4	36	20.3	18	10.2	0	0.0
07:00	322	6	1.9	219	68.0	71	22.1	24	7.5	2	0.6
08:00	420	4	1.0	306	72.9	82	19.5	27	6.4	1	0.2
09:00	436	3	0.7	312	71.6	93	21.3	25	5.7	3	0.7
10:00	453	8	1.8	310	68.4	98	21.6	35	7.7	2	0.4
11:00	462	1	0.2	324	70.1	94	20.4	38	8.2	5	1.1
12:00	514	2	0.4	400	77.8	78	15.2	33	6.4	1	0.2
13:00	485	3	0.6	386	79.6	62	12.8	28	5.8	6	1.2
14:00	481	5	1.0	385	80.0	62	12.9	26	5.4	3	0.6
15:00	557	5	0.9	441	79.2	75	13.5	33	5.9	3	0.5
16:00	555	4	0.7	474	85.4	57	10.3	19	3.4	1	0.2
17:00	452	5	1.1	390	86.3	39	8.6	18	4.0	0	0.0
18:00	310	2	0.7	266	85.8	34	11.0	8	2.6	0	0.0
19:00	205	0	0.0	184	89.8	15	7.3	3	1.5	3	1.5
20:00	143	2	1.4	118	82.5	10	7.0	13	9.1	0	0.0
21:00	104	1	1.0	90	86.5	5	4.8	7	6.7	1	1.0
22:00	31	0	0.0	27	87.1	3	9.7	1	3.2	0	0.0
23:00	35	0	0.0	30	85.7	2	5.7	3	8.6	0	0.0
12H,7-19	5447	48	0.9	4213	77.4	845	15.5	314	5.8	27	0.5
16H,6-22	6076	53	0.9	4726	77.8	911	15.0	355	5.8	31	0.5
18H,6-24	6142	53	0.9	4783	77.9	916	14.9	359	5.9	31	0.5
24H,0-24	6315	55	0.9	4911	77.8	938	14.9	378	6.0	33	0.5

12667	LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd			
Mon 11-Sep-23 to Sun 17-Sep-23				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 13-Sep-23											
00:00	25	0	0.0	17	68.0	3	12.0	4	16.0	1	4.0
01:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
02:00	9	0	0.0	3	33.3	3	33.3	3	33.3	0	0.0
03:00	18	0	0.0	10	55.6	4	22.2	4	22.2	0	0.0
04:00	27	1	3.7	21	77.8	2	7.4	3	11.1	0	0.0
05:00	91	0	0.0	66	72.5	10	11.0	13	14.3	2	2.2
06:00	199	1	0.5	146	73.4	28	14.1	24	12.1	0	0.0
07:00	361	10	2.8	243	67.3	72	19.9	35	9.7	1	0.3
08:00	423	7	1.7	314	74.2	80	18.9	21	5.0	1	0.2
09:00	435	7	1.6	313	72.0	89	20.5	21	4.8	5	1.2
10:00	479	1	0.2	338	70.6	100	20.9	34	7.1	6	1.3
11:00	479	6	1.3	348	72.7	81	16.9	41	8.6	3	0.6
12:00	496	4	0.8	381	76.8	72	14.5	35	7.1	4	0.8
13:00	508	3	0.6	398	78.4	63	12.4	36	7.1	8	1.6
14:00	515	5	1.0	417	81.0	66	12.8	24	4.7	3	0.6
15:00	548	6	1.1	451	82.3	68	12.4	21	3.8	2	0.4
16:00	505	9	1.8	429	85.0	49	9.7	17	3.4	1	0.2
17:00	468	3	0.6	389	83.1	56	12.0	20	4.3	0	0.0
18:00	310	1	0.3	274	88.4	29	9.4	4	1.3	2	0.7
19:00	234	2	0.9	208	88.9	15	6.4	7	3.0	2	0.9
20:00	141	0	0.0	118	83.7	16	11.4	7	5.0	0	0.0
21:00	87	0	0.0	78	89.7	7	8.1	1	1.2	1	1.2
22:00	46	0	0.0	39	84.8	5	10.9	2	4.4	0	0.0
23:00	35	0	0.0	31	88.6	2	5.7	2	5.7	0	0.0
12H,7-19	5527	62	1.1	4295	77.7	825	14.9	309	5.6	36	0.7
16H,6-22	6188	65	1.1	4845	78.3	891	14.4	348	5.6	39	0.6
18H,6-24	6269	65	1.0	4915	78.4	898	14.3	352	5.6	39	0.6
24H,0-24	6446	66	1.0	5038	78.2	921	14.3	379	5.9	42	0.7

12667		LIVERPOOL			Site No: 12667001		Location	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd			
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 14-Sep-23											
00:00	25	0	0.0	21	84.0	1	4.0	3	12.0	0	0.0
01:00	8	0	0.0	5	62.5	3	37.5	0	0.0	0	0.0
02:00	12	0	0.0	7	58.3	4	33.3	1	8.3	0	0.0
03:00	19	0	0.0	14	73.7	3	15.8	2	10.5	0	0.0
04:00	28	0	0.0	20	71.4	1	3.6	7	25.0	0	0.0
05:00	92	2	2.2	66	71.7	11	12.0	12	13.0	1	1.1
06:00	195	0	0.0	131	67.2	36	18.5	27	13.9	1	0.5
07:00	342	7	2.1	218	63.7	79	23.1	35	10.2	3	0.9
08:00	443	4	0.9	312	70.4	90	20.3	33	7.5	4	0.9
09:00	476	4	0.8	330	69.3	108	22.7	29	6.1	5	1.1
10:00	420	2	0.5	282	67.1	92	21.9	39	9.3	5	1.2
11:00	452	3	0.7	316	69.9	85	18.8	41	9.1	7	1.6
12:00	526	6	1.1	404	76.8	80	15.2	34	6.5	2	0.4
13:00	472	2	0.4	352	74.6	89	18.9	26	5.5	3	0.6
14:00	502	3	0.6	382	76.1	84	16.7	32	6.4	1	0.2
15:00	540	4	0.7	431	79.8	73	13.5	28	5.2	4	0.7
16:00	518	4	0.8	426	82.2	66	12.7	19	3.7	3	0.6
17:00	474	0	0.0	409	86.3	51	10.8	14	3.0	0	0.0
18:00	289	1	0.4	256	88.6	25	8.7	6	2.1	1	0.4
19:00	218	2	0.9	194	89.0	16	7.3	6	2.8	0	0.0
20:00	126	0	0.0	111	88.1	11	8.7	4	3.2	0	0.0
21:00	86	0	0.0	80	93.0	4	4.7	1	1.2	1	1.2
22:00	36	0	0.0	32	88.9	3	8.3	1	2.8	0	0.0
23:00	30	0	0.0	27	90.0	1	3.3	1	3.3	1	3.3
12H,7-19	5454	40	0.7	4118	75.5	922	16.9	336	6.2	38	0.7
16H,6-22	6079	42	0.7	4634	76.2	989	16.3	374	6.2	40	0.7
18H,6-24	6145	42	0.7	4693	76.4	993	16.2	376	6.1	41	0.7
24H,0-24	6329	44	0.7	4826	76.3	1016	16.1	401	6.3	42	0.7

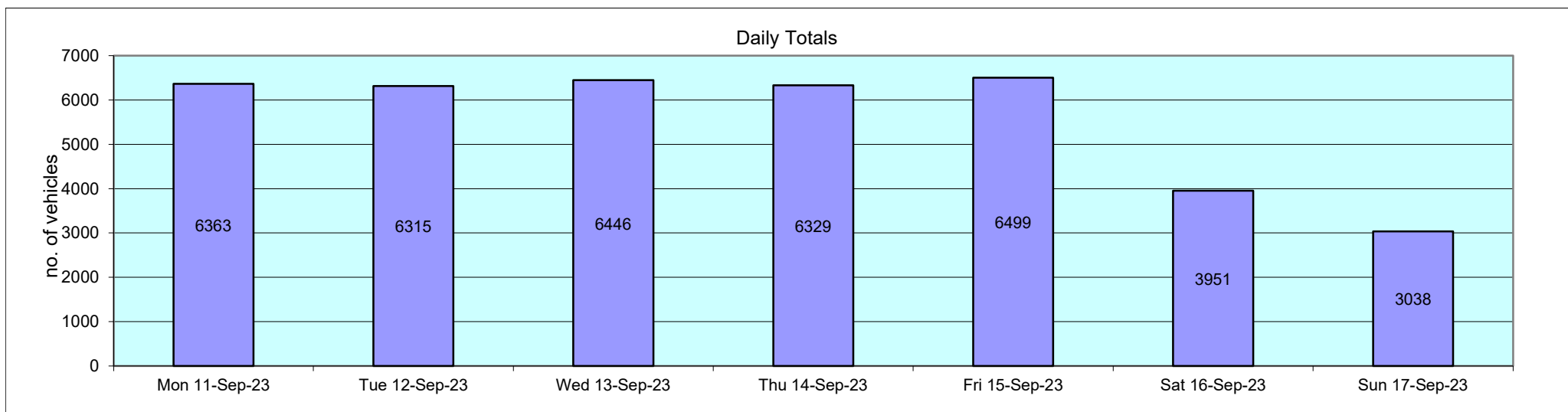
12667	LIVERPOOL	Site No: 12667001	Location	Wilson Rd, Tarbock Grn, Liverpool	N of Cronton Rd						
Mon 11-Sep-23 to Sun 17-Sep-23		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 15-Sep-23											
00:00	25	0	0.0	20	80.0	2	8.0	3	12.0	0	0.0
01:00	16	0	0.0	15	93.8	0	0.0	1	6.3	0	0.0
02:00	14	0	0.0	6	42.9	6	42.9	2	14.3	0	0.0
03:00	15	0	0.0	10	66.7	4	26.7	1	6.7	0	0.0
04:00	25	0	0.0	17	68.0	5	20.0	2	8.0	1	4.0
05:00	76	1	1.3	52	68.4	15	19.7	7	9.2	1	1.3
06:00	202	1	0.5	128	63.4	48	23.8	24	11.9	1	0.5
07:00	360	5	1.4	233	64.7	80	22.2	38	10.6	4	1.1
08:00	431	4	0.9	274	63.6	111	25.8	38	8.8	4	0.9
09:00	462	4	0.9	308	66.7	111	24.0	32	6.9	7	1.5
10:00	444	5	1.1	307	69.1	96	21.6	34	7.7	2	0.5
11:00	514	5	1.0	366	71.2	104	20.2	34	6.6	5	1.0
12:00	539	4	0.7	410	76.1	88	16.3	36	6.7	1	0.2
13:00	523	6	1.2	406	77.6	69	13.2	37	7.1	5	1.0
14:00	628	7	1.1	510	81.2	82	13.1	26	4.1	3	0.5
15:00	506	2	0.4	417	82.4	67	13.2	17	3.4	3	0.6
16:00	542	1	0.2	440	81.2	87	16.1	11	2.0	3	0.6
17:00	409	7	1.7	355	86.8	38	9.3	8	2.0	1	0.2
18:00	298	1	0.3	259	86.9	28	9.4	9	3.0	1	0.3
19:00	191	3	1.6	169	88.5	13	6.8	5	2.6	1	0.5
20:00	116	0	0.0	104	89.7	9	7.8	2	1.7	1	0.9
21:00	74	1	1.4	58	78.4	12	16.2	2	2.7	1	1.4
22:00	47	0	0.0	47	100.0	0	0.0	0	0.0	0	0.0
23:00	42	0	0.0	36	85.7	4	9.5	1	2.4	1	2.4
12H,7-19	5656	51	0.9	4285	75.8	961	17.0	320	5.7	39	0.7
16H,6-22	6239	56	0.9	4744	76.0	1043	16.7	353	5.7	43	0.7
18H,6-24	6328	56	0.9	4827	76.3	1047	16.6	354	5.6	44	0.7
24H,0-24	6499	57	0.9	4947	76.1	1079	16.6	370	5.7	46	0.7

12667		LIVERPOOL			Site No: 12667001		Location	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd			
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 16-Sep-23											
00:00	34	0	0.0	30	88.2	2	5.9	2	5.9	0	0.0
01:00	17	0	0.0	15	88.2	1	5.9	1	5.9	0	0.0
02:00	12	0	0.0	8	66.7	3	25.0	1	8.3	0	0.0
03:00	21	0	0.0	18	85.7	2	9.5	1	4.8	0	0.0
04:00	18	0	0.0	15	83.3	1	5.6	2	11.1	0	0.0
05:00	32	0	0.0	26	81.3	4	12.5	2	6.3	0	0.0
06:00	63	1	1.6	40	63.5	18	28.6	4	6.4	0	0.0
07:00	107	0	0.0	65	60.8	32	29.9	10	9.4	0	0.0
08:00	258	2	0.8	178	69.0	59	22.9	18	7.0	1	0.4
09:00	282	0	0.0	227	80.5	48	17.0	7	2.5	0	0.0
10:00	371	2	0.5	310	83.6	50	13.5	9	2.4	0	0.0
11:00	401	2	0.5	343	85.5	39	9.7	16	4.0	1	0.3
12:00	378	3	0.8	335	88.6	33	8.7	7	1.9	0	0.0
13:00	300	0	0.0	266	88.7	24	8.0	9	3.0	1	0.3
14:00	263	2	0.8	235	89.4	23	8.8	3	1.1	0	0.0
15:00	287	1	0.4	254	88.5	26	9.1	6	2.1	0	0.0
16:00	261	5	1.9	236	90.4	16	6.1	4	1.5	0	0.0
17:00	246	2	0.8	220	89.4	21	8.5	3	1.2	0	0.0
18:00	209	2	1.0	191	91.4	11	5.3	4	1.9	1	0.5
19:00	144	2	1.4	131	91.0	10	6.9	1	0.7	0	0.0
20:00	88	1	1.1	80	90.9	7	8.0	0	0.0	0	0.0
21:00	77	0	0.0	73	94.8	4	5.2	0	0.0	0	0.0
22:00	57	0	0.0	51	89.5	6	10.5	0	0.0	0	0.0
23:00	25	1	4.0	19	76.0	3	12.0	0	0.0	2	8.0
12H,7-19	3363	21	0.6	2860	85.0	382	11.4	96	2.9	4	0.1
16H,6-22	3735	25	0.7	3184	85.3	421	11.3	101	2.7	4	0.1
18H,6-24	3817	26	0.7	3254	85.3	430	11.3	101	2.7	6	0.2
24H,0-24	3951	26	0.7	3366	85.2	443	11.2	110	2.8	6	0.2

12667		LIVERPOOL			Site No: 12667001		Location	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd			
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 17-Sep-23											
00:00	26	1	3.9	23	88.5	2	7.7	0	0.0	0	0.0
01:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
02:00	10	0	0.0	6	60.0	4	40.0	0	0.0	0	0.0
03:00	15	0	0.0	12	80.0	3	20.0	0	0.0	0	0.0
04:00	12	0	0.0	8	66.7	1	8.3	2	16.7	1	8.3
05:00	22	0	0.0	19	86.4	2	9.1	0	0.0	1	4.6
06:00	38	1	2.6	27	71.1	8	21.1	2	5.3	0	0.0
07:00	55	0	0.0	39	70.9	14	25.5	2	3.6	0	0.0
08:00	98	1	1.0	71	72.5	13	13.3	12	12.2	1	1.0
09:00	154	1	0.7	129	83.8	16	10.4	8	5.2	0	0.0
10:00	249	0	0.0	212	85.1	15	6.0	22	8.8	0	0.0
11:00	311	1	0.3	260	83.6	23	7.4	27	8.7	0	0.0
12:00	366	1	0.3	316	86.3	29	7.9	20	5.5	0	0.0
13:00	330	2	0.6	278	84.2	20	6.1	30	9.1	0	0.0
14:00	295	3	1.0	258	87.5	18	6.1	16	5.4	0	0.0
15:00	240	2	0.8	213	88.8	14	5.8	11	4.6	0	0.0
16:00	204	4	2.0	174	85.3	17	8.3	9	4.4	0	0.0
17:00	147	5	3.4	128	87.1	13	8.8	1	0.7	0	0.0
18:00	151	2	1.3	131	86.8	14	9.3	3	2.0	1	0.7
19:00	122	1	0.8	104	85.3	10	8.2	6	4.9	1	0.8
20:00	77	1	1.3	68	88.3	6	7.8	2	2.6	0	0.0
21:00	48	2	4.2	40	83.3	4	8.3	2	4.2	0	0.0
22:00	24	0	0.0	17	70.8	5	20.8	2	8.3	0	0.0
23:00	29	0	0.0	26	89.7	2	6.9	1	3.5	0	0.0
12H,7-19	2600	22	0.9	2209	85.0	206	7.9	161	6.2	2	0.1
16H,6-22	2885	27	0.9	2448	84.9	234	8.1	173	6.0	3	0.1
18H,6-24	2938	27	0.9	2491	84.8	241	8.2	176	6.0	3	0.1
24H,0-24	3038	28	0.9	2574	84.7	253	8.3	178	5.9	5	0.2

12667	LIVERPOOL	Site No: 12667001	Location	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd
Mon 11-Sep-23 to Sun 17-Sep-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 11-Sep-23	6363	58	0.9	4926	77.4	979	15.4	357	5.6	43	0.7
Tue 12-Sep-23	6315	55	0.9	4911	77.8	938	14.9	378	6.0	33	0.5
Wed 13-Sep-23	6446	66	1.0	5038	78.2	921	14.3	379	5.9	42	0.7
Thu 14-Sep-23	6329	44	0.7	4826	76.3	1016	16.1	401	6.3	42	0.7
Fri 15-Sep-23	6499	57	0.9	4947	76.1	1079	16.6	370	5.7	46	0.7
Sat 16-Sep-23	3951	26	0.7	3366	85.2	443	11.2	110	2.8	6	0.2
Sun 17-Sep-23	3038	28	0.9	2574	84.7	253	8.3	178	5.9	5	0.2
Total Vehicles											
[--]	38941	334	0.9	30588	79.4	5629	13.8	2173	5.5	217	0.5



12667		LIVERPOOL			Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 11-Sep-23																
00:00	15	36.6	33.8	5.7	0	0	0	0	1	2	9	2	0	1	0	0
01:00	6	-	32.7	9.7	0	0	0	0	2	1	1	1	0	1	0	0
02:00	8	-	34.1	6.4	0	0	0	0	1	2	0	5	0	0	0	0
03:00	15	38.1	31.8	7.6	0	0	0	1	2	4	4	3	0	1	0	0
04:00	33	37.6	32.4	5.9	0	0	0	1	1	12	12	5	1	1	0	0
05:00	66	37.2	31.2	5.7	0	0	1	0	9	24	19	11	2	0	0	0
06:00	188	34.9	29.6	5.8	0	0	0	11	31	78	50	9	8	1	0	0
07:00	329	32.2	25.6	6.4	0	2	14	63	87	100	55	6	1	0	1	0
08:00	428	27.5	19.2	7.3	6	43	106	116	75	57	20	5	0	0	0	0
09:00	440	31.1	25.1	6.1	0	3	20	75	156	118	61	3	3	0	0	1
10:00	486	30.1	23.7	6.4	3	13	40	93	153	134	46	4	0	0	0	0
11:00	434	32.2	25.8	6.6	3	12	11	58	121	146	72	9	2	0	0	0
12:00	505	29.8	24.2	5.8	0	2	31	103	180	147	34	7	0	0	0	1
13:00	506	29.7	23.8	5.9	0	4	29	127	179	121	37	7	1	1	0	0
14:00	557	29.4	22.9	7.9	2	15	74	124	193	95	38	6	1	0	0	9
15:00	556	30.3	22.5	7.2	1	19	79	147	139	101	60	6	2	2	0	0
16:00	565	29.2	21.6	7.6	3	32	88	159	127	112	32	6	3	0	0	3
17:00	436	31	23.4	7.7	3	22	57	77	100	111	54	10	2	0	0	0
18:00	308	34.5	28.3	5.9	0	2	4	15	89	96	79	20	3	0	0	0
19:00	208	34.4	28.8	5.3	0	0	1	10	49	78	57	12	1	0	0	0
20:00	114	33.5	28.6	4.7	0	0	0	4	26	54	25	4	1	0	0	0
21:00	72	34.5	29.3	6	0	1	0	3	13	29	21	3	1	1	0	0
22:00	63	35.7	29.5	6.3	0	0	2	3	9	25	15	8	1	0	0	0
23:00	25	35.7	31.7	4.8	0	0	0	0	3	7	11	4	0	0	0	0
12H,7-19	5550	30.6	23.6	7.1	21	169	553	1157	1599	1338	588	89	18	3	1	14
16H,6-22	6132	31	24.1	7.1	21	170	554	1185	1718	1577	741	117	29	5	1	14
18H,6-24	6220	31.1	24.2	7.2	21	170	556	1188	1730	1609	767	129	30	5	1	14
24H,0-24	6363	31.4	24.4	7.2	21	170	557	1190	1746	1654	812	156	33	9	1	14

12667 LIVERPOOL					Site No: 12667001												Location	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound																						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56											
Tue 12-Sep-23																											
00:00	24	37.1	32.3	4.9	0	0	0	0	1	10	8	4	1	0	0	0											
01:00	13	33.8	31.2	7.4	0	0	1	0	1	3	6	1	1	0	0	0											
02:00	17	35.9	31.1	4.6	0	0	0	0	1	9	4	3	0	0	0	0											
03:00	18	37.8	30.4	6.1	0	0	0	0	5	6	2	5	0	0	0	0											
04:00	29	35.6	31.9	6.2	0	0	0	0	4	9	12	1	2	1	0	0											
05:00	72	34.6	29.5	6.3	0	0	1	3	13	30	19	3	2	0	1	0											
06:00	177	34	28.3	5.6	0	1	1	10	45	69	40	9	2	0	0	0											
07:00	322	30	22.3	7.4	5	18	43	60	91	71	30	3	1	0	0	0											
08:00	420	25.7	19.6	6.2	5	27	83	135	113	47	8	2	0	0	0	0											
09:00	436	30.2	24.2	6.4	0	7	32	82	149	118	35	9	4	0	0	0											
10:00	453	29.5	23.7	5.8	3	8	31	79	168	137	25	2	0	0	0	0											
11:00	462	30.6	25	5.9	1	2	22	80	156	143	48	7	2	1	0	0											
12:00	514	30.4	23.9	6.5	0	8	30	137	163	112	53	6	4	0	0	1											
13:00	485	30.1	23.9	6.7	0	11	43	92	167	119	35	12	5	1	0	0											
14:00	481	31.4	25	6.6	1	6	30	88	139	139	64	11	2	1	0	0											
15:00	557	28.7	21.7	6.9	2	28	85	131	170	104	30	4	1	2	0	0											
16:00	555	29.3	22.5	6.6	2	19	54	156	170	106	40	7	0	0	0	1											
17:00	452	30.7	24	7.1	3	15	47	71	119	138	49	8	2	0	0	0											
18:00	310	32.9	27.8	5.3	0	0	4	24	68	146	56	9	1	2	0	0											
19:00	205	34	28.5	5.4	0	0	3	10	46	82	54	8	1	1	0	0											
20:00	143	33.1	28.5	4.8	0	1	0	7	23	78	29	4	1	0	0	0											
21:00	104	35.4	30.5	6.6	0	0	2	1	15	47	26	7	1	4	1	0											
22:00	31	34.8	29.8	5.2	0	0	0	1	7	8	13	2	0	0	0	0											
23:00	35	35.6	30.6	5.1	0	0	0	0	5	16	9	4	1	0	0	0											
12H,7-19	5447	30.2	23.5	6.7	22	149	504	1135	1673	1380	473	80	22	7	0	2											
16H,6-22	6076	30.6	24.1	6.8	22	151	510	1163	1802	1656	622	108	27	12	1	2											
18H,6-24	6142	30.6	24.1	6.8	22	151	510	1164	1814	1680	644	114	28	12	1	2											
24H,0-24	6315	30.8	24.3	6.9	22	151	512	1167	1839	1747	695	131	34	13	2	2											

12667 LIVERPOOL					Site No: 12667001												Location	Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound																						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56											
Wed 13-Sep-23																											
00:00	25	37.5	31.7	5.2	0	0	0	0	3	9	7	6	0	0	0	0											
01:00	7	-	30.6	4.1	0	0	0	0	0	5	1	1	0	0	0	0											
02:00	9	-	31.3	5.8	0	0	0	0	2	2	3	2	0	0	0	0											
03:00	18	40.7	33.2	7.1	0	0	0	0	3	5	3	4	3	0	0	0											
04:00	27	38.5	31.6	7.4	0	0	1	1	4	4	10	5	2	0	0	0											
05:00	91	34.1	28.7	5.8	0	0	0	2	30	35	16	4	3	1	0	0											
06:00	199	34.6	29.2	5.1	0	0	0	8	38	92	43	17	1	0	0	0											
07:00	361	30.6	23	8.1	5	26	34	65	107	75	34	11	3	0	0	1											
08:00	423	25.5	18.9	6.7	8	48	69	147	97	44	6	3	1	0	0	0											
09:00	435	29.8	23	6.8	4	13	55	77	137	110	34	4	1	0	0	0											
10:00	479	30.5	24.5	6.1	0	4	37	93	131	159	46	9	0	0	0	0											
11:00	479	30.4	23.4	6.8	0	17	44	103	153	102	49	10	0	1	0	0											
12:00	496	30.3	24	6.2	0	8	26	121	160	122	53	4	1	0	1	0											
13:00	508	30.5	24.5	6.4	1	12	32	89	159	152	52	10	0	1	0	0											
14:00	515	31.1	24.6	7	3	15	37	80	148	153	69	6	3	0	0	1											
15:00	548	30.2	23.1	7.2	5	17	73	107	143	143	49	8	3	0	0	0											
16:00	505	29.3	20.9	7.9	8	38	115	90	112	101	27	11	2	1	0	0											
17:00	468	29.5	23	6.3	3	8	44	115	146	115	31	5	1	0	0	0											
18:00	310	32.3	27.3	5.3	0	0	9	21	79	141	50	9	1	0	0	0											
19:00	234	33.5	28.2	5.4	0	0	2	11	62	105	37	13	3	1	0	0											
20:00	141	33.4	28.1	4.9	0	0	0	7	40	56	34	3	1	0	0	0											
21:00	87	34.3	29	5.1	0	0	0	3	21	35	22	5	1	0	0	0											
22:00	46	34.3	29.4	5.7	0	0	0	3	7	20	13	2	0	1	0	0											
23:00	35	34.5	28.1	6.8	0	1	0	2	11	9	9	2	1	0	0	0											
12H,7-19	5527	30.2	23.3	7	37	206	575	1108	1572	1417	500	90	16	3	1	2											
16H,6-22	6188	30.6	23.9	7	37	206	577	1137	1733	1705	636	128	22	4	1	2											
18H,6-24	6269	30.7	23.9	7.1	37	207	577	1142	1751	1734	658	132	23	5	1	2											
24H,0-24	6446	30.8	24.1	7.1	37	207	578	1145	1793	1794	698	154	31	6	1	2											

12667		LIVERPOOL			Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 14-Sep-23																
00:00	25	35	29.1	6.5	0	0	1	0	7	8	6	2	1	0	0	0
01:00	8	-	29.1	5.8	0	0	0	0	3	2	2	1	0	0	0	0
02:00	12	33.7	29.8	4	0	0	0	0	2	5	5	0	0	0	0	0
03:00	19	30.1	28.8	3.8	0	0	0	0	3	13	2	1	0	0	0	0
04:00	28	35.3	29.6	5.8	0	0	0	1	6	12	5	3	1	0	0	0
05:00	92	34.7	29.2	5.8	0	0	1	4	21	33	25	5	3	0	0	0
06:00	195	33.5	28.3	5.5	0	0	2	8	52	86	35	8	2	2	0	0
07:00	342	30.2	22.8	7.1	7	11	39	72	89	86	36	2	0	0	0	0
08:00	443	27.9	20.7	6.9	3	36	70	117	124	67	22	3	1	0	0	0
09:00	476	28.6	21.1	7	5	32	75	115	132	88	25	4	0	0	0	0
10:00	420	30.3	24.5	6	1	9	23	60	157	124	40	6	0	0	0	0
11:00	452	29.9	23.9	6.2	0	10	42	78	140	147	28	7	0	0	0	0
12:00	526	29.5	22.7	6.5	1	18	56	133	152	123	38	4	1	0	0	0
13:00	472	30.2	24.1	6.2	0	8	27	111	142	133	39	11	1	0	0	0
14:00	502	29.7	23.5	6	0	6	35	128	164	127	37	4	0	0	1	0
15:00	540	30.3	23.7	6.4	2	7	52	112	174	131	52	9	1	0	0	0
16:00	518	28.9	21.3	7.5	6	40	88	95	153	98	26	11	1	0	0	0
17:00	474	31.8	24.7	6.8	1	4	41	92	128	125	73	7	2	0	0	1
18:00	289	33.5	27.7	5.6	0	1	3	24	73	116	57	13	2	0	0	0
19:00	218	35	29.8	5.9	1	0	1	6	32	99	57	19	1	0	0	2
20:00	126	34.2	29.3	4.7	0	0	0	1	27	57	34	5	2	0	0	0
21:00	86	34.9	29.4	5.5	0	0	1	4	16	29	29	7	0	0	0	0
22:00	36	34.7	29.9	4.8	0	0	0	1	5	16	11	3	0	0	0	0
23:00	30	34.5	29.2	6.1	0	0	2	1	2	13	10	2	0	0	0	0
12H,7-19	5454	30.1	23.2	6.8	26	182	551	1137	1628	1365	473	81	9	0	1	1
16H,6-22	6079	30.6	23.9	6.9	27	182	555	1156	1755	1636	628	120	14	2	1	3
18H,6-24	6145	30.6	23.9	6.9	27	182	557	1158	1762	1665	649	125	14	2	1	3
24H,0-24	6329	30.7	24.1	6.9	27	182	559	1163	1804	1738	694	137	19	2	1	3

12667		LIVERPOOL			Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 15-Sep-23																
00:00	25	33	28.7	4	0	0	0	0	6	12	7	0	0	0	0	0
01:00	16	31.3	27.6	6	0	0	0	1	6	6	2	0	1	0	0	0
02:00	14	30.6	26.7	4.9	0	0	0	2	3	7	2	0	0	0	0	0
03:00	15	34.8	29.8	5.3	0	0	0	1	1	8	3	2	0	0	0	0
04:00	25	35.3	31.9	4.5	0	0	0	1	1	5	16	2	0	0	0	0
05:00	76	38.1	30.9	6.7	0	0	0	3	14	25	18	10	5	1	0	0
06:00	202	34.5	29	5.3	0	0	0	8	47	83	47	14	3	0	0	0
07:00	360	31.8	25	6.7	1	7	23	67	92	107	53	9	1	0	0	0
08:00	431	28.8	21.4	6.9	5	29	54	110	120	87	25	1	0	0	0	0
09:00	462	29.9	23.7	6.1	3	4	37	97	165	110	38	8	0	0	0	0
10:00	444	30.4	24.1	6.3	2	8	34	80	142	126	49	3	0	0	0	0
11:00	514	30.1	23.2	7	5	16	60	91	167	119	45	9	2	0	0	0
12:00	539	28.7	22.2	6.4	8	17	52	135	190	102	29	5	1	0	0	0
13:00	523	29.4	23.2	5.9	0	7	40	144	169	125	30	7	1	0	0	0
14:00	628	29.4	22.7	6.3	2	10	67	172	205	113	47	11	1	0	0	0
15:00	506	30.7	24.9	6	0	3	23	107	154	152	57	7	2	1	0	0
16:00	542	30.8	24.2	7.2	0	19	57	83	157	150	61	12	0	1	2	0
17:00	409	33.3	26.7	6.6	1	6	17	40	105	146	71	19	4	0	0	0
18:00	298	33.3	27.8	5.6	0	2	5	21	64	136	53	16	1	0	0	0
19:00	191	34.7	29.3	5.7	0	0	0	16	29	76	55	11	3	1	0	0
20:00	116	34.5	28.5	6.5	0	2	4	3	24	46	27	7	3	0	0	0
21:00	74	35.6	30.2	6.4	0	0	0	3	13	30	18	7	1	1	1	0
22:00	47	36.8	30.9	7.6	0	0	0	3	6	19	11	3	4	0	0	1
23:00	42	33.8	28.5	5.4	0	0	1	2	8	18	11	2	0	0	0	0
12H,7-19	5656	30.4	23.9	6.6	27	128	469	1147	1730	1473	558	107	13	2	2	0
16H,6-22	6239	30.8	24.4	6.7	27	130	473	1177	1843	1708	705	146	23	4	3	0
18H,6-24	6328	30.9	24.4	6.8	27	130	474	1182	1857	1745	727	151	27	4	3	1
24H,0-24	6499	31	24.6	6.8	27	130	474	1190	1888	1808	775	165	33	5	3	1

12667		LIVERPOOL			Site No: 12667001			Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd								
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 16-Sep-23																
00:00	34	36.3	31.4	4.7	0	0	0	0	3	14	11	6	0	0	0	0
01:00	17	33	28.2	4.7	0	0	0	1	4	7	5	0	0	0	0	0
02:00	12	40.3	32.3	6.9	0	0	0	0	1	7	0	2	2	0	0	0
03:00	21	38.3	33	5.6	0	0	0	0	2	5	9	3	2	0	0	0
04:00	18	35.7	31.8	5.3	0	0	0	0	4	1	10	3	0	0	0	0
05:00	32	39.1	32.7	6.1	0	0	0	1	2	10	10	6	3	0	0	0
06:00	63	35.8	30.1	5.8	0	0	0	3	12	20	19	8	1	0	0	0
07:00	107	36.5	30.2	6.9	0	1	0	7	16	38	27	14	1	2	1	0
08:00	258	34.8	29.2	5.7	0	0	2	19	45	92	80	18	1	1	0	0
09:00	282	34.3	29	5.3	0	0	2	20	37	133	72	15	3	0	0	0
10:00	371	33.4	27.5	5.6	0	2	5	32	99	143	71	18	1	0	0	0
11:00	401	32.9	27.1	5.8	0	2	12	36	100	164	68	18	1	0	0	0
12:00	378	32.9	27.4	5.7	1	0	2	35	113	143	69	11	2	1	0	1
13:00	300	34.3	29.1	5.3	0	0	2	15	50	135	79	17	1	0	1	0
14:00	263	34.6	28.9	5.6	0	0	1	18	50	114	56	18	6	0	0	0
15:00	287	34.4	29.2	5.3	0	0	4	10	45	135	72	18	2	1	0	0
16:00	261	34.5	29.4	5.2	0	0	0	6	57	108	72	12	4	2	0	0
17:00	246	35	29.6	5.8	0	0	4	10	38	101	69	19	4	0	1	0
18:00	209	35.4	30.3	6.5	0	0	2	8	24	99	50	16	5	2	1	2
19:00	144	35.2	30.3	5.7	0	0	1	4	19	62	43	10	2	3	0	0
20:00	88	34.4	29.8	5	0	0	1	2	11	40	30	3	0	1	0	0
21:00	77	34.7	29.7	5.5	0	0	1	3	11	30	27	3	2	0	0	0
22:00	57	37	30	7.1	0	0	1	3	10	23	10	5	4	1	0	0
23:00	25	35.2	28.9	9.3	0	0	3	1	5	5	8	1	1	0	1	0
12H,7-19	3363	34.3	28.7	5.7	1	5	36	216	674	1405	785	194	31	9	4	3
16H,6-22	3735	34.4	28.8	5.7	1	5	39	228	727	1557	904	218	36	13	4	3
18H,6-24	3817	34.4	28.8	5.8	1	5	43	232	742	1585	922	224	41	14	5	3
24H,0-24	3951	34.6	28.9	5.8	1	5	43	234	758	1629	967	244	48	14	5	3

12667 LIVERPOOL					Site No: 12667001		Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd									
Mon 11-Sep-23 to Sun 17-Sep-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 17-Sep-23																
00:00	26	33.2	27.9	5.2	0	0	0	2	7	10	6	1	0	0	0	0
01:00	15	33.8	29.8	4.2	0	0	0	0	2	8	4	1	0	0	0	0
02:00	10	36	31	5	0	0	0	0	1	5	2	2	0	0	0	0
03:00	15	35	31.2	5.1	0	0	0	1	1	3	9	1	0	0	0	0
04:00	12	38.1	33.1	4.7	0	0	0	0	0	5	3	4	0	0	0	0
05:00	22	37.2	31.9	4.7	0	0	0	0	1	10	6	5	0	0	0	0
06:00	38	36.8	30.5	6.2	0	0	0	2	5	16	8	5	2	0	0	0
07:00	55	36.2	31.4	5.8	0	0	0	4	4	13	25	8	1	0	0	0
08:00	98	38.4	32	5.9	0	0	0	3	11	28	29	25	1	1	0	0
09:00	154	35.7	30.7	5.2	0	0	0	7	12	65	49	19	2	0	0	0
10:00	249	34.7	29.5	5.1	0	0	1	9	39	117	61	19	3	0	0	0
11:00	311	33.6	28.3	5.2	0	0	3	13	79	136	63	14	3	0	0	0
12:00	366	32	26.2	6	0	6	10	44	101	137	61	5	2	0	0	0
13:00	330	31.8	26.9	5.3	0	0	5	32	98	137	48	8	1	1	0	0
14:00	295	31.9	26.4	5.7	0	2	5	40	84	111	45	7	0	1	0	0
15:00	240	35.6	30.1	5.8	0	0	1	10	32	104	62	25	4	1	0	1
16:00	204	35.6	30.4	5.8	0	0	2	8	23	84	61	21	2	3	0	0
17:00	147	35.5	31	5.6	0	0	1	4	14	54	57	11	4	2	0	0
18:00	151	33.7	28.7	5.1	0	0	0	8	30	71	35	6	0	0	1	0
19:00	122	34	29	4.9	0	0	0	4	26	54	32	4	2	0	0	0
20:00	77	34.9	29.7	4.9	0	0	1	0	12	38	18	8	0	0	0	0
21:00	48	34.2	30.3	5.7	0	0	0	0	7	23	16	1	0	0	0	1
22:00	24	34.3	28.5	6.6	0	0	1	1	7	5	9	0	1	0	0	0
23:00	29	37.4	31.6	5.8	0	0	0	0	4	11	8	4	2	0	0	0
12H,7-19	2600	34.4	28.6	5.8	0	8	28	182	527	1057	596	168	23	9	1	1
16H,6-22	2885	34.4	28.7	5.8	0	8	29	188	577	1188	670	186	27	9	1	2
18H,6-24	2938	34.5	28.7	5.8	0	8	30	189	588	1204	687	190	30	9	1	2
24H,0-24	3038	34.5	28.8	5.8	0	8	30	192	600	1245	717	204	30	9	1	2

12667 LIVERPOOL Site No: 12667001 Location Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd
Mon 11-Sep-23 to Sun 17-Sep-23 Channel: Southbound

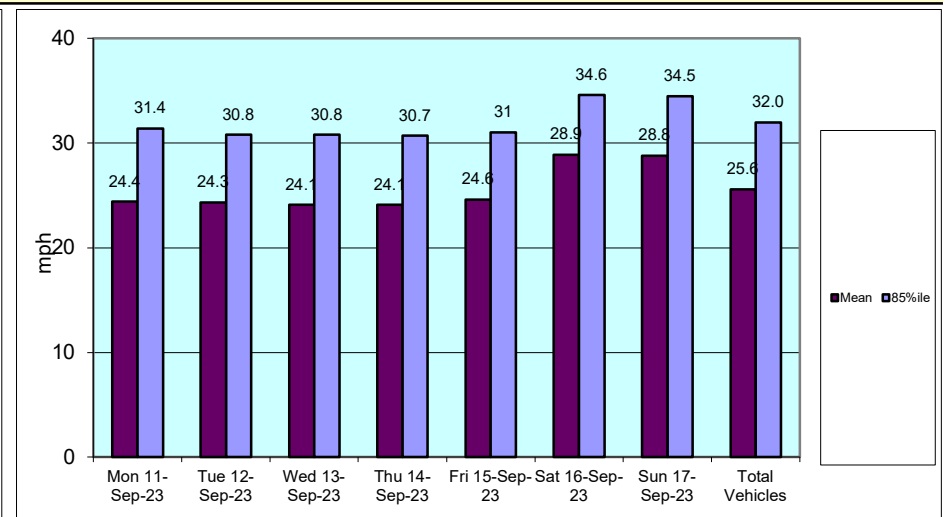
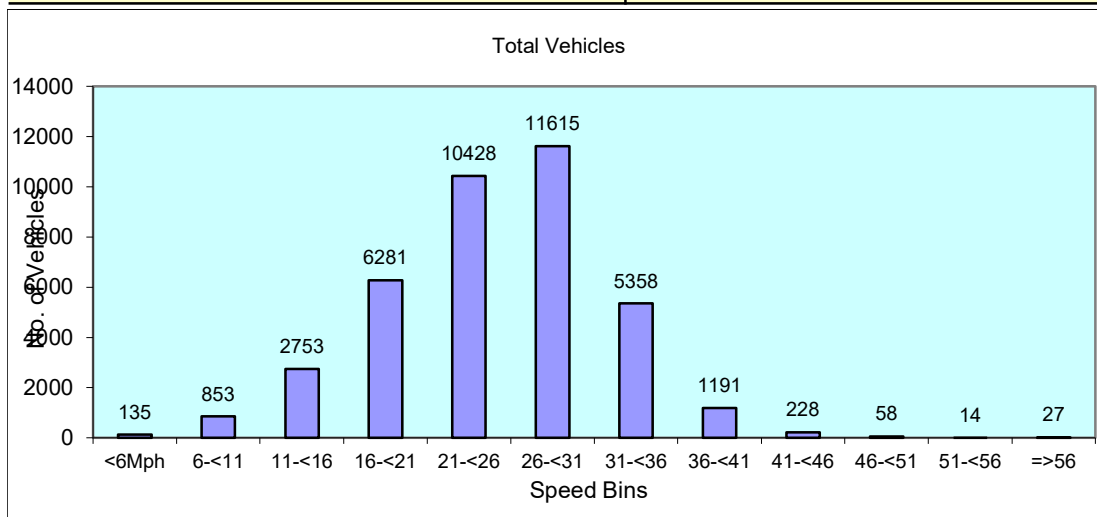
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Mon 11-Sep-23	6363	31.4	24.4	7.2	21	170	557	1190	1746	1654	812	156	33	9	1	14
Tue 12-Sep-23	6315	30.8	24.3	6.9	22	151	512	1167	1839	1747	695	131	34	13	2	2
Wed 13-Sep-23	6446	30.8	24.1	7.1	37	207	578	1145	1793	1794	698	154	31	6	1	2
Thu 14-Sep-23	6329	30.7	24.1	6.9	27	182	559	1163	1804	1738	694	137	19	2	1	3
Fri 15-Sep-23	6499	31	24.6	6.8	27	130	474	1190	1888	1808	775	165	33	5	3	1
Sat 16-Sep-23	3951	34.6	28.9	5.8	1	5	43	234	758	1629	967	244	48	14	5	3
Sun 17-Sep-23	3038	34.5	28.8	5.8	0	8	30	192	600	1245	717	204	30	9	1	2

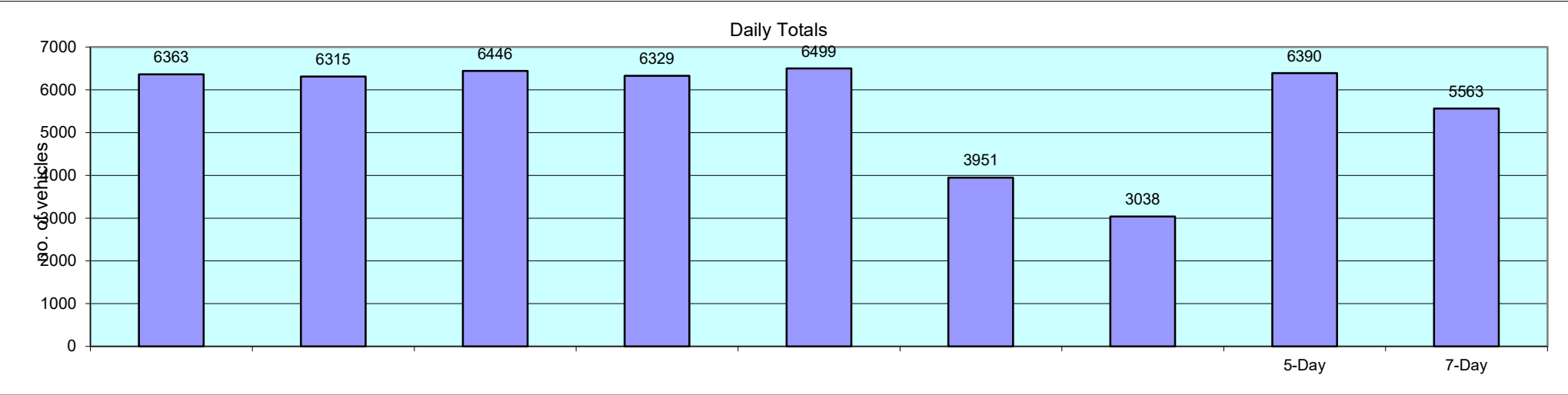
Total Vehicles

[--]	38941	32.0	25.6	6.6	135	853	2753	6281	10428	11615	5358	1191	228	58	14	27
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12667	LIVERPOOL			Site No: 12667001		Location		Wilson Rd, Tarbock Grn, Liverpool N of Cronton Rd		
	Channel: Southbound									
TIME PERIOD	Mon 11-Sep-23	Tue 12-Sep-23	Wed 13-Sep-23	Thu 14-Sep-23	Fri 15-Sep-23	Sat 16-Sep-23	Sun 17-Sep-23	5-Day Av	7-Day Av	
Week Begin: 11-Sep-23										
00:00	15	24	25	25	25	34	26	23	25	
01:00	6	13	7	8	16	17	15	10	12	
02:00	8	17	9	12	14	12	10	12	12	
03:00	15	18	18	19	15	21	15	17	17	
04:00	33	29	27	28	25	18	12	28	25	
05:00	66	72	91	92	76	32	22	79	64	
06:00	188	177	199	195	202	63	38	192	152	
07:00	329	322	361	342	360	107	55	343	268	
08:00	428	420	423	443	431	258	98	429	357	
09:00	440	436	435	476	462	282	154	450	384	
10:00	486	453	479	420	444	371	249	456	415	
11:00	434	462	479	452	514	401	311	468	436	
12:00	505	514	496	526	539	378	366	516	475	
13:00	506	485	508	472	523	300	330	499	446	
14:00	557	481	515	502	628	263	295	537	463	
15:00	556	557	548	540	506	287	240	541	462	
16:00	565	555	505	518	542	261	204	537	450	
17:00	436	452	468	474	409	246	147	448	376	
18:00	308	310	310	289	298	209	151	303	268	
19:00	208	205	234	218	191	144	122	211	189	
20:00	114	143	141	126	116	88	77	128	115	
21:00	72	104	87	86	74	77	48	85	78	
22:00	63	31	46	36	47	57	24	45	43	
23:00	25	35	35	30	42	25	29	33	32	
12H,7-19	5550	5447	5527	5454	5656	3363	2600	5527	4800	
16H,6-22	6132	6076	6188	6079	6239	3735	2885	6143	5333	
18H,6-24	6220	6142	6269	6145	6328	3817	2938	6221	5408	
24H,0-24	6363	6315	6446	6329	6499	3951	3038	6390	5563	
Am	10:00	11:00	11:00	09:00	11:00	11:00	11:00			
Peak	486	462	479	476	514	401	311			
Pm	16:00	15:00	15:00	15:00	14:00	12:00	12:00			
Peak	565	557	548	540	628	378	366			

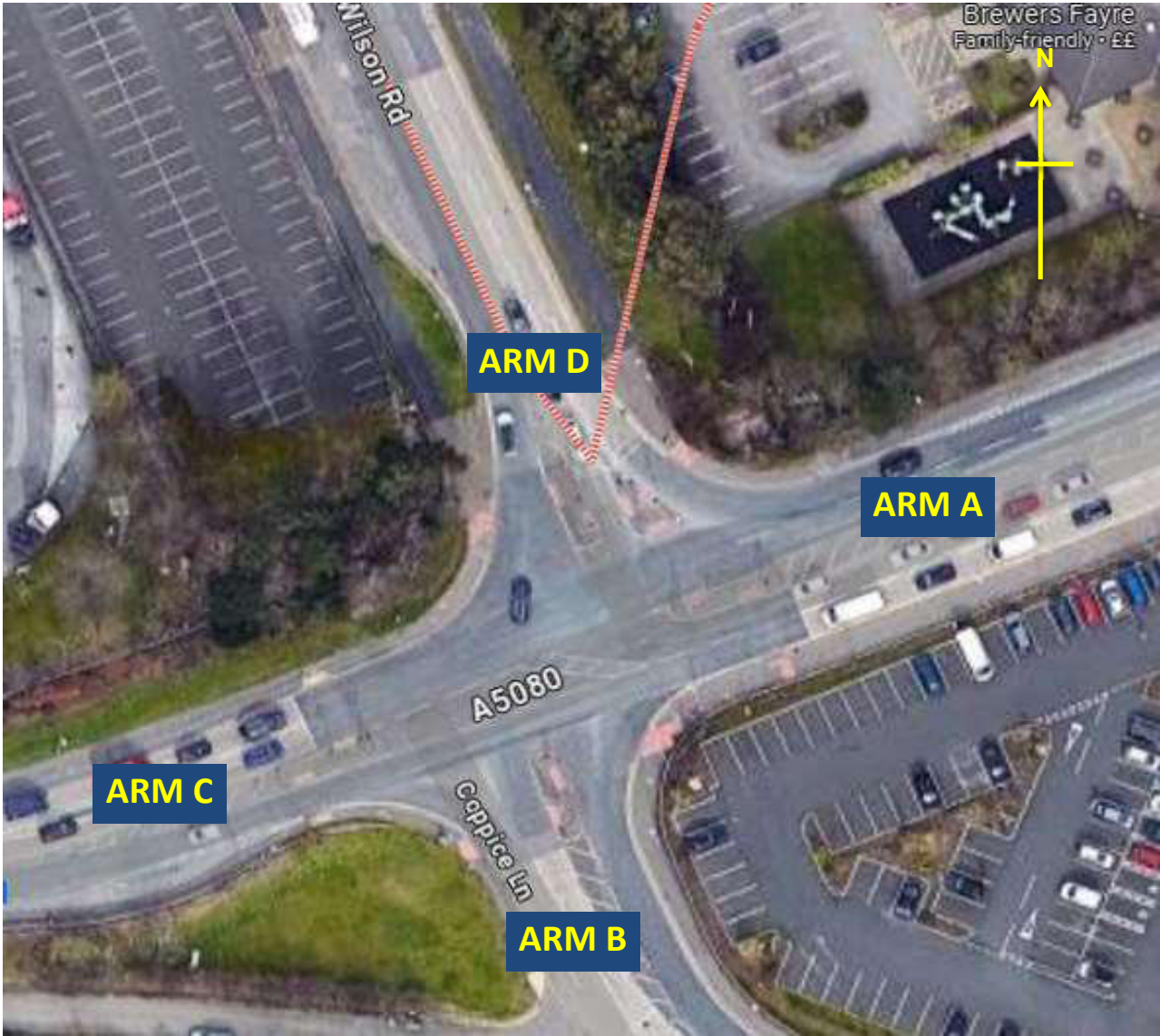
TIME PERIOD	Mon 11-Sep-23	Tue 12-Sep-23	Wed 13-Sep-23	Thu 14-Sep-23	Fri 15-Sep-23	Sat 16-Sep-23	Sun 17-Sep-23	5-Day Av	7-Day Av
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Appendix E – Manual Turning Count Results

SITE: 1		DATE: 15/03/2024
LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD		DAY: FRIDAY



JOB TITLE: LIVERPOOL	JOB NUMBER: 13171
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MANUAL CLASSIFIED COUNTS

JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD



DATE: 15/03/2024

DAY: FRIDAY

TIME	A TO B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	16	11	4	3	0	0	0	34
07:15	16	12	2	1	0	0	0	31
07:30	19	8	2	1	0	0	0	30
07:45	20	10	1	2	0	0	0	33
H/TOT	71	41	9	7	0	0	0	128
08:00	20	12	5	1	0	0	0	38
08:15	22	6	5	0	0	0	0	33
08:30	29	3	1	1	0	0	0	34
08:45	28	5	0	1	0	0	0	34
H/TOT	99	26	11	3	0	0	0	139
09:00	24	8	5	1	0	0	0	38
09:15	30	8	4	4	0	0	0	46
09:30	30	6	2	4	0	0	0	42
09:45	25	5	1	0	0	0	0	31
H/TOT	109	27	12	9	0	0	0	157
P/TOT	279	94	32	19	0	0	0	424

A TO C							
FROM A5080 (E) TO A5080 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
41	10	2	0	0	0	0	53
51	21	4	3	1	0	0	80
48	21	2	0	3	0	0	74
56	16	6	0	1	0	1	80
196	68	14	3	5	0	1	287
49	17	4	1	0	1	0	72
54	16	4	1	0	0	0	75
55	21	3	0	1	0	0	80
69	15	9	1	2	0	0	96
227	69	20	3	3	1	0	323
44	19	1	2	0	0	0	66
45	15	1	1	1	0	0	63
65	13	3	2	0	0	0	83
49	13	2	0	2	0	1	67
203	60	7	5	3	0	1	279
626	197	41	11	11	1	2	889

TIME	A TO B							
	FROM A5080 (E) TO COPPICE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	40	6	2	0	0	0	0	48
16:15	37	3	0	1	0	0	0	41
16:30	36	5	0	0	0	0	0	41
16:45	33	6	0	1	0	0	0	40
H/TOT	146	20	2	2	0	0	0	170
17:00	31	5	1	0	0	0	0	37
17:15	41	4	0	0	0	0	0	45
17:30	35	2	0	0	0	0	0	37
17:45	26	3	0	0	0	0	0	29
H/TOT	133	14	1	0	0	0	0	148
18:00	40	1	0	0	0	0	0	41
18:15	37	4	0	0	0	0	0	41
18:30	28	2	0	1	0	0	0	31
18:45	31	6	1	1	0	0	0	39
H/TOT	136	13	1	2	0	0	0	152
P/TOT	415	47	4	4	0	0	0	470

A TO C							
FROM A5080 (E) TO A5080 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
91	18	0	0	1	0	0	110
119	20	3	1	0	1	0	144
105	16	0	0	1	1	0	123
96	17	2	0	2	1	1	119
411	71	5	1	4	3	1	496
80	20	3	0	2	0	0	105
107	15	1	0	0	0	0	123
105	12	0	1	1	0	0	119
93	10	0	0	1	0	0	104
385	57	4	1	4	0	0	451
84	9	1	2	1	0	0	97
106	7	1	0	1	1	0	116
66	8	0	1	1	0	0	76
73	3	1	0	0	0	0	77
329	27	3	3	3	1	0	366
1125	155	12	5	11	4	1	1313

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

DATE: 15/03/2024

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DAY: FRIDAY

TIME	A TO D							
	FROM A5080 (E) TO WILSON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	34	13	4	2	1	0	0	54
07:15	55	27	4	1	0	0	0	87
07:30	56	28	5	3	0	0	0	92
07:45	83	30	10	5	0	0	0	128
H/TOT	228	98	23	11	1	0	0	361
08:00	57	27	8	2	0	1	0	95
08:15	42	29	5	2	0	2	0	80
08:30	55	18	5	4	0	2	0	84
08:45	73	25	7	4	1	0	0	110
H/TOT	227	99	25	12	1	5	0	369
09:00	45	21	10	3	1	0	0	80
09:15	36	20	4	5	0	0	0	65
09:30	27	19	11	9	0	0	0	66
09:45	27	21	14	6	0	0	0	68
H/TOT	135	81	39	23	1	0	0	279
P/TOT	590	278	87	46	3	5	0	1009

B TO A							
FROM COPPICE LANE TO A5080 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16	11	0	0	0	0	0	27
18	13	2	3	0	0	0	36
12	11	3	0	0	0	0	26
14	4	8	3	0	0	0	29
60	39	13	6	0	0	0	118
20	18	4	1	0	0	0	43
9	7	2	1	0	0	0	19
16	6	2	1	0	0	0	25
22	6	1	0	0	0	0	29
67	37	9	3	0	0	0	116
23	8	4	1	0	0	0	36
29	5	4	4	0	0	0	42
19	4	2	0	0	0	0	25
31	6	5	3	0	0	0	45
102	23	15	8	0	0	0	148
229	99	37	17	0	0	0	382

TIME	A TO D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	41	25	5	3	1	0	0	75
16:15	34	19	6	5	0	0	0	64
16:30	42	12	3	2	0	0	0	59
16:45	51	14	7	1	1	0	0	74
H/TOT	168	70	21	11	2	0	0	272
17:00	37	12	2	0	0	0	0	51
17:15	59	13	4	1	0	0	0	77
17:30	46	2	3	1	1	0	0	53
17:45	32	1	1	1	1	0	0	36
H/TOT	174	28	10	3	2	0	0	217
18:00	37	2	1	1	2	0	0	43
18:15	28	1	0	1	0	0	0	30
18:30	25	2	0	1	1	0	0	29
18:45	25	1	1	0	1	0	0	28
H/TOT	115	6	2	3	4	0	0	130
P/TOT	457	104	33	17	8	0	0	619

B TO A							
FROM COPPICE LANE TO A5080 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
31	2	2	0	0	0	0	35
30	1	2	1	0	0	0	34
38	2	1	0	0	0	0	41
38	5	0	0	0	0	0	43
137	10	5	1	0	0	0	153
29	2	0	1	0	0	0	32
29	5	2	0	0	0	0	36
36	3	0	0	0	1	0	40
32	2	0	0	0	0	0	34
126	12	2	1	0	1	0	142
31	1	0	0	0	1	0	33
33	0	0	0	0	0	0	33
24	1	0	0	0	0	0	25
32	3	1	0	0	0	0	36
120	5	1	0	0	1	0	127
383	27	8	2	0	2	0	422

**AUTO
SURVEYS LTD**

DAY: FRIDAY

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

TIME	B TO C							
	FROM COPPICE LANE TO A5080 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	0	0	1	0	0	4
07:15	2	2	1	0	0	0	0	5
07:30	10	2	0	0	0	0	0	12
07:45	5	2	0	0	0	0	0	7
H/TOT	18	8	1	0	1	0	0	28
08:00	5	4	1	0	0	0	0	10
08:15	4	3	2	0	0	0	0	9
08:30	16	1	1	0	0	0	0	18
08:45	18	1	0	0	0	0	0	19
H/TOT	43	9	4	0	0	0	0	56
09:00	17	5	0	0	0	0	0	22
09:15	13	1	2	0	0	0	0	16
09:30	15	0	2	0	0	1	0	18
09:45	20	3	0	0	0	0	0	23
H/TOT	65	9	4	0	0	1	0	79
P/TOT	126	26	9	0	1	1	0	163

B TO D							
FROM COPPICE LANE TO WILSON ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	3	1	0	0	0	0	9
4	2	1	1	0	0	0	8
2	2	0	0	0	0	0	4
5	2	0	0	0	0	0	7
16	9	2	1	0	0	0	28
9	1	0	0	0	0	0	10
9	3	0	0	0	0	0	12
14	3	4	0	0	0	0	21
13	2	0	1	0	0	0	16
45	9	4	1	0	0	0	59
12	6	0	0	0	0	0	18
20	1	1	0	0	0	0	22
11	6	1	0	0	0	0	18
13	2	0	0	0	0	0	15
56	15	2	0	0	0	0	73
117	33	8	2	0	0	0	160

TIME	B TO C							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	28	3	0	0	0	0	0	31
16:15	27	2	0	0	0	0	0	29
16:30	29	3	1	0	0	0	0	33
16:45	23	5	0	0	0	0	0	28
H/TOT	107	13	1	0	0	0	0	121
17:00	14	2	0	0	0	1	0	17
17:15	25	5	0	0	0	1	0	31
17:30	24	1	0	0	0	1	0	26
17:45	24	2	0	0	0	0	0	26
H/TOT	87	10	0	0	0	3	0	100
18:00	35	2	0	0	0	0	0	37
18:15	21	3	0	0	0	0	0	24
18:30	21	2	0	0	0	0	2	25
18:45	23	0	0	0	0	0	0	23
H/TOT	100	7	0	0	0	0	2	109
P/TOT	294	30	1	0	0	3	2	330

B TO D							
FROM COPPICE LANE TO WILSON ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16	2	0	0	0	0	0	18
8	6	0	0	0	0	0	14
18	1	0	0	0	0	0	19
9	3	0	0	0	0	0	12
51	12	0	0	0	0	0	63
13	0	0	0	0	0	0	13
14	2	0	0	0	0	0	16
13	1	0	0	0	0	0	14
16	1	0	0	0	0	0	17
56	4	0	0	0	0	0	60
12	0	0	0	0	0	0	12
15	1	0	0	0	0	0	16
16	1	0	0	0	0	0	17
18	2	0	0	0	0	0	20
61	4	0	0	0	0	0	65
168	20	0	0	0	0	0	188

MANUAL CLASSIFIED COUNTS

JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD



DATE: 15/03/2024

DAY: FRIDAY

TIME	C TO A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	76	37	7	0	0	0	0	120
07:15	79	19	2	0	2	1	1	104
07:30	112	29	6	1	0	0	0	148
07:45	81	26	2	1	1	0	0	111
H/TOT	348	111	17	2	3	1	1	483
08:00	86	17	5	1	1	1	0	111
08:15	84	24	5	2	1	0	0	116
08:30	99	16	1	1	3	1	0	121
08:45	71	21	1	1	0	0	0	94
H/TOT	340	78	12	5	5	2	0	442
09:00	105	18	8	0	1	0	0	132
09:15	71	22	2	0	0	0	0	95
09:30	75	16	2	1	2	0	0	96
09:45	56	17	2	0	0	0	0	75
H/TOT	307	73	14	1	3	0	0	398
P/TOT	995	262	43	8	11	3	1	1323

C TO B							
FROM A5080 (W) TO COPPICE LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
7	3	0	0	0	0	0	10
3	3	0	0	0	0	0	6
8	5	3	0	0	0	0	16
14	5	0	0	0	0	0	19
32	16	3	0	0	0	0	51
8	2	0	0	0	0	0	10
12	1	0	0	0	0	0	13
14	2	0	0	0	0	0	16
15	4	0	0	0	0	0	19
49	9	0	0	0	0	0	58
23	1	0	0	0	0	0	24
13	2	0	0	0	0	0	15
10	3	1	0	0	0	0	14
12	4	0	0	0	0	0	16
58	10	1	0	0	0	0	69
139	35	4	0	0	0	0	178

TIME	C TO A							
	FROM A5080 (W) TO A5080 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	95	21	2	0	0	0	0	118
16:15	80	14	3	0	1	0	0	98
16:30	80	22	1	0	1	1	1	106
16:45	83	18	4	1	2	0	0	108
H/TOT	338	75	10	1	4	1	1	430
17:00	104	9	1	0	0	0	0	114
17:15	100	12	1	1	1	1	0	116
17:30	106	8	1	0	0	0	0	115
17:45	79	12	1	0	3	0	0	95
H/TOT	389	41	4	1	4	1	0	440
18:00	77	5	1	0	0	2	0	85
18:15	72	12	4	0	1	0	0	89
18:30	91	4	1	1	0	0	0	97
18:45	60	10	1	0	1	0	0	72
H/TOT	300	31	7	1	2	2	0	343
P/TOT	1027	147	21	3	10	4	1	1213

C TO B							
FROM A5080 (W) TO COPPICE LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
29	1	1	0	0	0	0	31
19	1	1	0	0	0	0	21
13	4	0	0	0	0	0	17
19	0	0	0	0	0	0	19
80	6	2	0	0	0	0	88
14	2	0	0	0	2	0	18
30	2	0	0	0	0	0	32
17	1	0	0	0	1	0	19
26	1	1	0	0	1	0	29
87	6	1	0	0	4	0	98
20	1	0	0	0	0	0	21
18	3	0	0	0	1	0	22
17	1	0	0	0	0	0	18
15	1	0	0	0	0	0	16
70	6	0	0	0	1	0	77
237	18	3	0	0	5	0	263

MANUAL CLASSIFIED COUNTS

JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD



DATE: 15/03/2024

DAY: FRIDAY

TIME	C TO D							
	FROM A5080 (W) TO WILSON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	5	0	0	0	0	0	12
07:15	19	7	0	0	0	1	0	27
07:30	17	5	2	0	0	0	0	24
07:45	23	9	4	0	0	0	0	36
H/TOT	66	26	6	0	0	1	0	99
08:00	13	7	1	0	0	0	0	21
08:15	20	6	2	0	0	0	0	28
08:30	15	7	3	1	0	0	0	26
08:45	18	6	2	0	0	0	0	26
H/TOT	66	26	8	1	0	0	0	101
09:00	19	8	2	0	0	0	0	29
09:15	8	3	1	0	0	0	0	12
09:30	17	5	3	0	0	0	0	25
09:45	16	4	2	0	0	0	0	22
H/TOT	60	20	8	0	0	0	0	88
P/TOT	192	72	22	1	0	1	0	288

D TO A							
FROM WILSON ROAD TO A5080 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
25	20	6	7	4	0	0	62
18	23	7	3	2	0	0	53
19	23	10	3	2	0	0	57
20	31	11	10	0	0	0	72
82	97	34	23	8	0	0	244
28	25	7	8	2	0	0	70
29	24	13	6	0	0	0	72
20	33	4	2	0	0	0	59
29	42	14	5	0	0	0	90
106	124	38	21	2	0	0	291
25	41	13	3	0	0	0	82
26	40	12	3	0	0	0	81
33	32	7	2	0	0	0	74
23	32	12	4	0	0	0	71
107	145	44	12	0	0	0	308
295	366	116	56	10	0	0	843

TIME	C TO D							
	FROM A5080 (W) TO WILSON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	6	0	0	0	0	0	19
16:15	15	3	0	0	1	0	0	19
16:30	15	3	1	0	0	0	0	19
16:45	12	4	0	0	0	0	0	16
H/TOT	55	16	1	0	1	0	0	73
17:00	15	2	0	0	0	0	0	17
17:15	11	2	0	0	0	0	0	13
17:30	12	0	1	0	0	0	0	13
17:45	20	4	0	0	0	0	0	24
H/TOT	58	8	1	0	0	0	0	67
18:00	8	1	0	0	0	0	0	9
18:15	12	1	0	0	0	0	0	13
18:30	10	0	0	0	0	0	0	10
18:45	8	0	0	0	0	0	0	8
H/TOT	38	2	0	0	0	0	0	40
P/TOT	151	26	2	0	1	0	0	180

D TO A							
FROM WILSON ROAD TO A5080 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
73	19	4	0	0	0	0	96
44	24	2	0	0	0	0	70
75	18	0	1	0	0	0	94
60	14	4	1	1	0	0	80
252	75	10	2	1	0	0	340
77	12	1	1	1	0	0	92
46	7	0	0	0	1	0	54
43	7	2	1	0	0	0	53
38	5	1	0	0	0	0	44
204	31	4	2	1	1	0	243
25	5	1	2	1	0	0	34
37	5	0	1	0	0	0	43
33	2	1	1	0	0	0	37
36	3	0	0	1	0	0	40
131	15	2	4	2	0	0	154
587	121	16	8	4	1	0	737

MANUAL CLASSIFIED COUNTS

JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD



DATE: 15/03/2024

DAY: FRIDAY

TIME	D TO B								D TO C							
	FROM WILSON ROAD TO COPPICE LANE								FROM WILSON ROAD TO A5080 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	1	0	0	0	0	4	4	6	2	0	0	0	0	12
07:15	6	0	0	0	0	0	0	6	5	3	2	0	0	0	1	11
07:30	2	2	5	0	0	0	0	9	10	7	0	0	0	0	0	17
07:45	7	7	1	0	0	0	0	15	12	7	2	0	1	0	0	22
H/TOT	16	11	7	0	0	0	0	34	31	23	6	0	1	0	1	62
08:00	8	1	0	0	0	0	0	9	10	3	3	1	0	0	0	17
08:15	12	5	1	0	0	0	0	18	10	11	4	1	0	0	0	26
08:30	8	2	2	1	0	0	0	13	10	8	2	0	0	0	0	20
08:45	13	3	3	0	0	0	0	19	13	6	0	0	0	0	0	19
H/TOT	41	11	6	1	0	0	0	59	43	28	9	2	0	0	0	82
09:00	15	6	1	0	0	0	0	22	11	10	1	0	0	0	0	22
09:15	15	6	1	0	0	0	0	22	11	10	1	0	0	0	0	22
09:30	18	2	1	1	0	1	0	23	10	5	0	0	0	0	0	15
09:45	6	1	3	2	0	0	0	12	10	7	3	0	0	0	0	20
H/TOT	54	15	6	3	0	1	0	79	42	32	5	0	0	0	0	79
P/TOT	111	37	19	4	0	1	0	172	116	83	20	2	1	0	1	223

TIME	D TO B								D TO C							
	FROM WILSON ROAD TO COPPICE LANE								FROM WILSON ROAD TO A5080 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	5	1	0	0	0	0	15	15	6	0	0	0	0	0	21
16:15	16	2	0	0	0	0	0	18	20	6	2	0	1	0	0	29
16:30	11	2	0	0	0	0	0	13	19	4	0	0	0	0	0	23
16:45	14	1	0	0	0	0	0	15	25	1	2	0	0	0	0	28
H/TOT	50	10	1	0	0	0	0	61	79	17	4	0	1	0	0	101
17:00	11	5	1	0	0	0	0	17	25	6	0	0	0	0	0	31
17:15	13	0	0	0	0	0	0	13	10	0	0	0	0	0	0	10
17:30	13	1	0	0	0	0	0	14	17	5	0	0	0	0	0	22
17:45	16	0	0	0	0	0	0	16	14	0	0	0	0	0	0	14
H/TOT	53	6	1	0	0	0	0	60	66	11	0	0	0	0	0	77
18:00	12	2	0	0	0	0	0	14	7	1	0	0	0	0	0	8
18:15	15	1	0	0	0	0	0	16	14	0	0	0	0	0	0	14
18:30	10	0	0	0	0	0	0	10	11	1	0	0	0	0	0	12
18:45	13	0	0	0	0	0	0	13	11	1	0	0	0	0	0	12
H/TOT	50	3	0	0	0	0	0	53	43	3	0	0	0	0	0	46
P/TOT	153	19	2	0	0	0	0	174	188	31	4	0	1	0	0	224

MANUAL CLASSIFIED COUNTS

JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD



DATE: 15/03/2024

DAY: FRIDAY

TIME	TO ARM A A5080 (E)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	117	68	13	7	4	0	0	209
07:15	115	55	11	6	4	1	1	193
07:30	143	63	19	4	2	0	0	231
07:45	115	61	21	14	1	0	0	212
H/TOT	490	247	64	31	11	1	1	845
08:00	134	60	16	10	3	1	0	224
08:15	122	55	20	9	1	0	0	207
08:30	135	55	7	4	3	1	0	205
08:45	122	69	16	6	0	0	0	213
H/TOT	513	239	59	29	7	2	0	849
09:00	153	67	25	4	1	0	0	250
09:15	126	67	18	7	0	0	0	218
09:30	127	52	11	3	2	0	0	195
09:45	110	55	19	7	0	0	0	191
H/TOT	516	241	73	21	3	0	0	854
P/TOT	1519	727	196	81	21	3	1	2548

FROM ARM A A5080 (E)								TOT
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
91	34	10	5	1	0	0		141
122	60	10	5	1	0	0		198
123	57	9	4	3	0	0		196
159	56	17	7	1	0	1		241
495	207	46	21	6	0	1		776
126	56	17	4	0	2	0		205
118	51	14	3	0	2	0		188
139	42	9	5	1	2	0		198
170	45	16	6	3	0	0		240
553	194	56	18	4	6	0		831
113	48	16	6	1	0	0		184
111	43	9	10	1	0	0		174
122	38	16	15	0	0	0		191
101	39	17	6	2	0	1		166
447	168	58	37	4	0	1		715
1495	569	160	76	14	6	2		2322

TIME	TO ARM A A5080 (E)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	199	42	8	0	0	0	0	249
16:15	154	39	7	1	1	0	0	202
16:30	193	42	2	1	1	1	1	241
16:45	181	37	8	2	3	0	0	231
H/TOT	727	160	25	4	5	1	1	923
17:00	210	23	2	2	1	0	0	238
17:15	175	24	3	1	1	2	0	206
17:30	185	18	3	1	0	1	0	208
17:45	149	19	2	0	3	0	0	173
H/TOT	719	84	10	4	5	3	0	825
18:00	133	11	2	2	1	3	0	152
18:15	142	17	4	1	1	0	0	165
18:30	148	7	2	2	0	0	0	159
18:45	128	16	2	0	2	0	0	148
H/TOT	551	51	10	5	4	3	0	624
P/TOT	1997	295	45	13	14	7	1	2372

FROM ARM A A5080 (E)								TOT
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
172	49	7	3	2	0	0		233
190	42	9	7	0	1	0		249
183	33	3	2	1	1	0		223
180	37	9	2	3	1	1		233
725	161	28	14	6	3	1		938
148	37	6	0	2	0	0		193
207	32	5	1	0	0	0		245
186	16	3	2	2	0	0		209
151	14	1	1	2	0	0		169
692	99	15	4	6	0	0		816
161	12	2	3	3	0	0		181
171	12	1	1	1	1	0		187
119	12	0	3	2	0	0		136
129	10	3	1	1	0	0		144
580	46	6	8	7	1	0		648
1997	306	49	26	19	4	1		2402

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

DATE: 15/03/2024

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DAY: FRIDAY

TIME	TO ARM B COPPICE LANE							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	24	16	5	3	0	0	0	48
07:15	25	15	2	1	0	0	0	43
07:30	29	15	10	1	0	0	0	55
07:45	41	22	2	2	0	0	0	67
H/TOT	119	68	19	7	0	0	0	213
08:00	36	15	5	1	0	0	0	57
08:15	46	12	6	0	0	0	0	64
08:30	51	7	3	2	0	0	0	63
08:45	56	12	3	1	0	0	0	72
H/TOT	189	46	17	4	0	0	0	256
09:00	62	15	6	1	0	0	0	84
09:15	58	16	5	4	0	0	0	83
09:30	58	11	4	5	0	1	0	79
09:45	43	10	4	2	0	0	0	59
H/TOT	221	52	19	12	0	1	0	305
P/TOT	529	166	55	23	0	1	0	774

	FROM ARM B COPPICE LANE							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
22	16	1	0	1	0	0	0	40
24	17	4	4	0	0	0	0	49
24	15	3	0	0	0	0	0	42
24	8	8	3	0	0	0	0	43
94	56	16	7	1	0	0	0	174
34	23	5	1	0	0	0	0	63
22	13	4	1	0	0	0	0	40
46	10	7	1	0	0	0	0	64
53	9	1	1	0	0	0	0	64
155	55	17	4	0	0	0	0	231
52	19	4	1	0	0	0	0	76
62	7	7	4	0	0	0	0	80
45	10	5	0	0	1	0	0	61
64	11	5	3	0	0	0	0	83
223	47	21	8	0	1	1	0	300
472	158	54	19	1	1	0	0	705

TIME	TO ARM B COPPICE LANE							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	78	12	4	0	0	0	0	94
16:15	72	6	1	1	0	0	0	80
16:30	60	11	0	0	0	0	0	71
16:45	66	7	0	1	0	0	0	74
H/TOT	276	36	5	2	0	0	0	319
17:00	56	12	2	0	0	2	0	72
17:15	84	6	0	0	0	0	0	90
17:30	65	4	0	0	0	1	0	70
17:45	68	4	1	0	0	1	0	74
H/TOT	273	26	3	0	0	4	0	306
18:00	72	4	0	0	0	0	0	76
18:15	70	8	0	0	0	1	0	79
18:30	55	3	0	1	0	0	0	59
18:45	59	7	1	1	0	0	0	68
H/TOT	256	22	1	2	0	1	0	282
P/TOT	805	84	9	4	0	5	0	907

	FROM ARM B COPPICE LANE							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
75	7	2	0	0	0	0	0	84
65	9	2	1	0	0	0	0	77
85	6	2	0	0	0	0	0	93
70	13	0	0	0	0	0	0	83
295	35	6	1	0	0	0	0	337
56	4	0	1	0	1	0	0	62
68	12	2	0	0	1	0	0	83
73	5	0	0	0	2	0	0	80
72	5	0	0	0	0	0	0	77
269	26	2	1	0	4	0	0	302
78	3	0	0	0	1	0	0	82
69	4	0	0	0	0	0	0	73
61	4	0	0	0	0	2	0	67
73	5	1	0	0	0	0	0	79
281	16	1	0	0	1	2	0	301
845	77	9	2	0	5	2	0	940

MANUAL CLASSIFIED COUNTS

JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD



DATE: 15/03/2024

DAY: FRIDAY

TIME	TO ARM C A5080 (W)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	46	18	4	0	1	0	0	69
07:15	58	26	7	3	1	0	1	96
07:30	68	30	2	0	3	0	0	103
07:45	73	25	8	0	2	0	1	109
H/TOT	245	99	21	3	7	0	2	377
08:00	64	24	8	2	0	1	0	99
08:15	68	30	10	2	0	0	0	110
08:30	81	30	6	0	1	0	0	118
08:45	100	22	9	1	2	0	0	134
H/TOT	313	106	33	5	3	1	0	461
09:00	72	34	2	2	0	0	0	110
09:15	69	26	4	1	1	0	0	101
09:30	90	18	5	2	0	1	0	116
09:45	79	23	5	0	2	0	1	110
H/TOT	310	101	16	5	3	1	1	437
P/TOT	868	306	70	13	13	2	3	1275

FROM ARM C A5080 (W)								TOT
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
90	45	7	0	0	0	0		142
101	29	2	0	2	2	1		137
137	39	11	1	0	0	0		188
118	40	6	1	1	0	0		166
446	153	26	2	3	2	1		633
107	26	6	1	1	1	0		142
116	31	7	2	1	0	0		157
128	25	4	2	3	1	0		163
104	31	3	1	0	0	0		139
455	113	20	6	5	2	0		601
147	27	10	0	1	0	0		185
92	27	3	0	0	0	0		122
102	24	6	1	2	0	0		135
84	25	4	0	0	0	0		113
425	103	23	1	3	0	0		555
1326	369	69	9	11	4	1		1789

TIME	TO ARM C A5080 (W)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	134	27	0	0	1	0	0	162
16:15	166	28	5	1	1	1	0	202
16:30	153	23	1	0	1	1	0	179
16:45	144	23	4	0	2	1	1	175
H/TOT	597	101	10	1	5	3	1	718
17:00	119	28	3	0	2	1	0	153
17:15	142	20	1	0	0	1	0	164
17:30	146	18	0	1	1	1	0	167
17:45	131	12	0	0	1	0	0	144
H/TOT	538	78	4	1	4	3	0	628
18:00	126	12	1	2	1	0	0	142
18:15	141	10	1	0	1	1	0	154
18:30	98	11	0	1	1	0	2	113
18:45	107	4	1	0	0	0	0	112
H/TOT	472	37	3	3	3	1	2	521
P/TOT	1607	216	17	5	12	7	3	1867

FROM ARM C A5080 (W)								TOT
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
137	28	3	0	0	0	0		168
114	18	4	0	2	0	0		138
108	29	2	0	1	1	1		142
114	22	4	1	2	0	0		143
473	97	13	1	5	1	1		591
133	13	1	0	0	2	0		149
141	16	1	1	1	1	0		161
135	9	2	0	0	1	0		147
125	17	2	0	3	1	0		148
534	55	6	1	4	5	0		605
105	7	1	0	0	2	0		115
102	16	4	0	1	1	0		124
118	5	1	1	0	0	0		125
83	11	1	0	1	0	0		96
408	39	7	1	2	3	0		460
1415	191	26	3	11	9	1		1656

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

DATE: 15/03/2024

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DAY: FRIDAY

TIME	TO ARM D WILSON ROAD							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	46	21	5	2	1	0	0	75
07:15	78	36	5	2	0	1	0	122
07:30	75	35	7	3	0	0	0	120
07:45	111	41	14	5	0	0	0	171
H/TOT	310	133	31	12	1	1	0	488
08:00	79	35	9	2	0	1	0	126
08:15	71	38	7	2	0	2	0	120
08:30	84	28	12	5	0	2	0	131
08:45	104	33	9	5	1	0	0	152
H/TOT	338	134	37	14	1	5	0	529
09:00	76	35	12	3	1	0	0	127
09:15	64	24	6	5	0	0	0	99
09:30	55	30	15	9	0	0	0	109
09:45	56	27	16	6	0	0	0	105
H/TOT	251	116	49	23	1	0	0	440
P/TOT	899	383	117	49	3	6	0	1457

	FROM ARM D WILSON ROAD							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
30	28	9	7	4	0	0	0	78
29	26	9	3	2	0	1	0	70
31	32	15	3	2	0	0	0	83
39	45	14	10	1	0	0	0	109
129	131	47	23	9	0	1	0	340
46	29	10	9	2	0	0	0	96
51	40	18	7	0	0	0	0	116
38	43	8	3	0	0	0	0	92
55	51	17	5	0	0	0	0	128
190	163	53	24	2	0	0	0	432
51	57	15	3	0	0	0	0	126
52	56	14	3	0	0	0	0	125
61	39	8	3	0	1	0	0	112
39	40	18	6	0	0	0	0	103
203	192	55	15	0	1	1	0	466
522	486	155	62	11	1	1	0	1238

TIME	TO ARM D WILSON ROAD							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	70	33	5	3	1	0	0	112
16:15	57	28	6	5	1	0	0	97
16:30	75	16	4	2	0	0	0	97
16:45	72	21	7	1	1	0	0	102
H/TOT	274	98	22	11	3	0	0	408
17:00	65	14	2	0	0	0	0	81
17:15	84	17	4	1	0	0	0	106
17:30	71	3	4	1	1	0	0	80
17:45	68	6	1	1	1	0	0	77
H/TOT	288	40	11	3	2	0	0	344
18:00	57	3	1	1	2	0	0	64
18:15	55	3	0	1	0	0	0	59
18:30	51	3	0	1	1	0	0	56
18:45	51	3	1	0	1	0	0	56
H/TOT	214	12	2	3	4	0	0	235
P/TOT	776	150	35	17	9	0	0	987

	FROM ARM D WILSON ROAD							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
97	30	5	0	0	0	0	0	132
80	32	4	0	1	0	0	0	117
105	24	0	1	0	0	0	0	130
99	16	6	1	1	0	0	0	123
381	102	15	2	2	0	0	0	502
113	23	2	1	1	0	0	0	140
69	7	0	0	0	1	0	0	77
73	13	2	1	0	0	0	0	89
68	5	1	0	0	0	0	0	74
323	48	5	2	1	1	0	0	380
44	8	1	2	1	0	0	0	56
66	6	0	1	0	0	0	0	73
54	3	1	1	0	0	0	0	59
60	4	0	0	1	0	0	0	65
224	21	2	4	2	0	0	0	253
928	171	22	8	5	1	0	0	1135

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DATE: 16/03/2024

DAY: SATURDAY

TIME	A TO B FROM A5080 (E) TO COPPICE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	45	5	1	0	0	0	0	51
12:15	38	5	0	0	0	2	0	45
12:30	47	1	3	0	0	0	0	51
12:45	47	1	1	0	0	0	0	49
H/TOT	177	12	5	0	0	2	0	196
13:00	50	5	0	1	0	0	0	56
13:15	45	5	2	0	0	0	0	52
13:30	42	2	0	0	0	0	0	44
13:45	50	3	0	0	0	1	0	54
H/TOT	187	15	2	1	0	1	0	206
14:00	39	3	1	0	0	0	0	43
14:15	40	4	0	0	0	0	0	44
14:30	40	3	0	0	0	0	0	43
14:45	39	6	0	0	0	0	0	45
H/TOT	158	16	1	0	0	0	0	175
15:00	43	2	0	0	0	1	0	46
15:15	43	3	0	0	0	0	0	46
15:30	39	6	0	0	0	1	0	46
15:45	41	5	1	0	0	0	0	47
H/TOT	166	16	1	0	0	2	0	185
16:00	28	5	1	0	0	0	0	34
16:15	37	1	0	0	0	0	0	38
16:30	38	1	0	0	0	0	0	39
16:45	39	2	0	0	0	0	0	41
H/TOT	142	9	1	0	0	0	0	152
P/TOT	830	68	10	1	0	5	0	914

	A TO C FROM A5080 (E) TO A5080 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
93	9	5	0	0	0	0	0	107
88	9	3	0	0	1	0	0	101
78	5	0	1	0	0	0	0	84
94	5	1	0	2	0	0	0	102
353	28	9	1	3	0	0	0	394
76	11	1	0	0	0	0	0	88
74	9	1	0	1	1	0	0	86
94	8	1	0	0	0	0	0	103
83	6	0	0	1	0	0	0	90
327	34	3	0	2	1	0	0	367
91	6	1	0	1	0	0	0	99
91	6	0	0	1	0	0	0	98
71	7	0	0	1	0	0	0	79
84	8	2	0	2	0	0	0	96
337	27	3	0	5	0	0	0	372
85	10	1	0	1	0	0	0	97
77	4	0	0	2	0	0	0	83
85	8	1	0	0	1	0	0	95
97	10	1	0	2	0	0	0	110
344	32	3	0	5	1	0	0	385
97	7	0	0	0	0	0	0	104
89	4	0	0	1	0	0	0	94
87	9	1	0	0	0	1	0	98
89	9	0	0	2	0	0	0	100
362	29	1	0	3	0	1	0	396
1723	150	19	1	18	2	1	0	1914

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DATE: 16/03/2024

DAY: SATURDAY

TIME	A TO D FROM A5080 (E) TO WILSON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	41	10	2	0	0	0	0	53
12:15	32	3	1	0	0	0	0	36
12:30	33	4	0	2	1	1	0	41
12:45	49	5	1	1	0	0	0	56
H/TOT	155	22	4	3	1	1	0	186
13:00	36	7	0	0	0	2	0	45
13:15	44	2	2	1	0	0	0	49
13:30	48	9	0	2	0	1	0	60
13:45	44	6	1	0	0	0	0	51
H/TOT	172	24	3	3	0	3	0	205
14:00	51	3	1	0	0	1	0	56
14:15	34	5	1	1	0	0	0	41
14:30	50	3	0	1	1	0	0	55
14:45	31	2	3	0	0	0	0	36
H/TOT	166	13	5	2	1	1	0	188
15:00	41	2	0	0	0	0	0	43
15:15	42	4	0	1	0	0	0	47
15:30	39	4	1	1	0	0	0	45
15:45	43	4	1	0	0	0	0	48
H/TOT	165	14	2	2	0	0	0	183
16:00	37	4	5	2	0	0	0	48
16:15	38	4	2	3	0	1	0	48
16:30	41	1	0	1	1	0	0	44
16:45	45	2	0	0	0	0	0	47
H/TOT	161	11	7	6	1	1	0	187
P/TOT	819	84	21	16	3	6	0	949

	B TO A FROM COPPICE LANE TO A5080 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
26	9	0	0	0	0	0	0	35
32	7	1	0	0	0	1	0	41
39	4	2	0	0	0	0	0	45
29	2	0	0	0	0	1	0	32
126	22	3	0	0	0	2	0	153
36	2	2	0	0	0	0	0	40
42	2	0	1	0	0	0	0	45
43	5	3	0	0	0	0	0	51
35	5	0	0	0	0	2	0	42
156	14	5	1	0	0	2	0	178
39	4	0	0	0	0	0	0	43
40	1	1	0	0	0	0	0	42
32	2	0	0	0	0	0	0	34
33	3	0	0	0	0	0	0	36
144	10	1	0	0	0	0	0	155
34	3	0	0	0	0	0	0	37
47	1	0	0	0	0	0	0	48
37	1	0	0	0	0	1	0	39
38	5	0	0	0	0	0	0	43
156	10	0	0	0	0	1	0	167
35	2	0	0	0	0	0	0	37
37	2	1	0	0	0	0	0	40
20	0	0	0	0	0	0	0	20
39	0	0	0	0	0	1	0	40
131	4	1	0	0	0	1	0	137
713	60	10	1	0	0	6	0	790

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DATE: 16/03/2024

DAY: SATURDAY

TIME	B TO C							
	FROM COPPICE LANE TO A5080 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	28	2	0	0	0	0	0	30
12:15	27	2	0	0	0	0	0	29
12:30	28	5	1	0	0	0	0	34
12:45	33	1	0	0	0	0	1	35
H/TOT	116	10	1	0	0	0	1	128
13:00	26	2	0	0	0	0	0	28
13:15	17	1	0	0	0	0	0	18
13:30	25	1	0	0	0	0	0	26
13:45	30	1	0	0	0	1	0	32
H/TOT	98	5	0	0	0	1	0	104
14:00	35	3	0	0	0	0	0	38
14:15	27	2	1	0	0	0	0	30
14:30	26	2	0	0	0	0	0	28
14:45	44	2	0	0	0	0	0	46
H/TOT	132	9	1	0	0	0	0	142
15:00	40	1	0	0	0	0	0	41
15:15	29	1	0	0	0	0	0	30
15:30	26	0	0	0	0	0	0	26
15:45	28	4	0	0	0	1	0	33
H/TOT	123	6	0	0	0	1	0	130
16:00	21	2	0	0	0	0	0	23
16:15	37	1	0	0	0	0	0	38
16:30	31	0	0	0	0	0	0	31
16:45	44	1	0	0	0	0	0	45
H/TOT	133	4	0	0	0	0	0	137
P/TOT	602	34	2	0	0	2	1	641

	B TO D							
	FROM COPPICE LANE TO WILSON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
18	0	0	0	0	0	0	0	18
12	3	0	0	0	0	0	0	15
12	2	0	0	0	0	1	0	15
11	1	0	0	0	0	0	0	12
53	6	0	0	0	0	1	0	60
23	1	0	0	0	0	0	0	24
11	0	0	0	0	0	0	0	11
20	0	0	0	0	0	0	0	20
16	1	0	0	0	0	0	0	17
70	2	0	0	0	0	0	0	72
11	0	0	0	0	0	0	0	11
19	3	0	0	0	0	0	0	22
19	0	0	0	0	0	0	0	19
17	3	0	0	0	0	0	0	20
66	6	0	0	0	0	0	0	72
18	0	0	0	0	0	0	0	18
16	0	0	0	0	0	0	0	16
10	0	0	0	0	0	0	0	10
13	1	0	0	0	0	0	0	14
57	1	0	0	0	0	0	0	58
20	2	0	0	0	0	0	0	22
11	1	0	0	0	0	0	0	12
10	1	0	0	0	0	0	0	11
19	3	0	0	0	0	0	0	22
60	7	0	0	0	0	0	0	67
306	22	0	0	0	0	1	0	329

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DATE: 16/03/2024

DAY: SATURDAY

TIME	C TO A							
	FROM A5080 (W) TO A5080 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	109	16	3	0	2	0	0	130
12:15	106	8	1	1	0	0	0	116
12:30	101	7	1	0	1	0	0	110
12:45	115	14	1	0	1	0	0	131
H/TOT	431	45	6	1	4	0	0	487
13:00	106	6	2	0	1	1	0	116
13:15	108	8	1	0	0	0	0	117
13:30	102	11	0	1	2	0	0	116
13:45	78	8	0	1	0	0	0	87
H/TOT	394	33	3	2	3	1	0	436
14:00	96	7	3	0	1	0	0	107
14:15	109	7	0	1	0	0	0	117
14:30	94	8	1	0	3	0	0	106
14:45	81	6	2	0	0	1	0	90
H/TOT	380	28	6	1	4	1	0	420
15:00	67	8	1	0	1	0	0	77
15:15	91	5	2	0	0	0	0	98
15:30	69	8	1	0	2	0	0	80
15:45	79	16	0	0	0	0	0	95
H/TOT	306	37	4	0	3	0	0	350
16:00	82	4	3	0	1	0	0	90
16:15	72	6	0	0	0	0	0	78
16:30	71	3	0	0	2	0	0	76
16:45	84	5	1	0	0	0	0	90
H/TOT	309	18	4	0	3	0	0	334
P/TOT	1820	161	23	4	17	2	0	2027

	C TO B							
	FROM A5080 (W) TO COPPICE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
18	2	0	0	0	0	0	0	20
15	2	0	0	0	0	0	0	17
26	0	0	0	0	0	0	0	26
18	1	0	0	0	0	0	0	19
H/TOT	77	5	0	0	0	0	0	82
16	1	0	0	0	0	0	0	17
23	2	0	0	0	0	0	0	25
24	3	1	0	0	0	1	0	29
24	0	0	0	0	0	1	0	25
H/TOT	87	6	1	0	0	2	0	96
17	4	1	0	0	0	0	0	22
23	1	0	0	0	0	0	0	24
32	1	0	0	0	0	0	0	33
24	0	0	0	0	0	0	0	24
H/TOT	96	6	1	0	0	0	0	103
25	0	0	0	0	0	0	0	25
18	0	0	0	0	0	0	0	18
22	2	0	0	0	0	0	0	24
22	1	0	0	0	0	0	0	23
H/TOT	87	3	0	0	0	0	0	90
27	1	0	0	0	0	0	0	28
24	2	0	0	0	0	0	0	26
29	1	0	0	0	0	0	0	30
25	1	0	0	0	0	1	0	27
H/TOT	105	5	0	0	0	1	0	111
P/TOT	452	25	2	0	0	3	0	482

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DATE: 16/03/2024

DAY: SATURDAY

TIME	C TO D FROM A5080 (W) TO WILSON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	27	3	1	0	0	0	0	31
12:15	24	1	0	0	0	0	0	25
12:30	16	0	0	0	0	0	0	16
12:45	20	4	0	0	0	0	0	24
H/TOT	87	8	1	0	0	0	0	96
13:00	20	1	0	0	0	0	0	21
13:15	21	0	0	0	0	0	0	21
13:30	10	4	1	0	0	0	0	15
13:45	20	4	0	0	0	0	0	24
H/TOT	71	9	1	0	0	0	0	81
14:00	21	0	0	0	0	2	0	23
14:15	27	1	0	0	0	0	0	28
14:30	16	4	1	0	0	0	0	21
14:45	27	1	0	0	0	0	0	28
H/TOT	91	6	1	0	0	2	0	100
15:00	23	2	0	0	0	0	0	25
15:15	13	0	0	0	0	0	0	13
15:30	17	2	0	0	0	0	0	19
15:45	20	0	0	0	0	0	0	20
H/TOT	73	4	0	0	0	0	0	77
16:00	15	0	0	0	0	0	0	15
16:15	17	2	0	0	0	0	0	19
16:30	13	0	0	0	0	0	0	13
16:45	17	3	0	0	0	0	0	20
H/TOT	62	5	0	0	0	0	0	67
P/TOT	384	32	3	0	0	2	0	421

	D TO A FROM WILSON ROAD TO A5080 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
	55	4	3	0	0	1	0	63
	46	6	0	0	0	0	0	52
	50	5	0	1	0	0	0	56
	39	8	0	1	0	0	0	48
	190	23	3	2	0	1	0	219
	41	6	1	0	0	0	0	48
	52	3	2	0	0	0	0	57
	33	3	1	1	0	0	0	38
	32	1	0	1	0	0	0	34
	158	13	4	2	0	0	0	177
	39	5	0	1	0	0	0	45
	30	5	0	1	0	0	0	36
	42	1	3	1	0	0	0	47
	31	5	0	1	0	0	0	37
	142	16	3	4	0	0	0	165
	32	2	1	0	0	0	0	35
	29	5	0	0	0	0	0	34
	29	4	2	0	0	0	0	35
	37	4	1	1	0	0	0	43
	127	15	4	1	0	0	0	147
	37	4	0	0	0	0	0	41
	26	1	0	0	0	0	0	27
	30	6	0	1	0	0	0	37
	27	4	0	0	0	0	0	31
	120	15	0	1	0	0	0	136
	737	82	14	10	0	1	0	844

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DATE: 16/03/2024

DAY: SATURDAY

TIME	D TO B							
	FROM WILSON ROAD TO COPPICE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	15	3	0	0	0	0	0	18
12:15	20	2	1	0	0	0	0	23
12:30	18	2	0	0	0	1	0	21
12:45	18	1	0	0	0	0	0	19
H/TOT	71	8	1	0	0	1	0	81
13:00	12	1	0	0	0	0	0	13
13:15	16	1	0	0	0	0	0	17
13:30	15	2	0	0	0	0	0	17
13:45	16	0	0	0	0	0	0	16
H/TOT	59	4	0	0	0	0	0	63
14:00	13	2	0	0	0	0	0	15
14:15	22	1	0	0	0	0	0	23
14:30	21	0	0	0	0	0	0	21
14:45	23	2	0	0	0	0	0	25
H/TOT	79	5	0	0	0	0	0	84
15:00	24	1	0	0	0	0	0	25
15:15	15	0	0	0	0	0	0	15
15:30	11	0	0	0	0	0	0	11
15:45	20	3	0	0	0	0	0	23
H/TOT	70	4	0	0	0	0	0	74
16:00	19	0	0	0	0	0	0	19
16:15	13	0	0	0	0	0	0	13
16:30	17	2	0	0	0	0	0	19
16:45	14	1	1	0	0	0	0	16
H/TOT	63	3	1	0	0	0	0	67
P/TOT	342	24	2	0	0	1	0	369

	D TO C							
	FROM WILSON ROAD TO A5080 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
25	0	0	0	0	0	0	0	25
32	0	0	0	0	0	0	0	32
19	1	0	0	0	0	0	0	20
20	1	0	0	0	0	0	0	21
H/TOT	96	2	0	0	0	0	0	98
26	2	1	0	0	0	0	0	29
22	0	1	0	0	0	0	0	23
17	2	0	0	0	0	0	0	19
20	1	0	0	0	0	1	0	22
H/TOT	85	5	2	0	0	1	0	93
14	1	0	0	0	0	0	0	15
18	0	1	0	0	0	0	0	19
24	1	0	0	0	0	0	0	25
14	1	0	0	0	0	0	0	15
H/TOT	70	3	1	0	0	0	0	74
12	2	2	0	1	0	0	0	17
24	2	0	0	0	0	0	0	26
14	0	0	0	0	0	0	0	14
22	1	0	0	0	0	0	0	23
H/TOT	72	5	2	0	1	0	0	80
20	0	0	0	0	0	0	0	20
18	2	0	0	0	0	0	0	20
19	2	0	0	0	0	0	0	21
14	5	0	0	0	0	0	0	19
H/TOT	71	9	0	0	0	0	0	80
P/TOT	394	24	5	0	1	1	0	425

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DATE: 16/03/2024

DAY: SATURDAY

TIME	TO ARM A A5080 (E)								FROM ARM A A5080 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	190	29	6	0	2	1	0	228	179	24	8	0	0	0	0	211
12:15	184	21	2	1	0	1	0	209	158	17	4	0	1	2	0	182
12:30	190	16	3	1	1	0	0	211	158	10	3	3	1	1	0	176
12:45	183	24	1	1	1	1	0	211	190	11	3	1	2	0	0	207
H/TOT	747	90	12	3	4	3	0	859	685	62	18	4	4	3	0	776
13:00	183	14	5	0	1	1	0	204	162	23	1	1	0	2	0	189
13:15	202	13	3	1	0	0	0	219	163	16	5	1	1	1	0	187
13:30	178	19	4	2	2	0	0	205	184	19	1	2	0	1	0	207
13:45	145	14	0	2	0	2	0	163	177	15	1	0	1	1	0	195
H/TOT	708	60	12	5	3	3	0	791	686	73	8	4	2	5	0	778
14:00	174	16	3	1	1	0	0	195	181	12	3	0	1	1	0	198
14:15	179	13	1	2	0	0	0	195	165	15	1	1	1	0	0	183
14:30	168	11	4	1	3	0	0	187	161	13	0	1	2	0	0	177
14:45	145	14	2	1	0	1	0	163	154	16	5	0	2	0	0	177
H/TOT	666	54	10	5	4	1	0	740	661	56	9	2	6	1	0	735
15:00	133	13	2	0	1	0	0	149	169	14	1	0	1	1	0	186
15:15	167	11	2	0	0	0	0	180	162	11	0	1	2	0	0	176
15:30	135	13	3	0	2	1	0	154	163	18	2	1	0	2	0	186
15:45	154	25	1	1	0	0	0	181	181	19	3	0	2	0	0	205
H/TOT	589	62	8	1	3	1	0	664	675	62	6	2	5	3	0	753
16:00	154	10	3	0	1	0	0	168	162	16	6	2	0	0	0	186
16:15	135	9	1	0	0	0	0	145	164	9	2	3	1	1	0	180
16:30	121	9	0	1	2	0	0	133	166	11	1	1	1	0	1	181
16:45	150	9	1	0	0	1	0	161	173	13	0	0	2	0	0	188
H/TOT	560	37	5	1	3	1	0	607	665	49	9	6	4	1	1	735
P/TOT	3270	303	47	15	17	9	0	3661	3372	302	50	18	21	13	1	3777

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DATE: 16/03/2024

DAY: SATURDAY

TIME	TO ARM B COPPICE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	78	10	1	0	0	0	0	89
12:15	73	9	1	0	0	2	0	85
12:30	91	3	3	0	0	1	0	98
12:45	83	3	1	0	0	0	0	87
H/TOT	325	25	6	0	0	3	0	359
13:00	78	7	0	1	0	0	0	86
13:15	84	8	2	0	0	0	0	94
13:30	81	7	1	0	0	1	0	90
13:45	90	3	0	0	0	2	0	95
H/TOT	333	25	3	1	0	3	0	365
14:00	69	9	2	0	0	0	0	80
14:15	85	6	0	0	0	0	0	91
14:30	93	4	0	0	0	0	0	97
14:45	86	8	0	0	0	0	0	94
H/TOT	333	27	2	0	0	0	0	362
15:00	92	3	0	0	0	1	0	96
15:15	76	3	0	0	0	0	0	79
15:30	72	8	0	0	0	1	0	81
15:45	83	9	1	0	0	0	0	93
H/TOT	323	23	1	0	0	2	0	349
16:00	74	6	1	0	0	0	0	81
16:15	74	3	0	0	0	0	0	77
16:30	84	4	0	0	0	0	0	88
16:45	78	4	1	0	0	1	0	84
H/TOT	310	17	2	0	0	1	0	330
P/TOT	1624	117	14	1	0	9	0	1765

FROM ARM B COPPICE LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
72	11	0	0	0	0	0	83
71	12	1	0	0	1	0	85
79	11	3	0	0	1	0	94
73	4	0	0	0	1	1	79
H/TOT	295	38	4	0	3	1	341
85	5	2	0	0	0	0	92
70	3	0	1	0	0	0	74
88	6	3	0	0	0	0	97
81	7	0	0	0	3	0	91
H/TOT	324	21	5	1	3	0	354
85	7	0	0	0	0	0	92
86	6	2	0	0	0	0	94
77	4	0	0	0	0	0	81
94	8	0	0	0	0	0	102
H/TOT	342	25	2	0	0	0	369
92	4	0	0	0	0	0	96
92	2	0	0	0	0	0	94
73	1	0	0	0	1	0	75
79	10	0	0	0	1	0	90
H/TOT	336	17	0	0	2	0	355
76	6	0	0	0	0	0	82
85	4	1	0	0	0	0	90
61	1	0	0	0	0	0	62
102	4	0	0	0	1	0	107
H/TOT	324	15	1	0	1	0	341
P/TOT	1621	116	12	1	9	1	1760

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DATE: 16/03/2024

DAY: SATURDAY

TIME	TO ARM C A5080 (W)								FROM ARM C A5080 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	146	11	5	0	0	0	0	162	154	21	4	0	2	0	0	181
12:15	147	11	3	0	1	0	0	162	145	11	1	1	0	0	0	158
12:30	125	11	1	1	0	0	0	138	143	7	1	0	1	0	0	152
12:45	147	7	1	0	2	0	1	158	153	19	1	0	1	0	0	174
H/TOT	565	40	10	1	3	0	1	620	595	58	7	1	4	0	0	665
13:00	128	15	2	0	0	0	0	145	142	8	2	0	1	1	0	154
13:15	113	10	2	0	1	1	0	127	152	10	1	0	0	0	0	163
13:30	136	11	1	0	0	0	0	148	136	18	2	1	2	1	0	160
13:45	133	8	0	0	1	2	0	144	122	12	0	1	0	1	0	136
H/TOT	510	44	5	0	2	3	0	564	552	48	5	2	3	3	0	613
14:00	140	10	1	0	1	0	0	152	134	11	4	0	1	2	0	152
14:15	136	8	2	0	1	0	0	147	159	9	0	1	0	0	0	169
14:30	121	10	0	0	1	0	0	132	142	13	2	0	3	0	0	160
14:45	142	11	2	0	2	0	0	157	132	7	2	0	0	1	0	142
H/TOT	539	39	5	0	5	0	0	588	567	40	8	1	4	3	0	623
15:00	137	13	3	0	2	0	0	155	115	10	1	0	1	0	0	127
15:15	130	7	0	0	2	0	0	139	122	5	2	0	0	0	0	129
15:30	125	8	1	0	0	1	0	135	108	12	1	0	2	0	0	123
15:45	147	15	1	0	2	1	0	166	121	17	0	0	0	0	0	138
H/TOT	539	43	5	0	6	2	0	595	466	44	4	0	3	0	0	517
16:00	138	9	0	0	0	0	0	147	124	5	3	0	1	0	0	133
16:15	144	7	0	0	1	0	0	152	113	10	0	0	0	0	0	123
16:30	137	11	1	0	0	0	1	150	113	4	0	0	2	0	0	119
16:45	147	15	0	0	2	0	0	164	126	9	1	0	0	1	0	137
H/TOT	566	42	1	0	3	0	1	613	476	28	4	0	3	1	0	512
P/TOT	2719	208	26	1	19	5	2	2980	2656	218	28	4	17	7	0	2930

MANUAL CLASSIFIED COUNTS



JOB REF: 13171

JOB NAME: LIVERPOOL

SITE: 1

LOCATION: A5080 (E) / COPPICE LANE / A5080 (W) / WILSON ROAD

DATE: 16/03/2024

DAY: SATURDAY

TIME	TO ARM D WILSON ROAD								FROM ARM D WILSON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	86	13	3	0	0	0	0	102	95	7	3	0	0	1	0	106
12:15	68	7	1	0	0	0	0	76	98	8	1	0	0	0	0	107
12:30	61	6	0	2	1	2	0	72	87	8	0	1	0	1	0	97
12:45	80	10	1	1	0	0	0	92	77	10	0	1	0	0	0	88
H/TOT	295	36	5	3	1	2	0	342	357	33	4	2	0	2	0	398
13:00	79	9	0	0	0	2	0	90	79	9	2	0	0	0	0	90
13:15	76	2	2	1	0	0	0	81	90	4	3	0	0	0	0	97
13:30	78	13	1	2	0	1	0	95	65	7	1	1	0	0	0	74
13:45	80	11	1	0	0	0	0	92	68	2	0	1	0	1	0	72
H/TOT	313	35	4	3	0	3	0	358	302	22	6	2	0	1	0	333
14:00	83	3	1	0	0	3	0	90	66	8	0	1	0	0	0	75
14:15	80	9	1	1	0	0	0	91	70	6	1	1	0	0	0	78
14:30	85	7	1	1	1	0	0	95	87	2	3	1	0	0	0	93
14:45	75	6	3	0	0	0	0	84	68	8	0	1	0	0	0	77
H/TOT	323	25	6	2	1	3	0	360	291	24	4	4	0	0	0	323
15:00	82	4	0	0	0	0	0	86	68	5	3	0	1	0	0	77
15:15	71	4	0	1	0	0	0	76	68	7	0	0	0	0	0	75
15:30	66	6	1	1	0	0	0	74	54	4	2	0	0	0	0	60
15:45	76	5	1	0	0	0	0	82	79	8	1	1	0	0	0	89
H/TOT	295	19	2	2	0	0	0	318	269	24	6	1	1	0	0	301
16:00	72	6	5	2	0	0	0	85	76	4	0	0	0	0	0	80
16:15	66	7	2	3	0	1	0	79	57	3	0	0	0	0	0	60
16:30	64	2	0	1	1	0	0	68	66	10	0	1	0	0	0	77
16:45	81	8	0	0	0	0	0	89	55	10	1	0	0	0	0	66
H/TOT	283	23	7	6	1	1	0	321	254	27	1	1	0	0	0	283
P/TOT	1509	138	24	16	3	9	0	1699	1473	130	21	10	1	3	0	1638



Appendix F – Access Visibility Splays



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by AEW Architects, drawing number 13579-AEW-SI-XX-DR-A-1103 rev P02, and drawing date 12.11.24.
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Key:

	Indicative Site Boundary
	Client's Land Ownership
	2.4m x 49.3m Visibility Splay (32mph)
	2.4m x 55.7m Visibility Splay (36.4mph)

P02	13.11.24	Revised Site Layout	RC	TS
P01	12.04.23	Revised Site Layout	FA	TS
Rev	Date	Details	By	Chkd



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CLIENT:

DAVOS Property Developments Lt

PROJECT:

Sovereign Park (Phase 2)
Huyton

TITLE:

Access Visibility Splays

SCALE @ A3: 1:500	DATE: 19.09.23	DRAWN: AS	CHECKED: TS	APPROVED: TS
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STATUS:

INFORMATION

DRAWING NO:

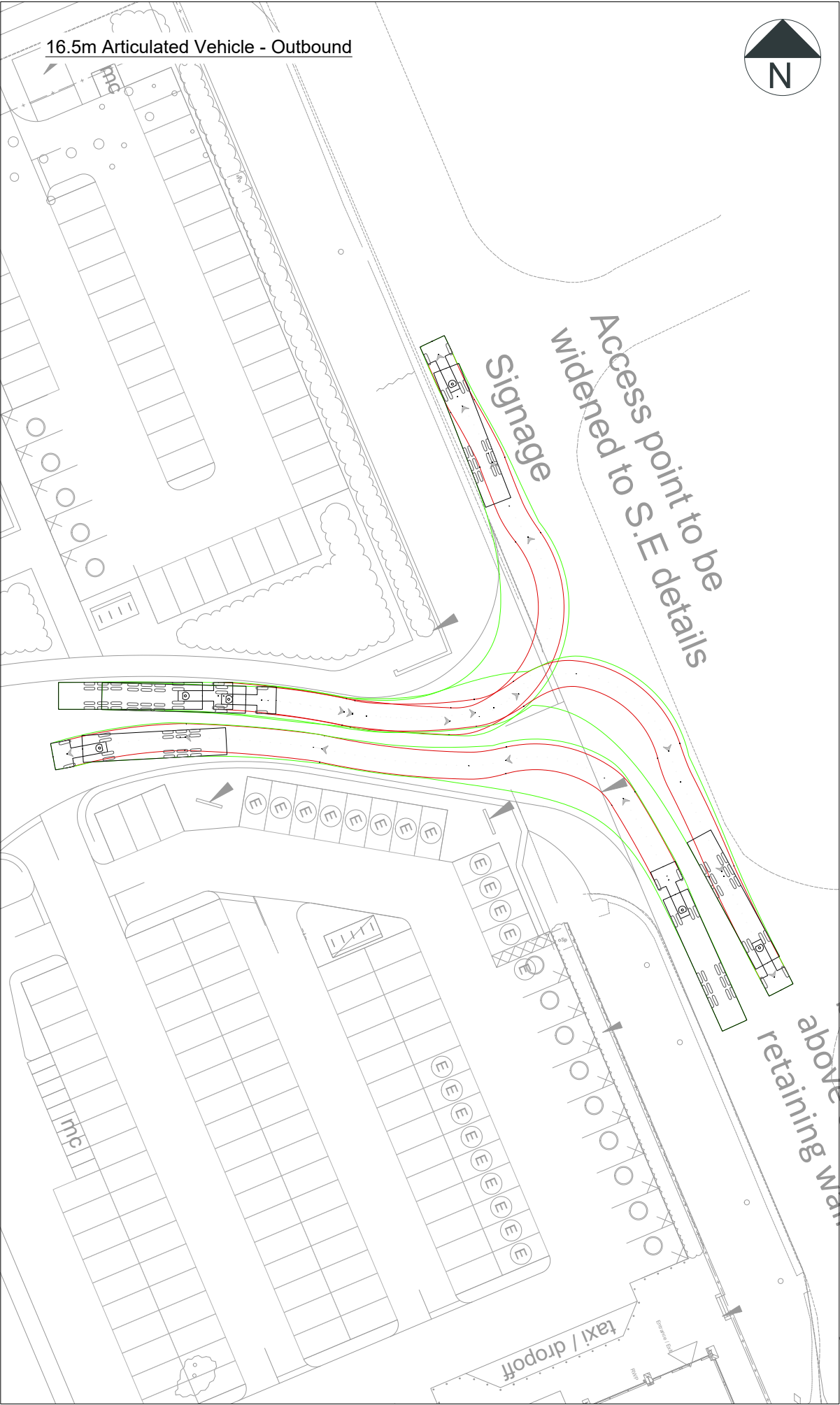
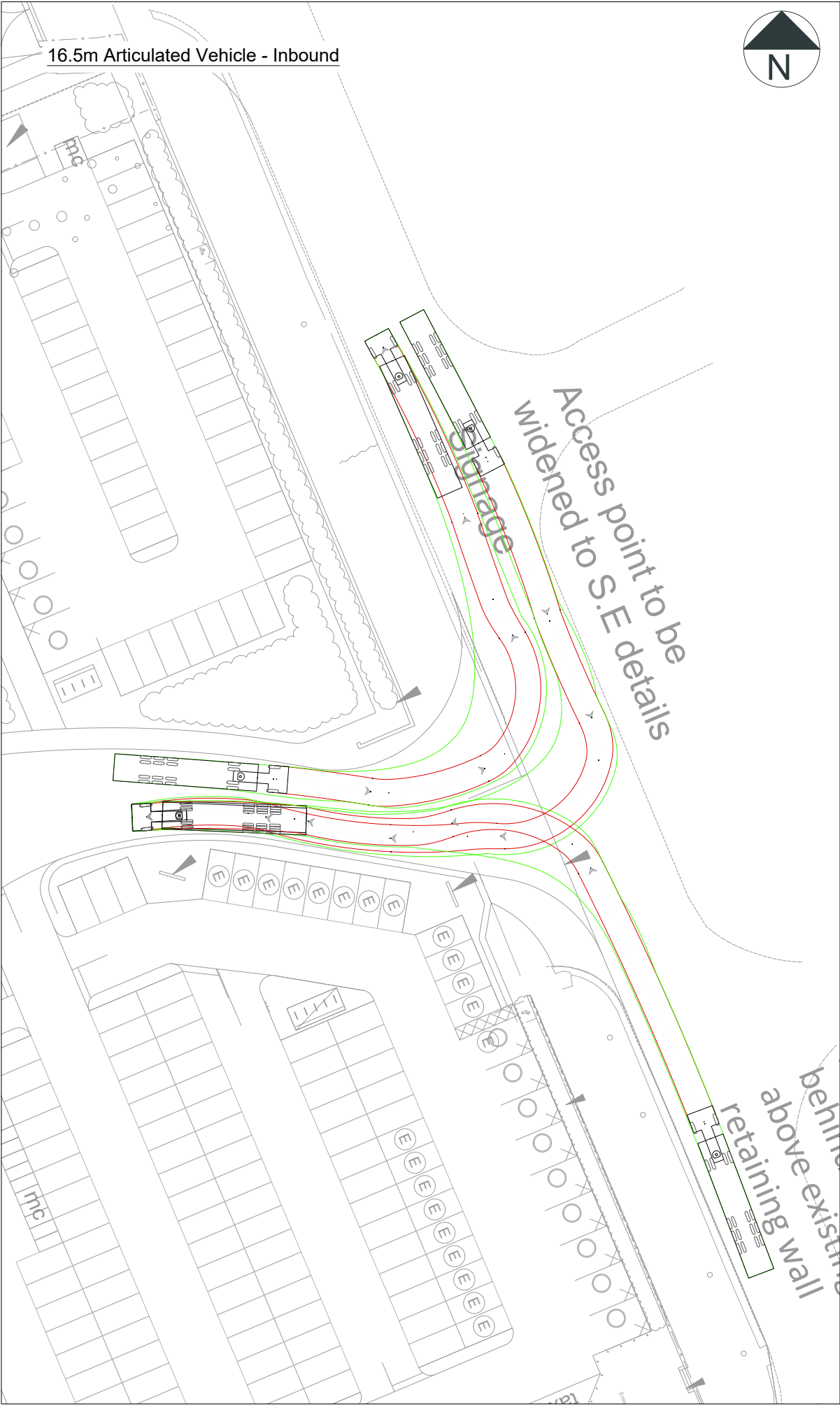
230587-RAP-XX-XX-DR-TP-3204

REVISION: _____

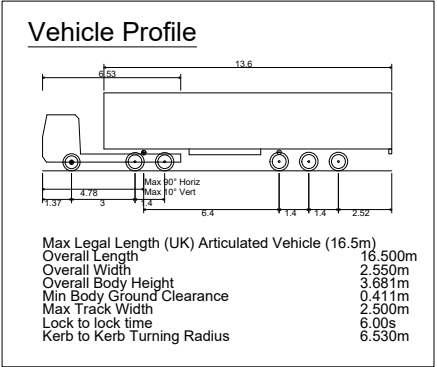
02



Appendix G – Swept path analysis



- Notes:
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Architect's layout by AEW Architects, drawing number 13579-AEW-SI-XX-DR-A-1103 rev P02, and drawing date 12.11.24.
 3. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.



P04	13.11.24	Revised Site Layout	RC	TS
P03	16.04.24	Revised Site Layout	SB	TS
P02	12.04.24	Revised Site Layout	FA	TS
P01	09.10.23	Revised Site Layout	AS	TS
Rev	Date	Details	By	Chkd

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CLIENT:
DAVOS Property Developments Lt

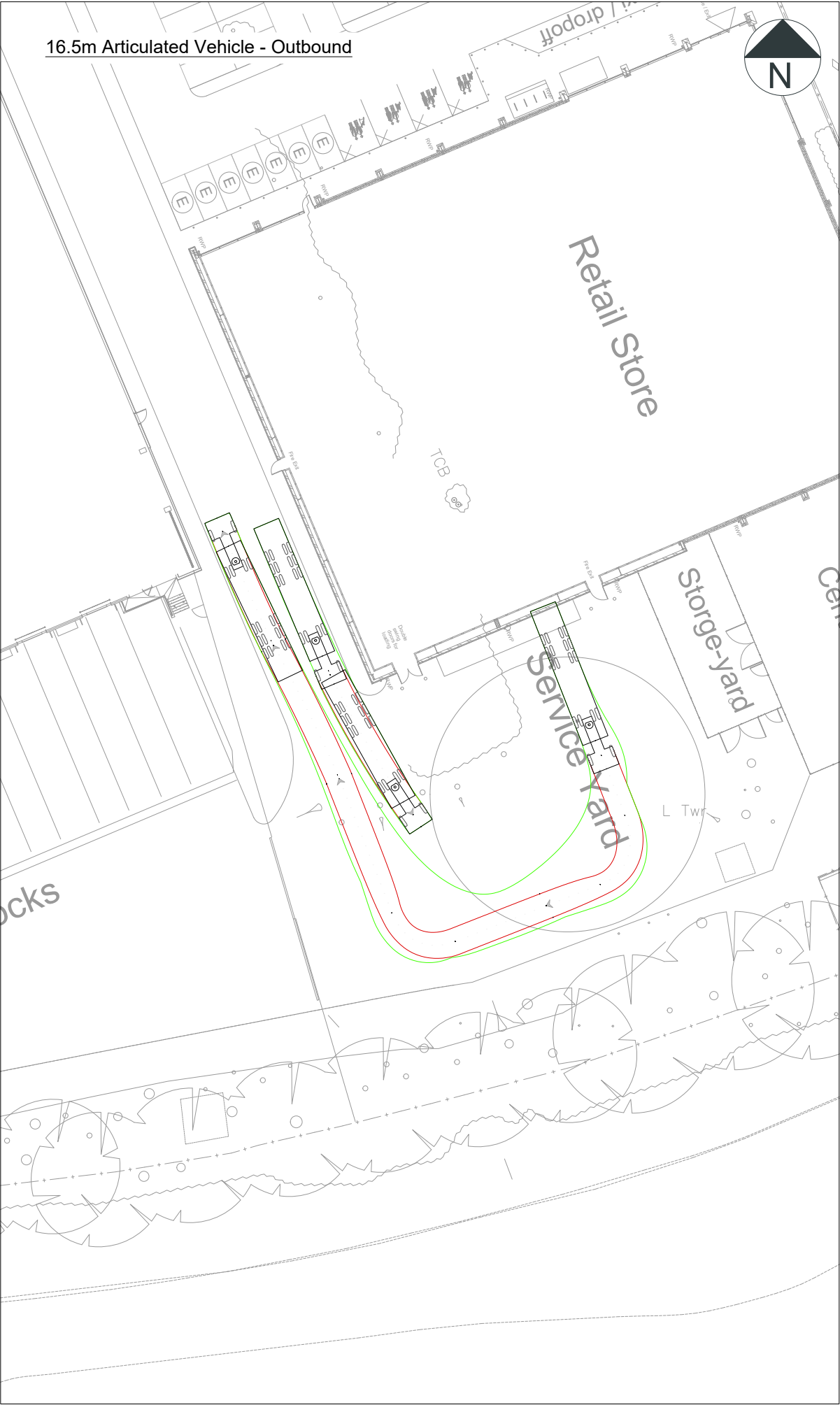
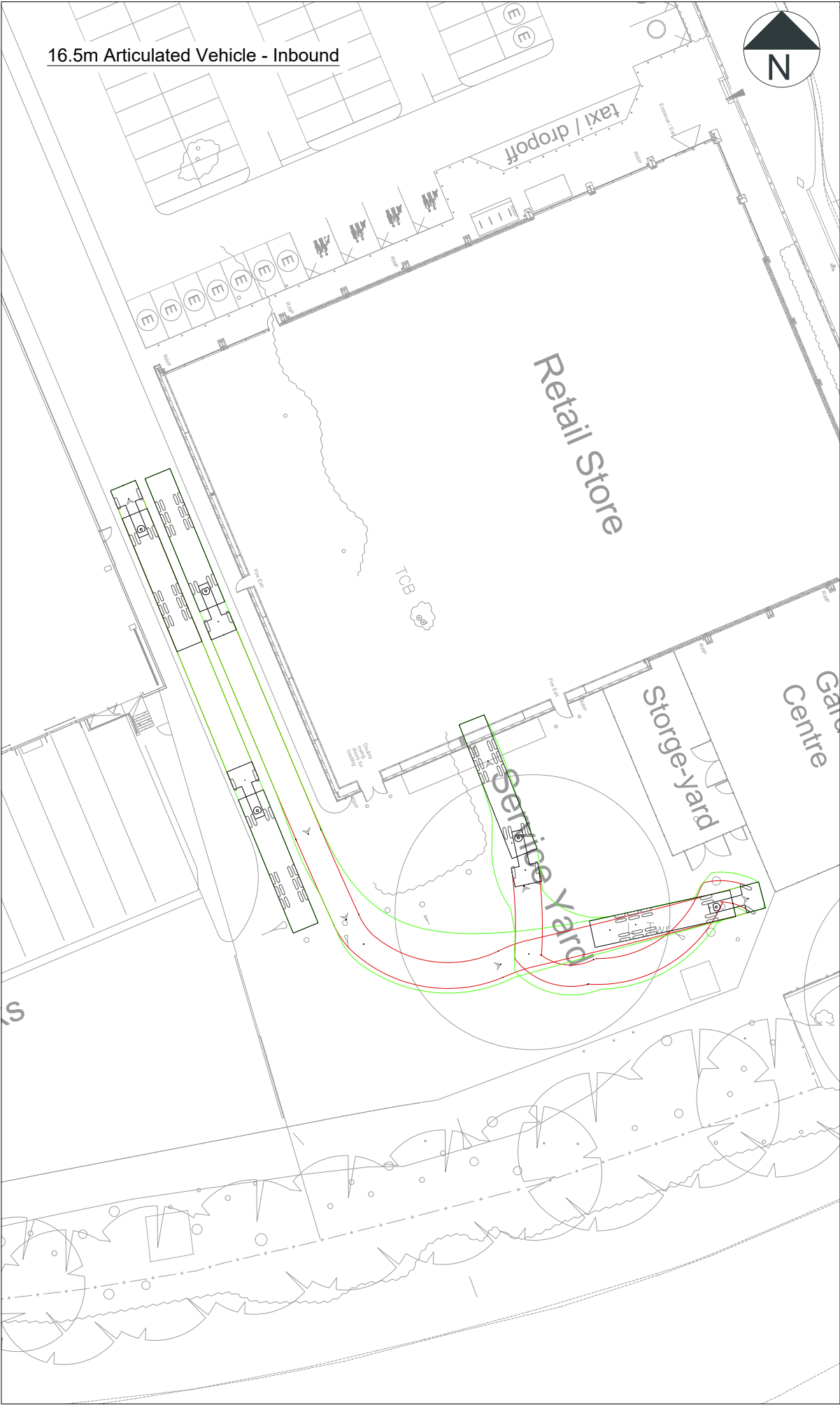
PROJECT:
Sovereign Park (Phase 2)
Huyton

TITLE:
Swept Path Analysis - 16.5m Articulated
Vehicle - Access

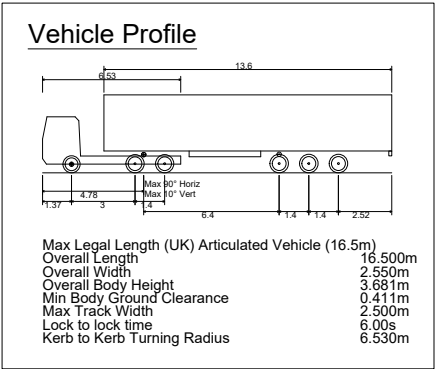
SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Stated	19.09.23	FA	TS	TS

STATUS:
INFORMATION

DRAWING NO:	REVISION:
230587-RAP-XX-XX-DR-TP-4101	P04



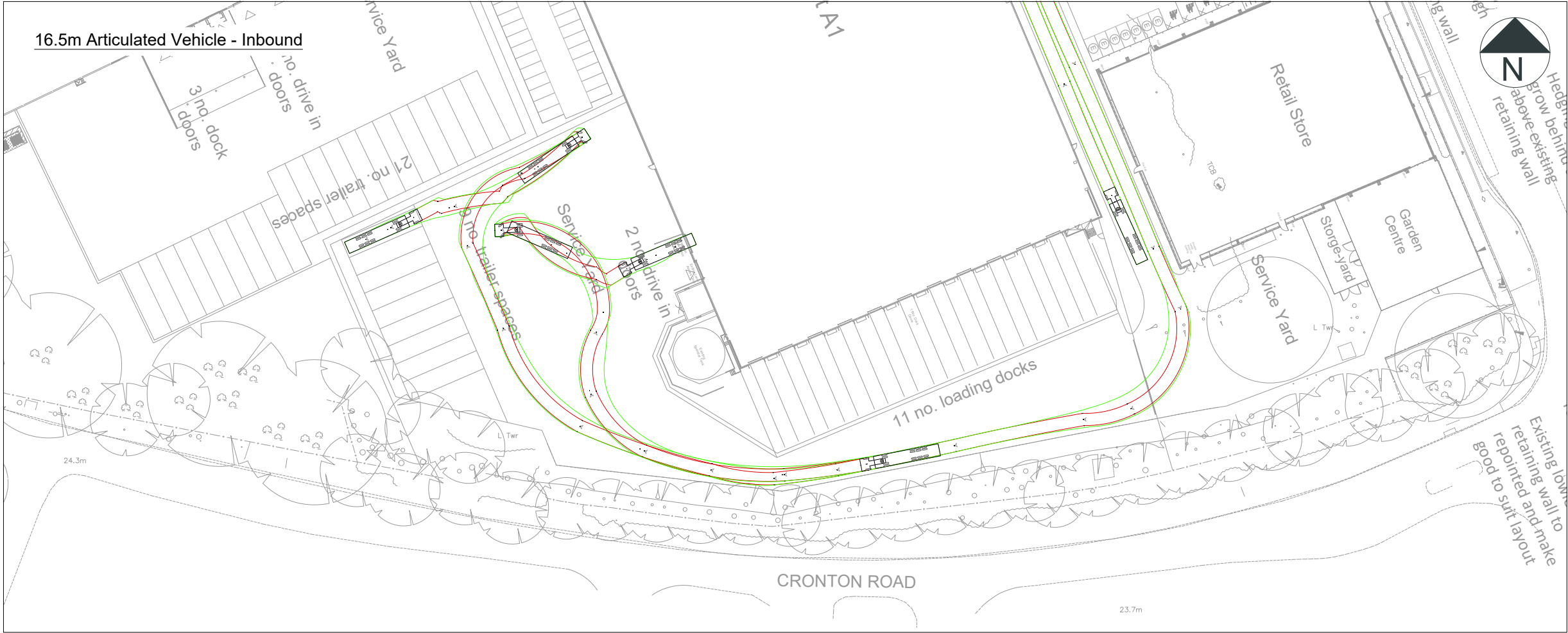
- Notes:
- Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 - This drawing is based on the Architect's layout by AEW Architects, drawing number 13579-AEW-SI-XX-DR-A-1103 rev P02, and drawing date 12.11.24.
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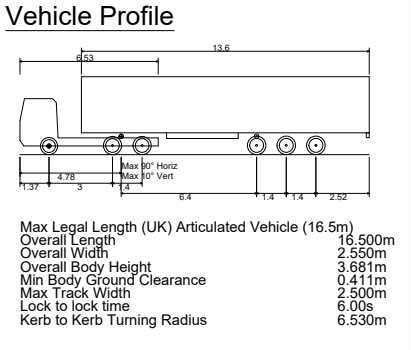
P04	13.11.24	Revised Site Layout	RC	TS
P03	16.04.24	Revised Site Layout	SB	TS
P02	12.04.24	Revised Site Layout	FA	TS
P01	09.10.23	Revised Site Layout	AS	TS
Rev	Date	Details	By	Chkd



CLIENT:	DAVOS Property Developments Lt			
PROJECT:	Sovereign Park (Phase 2) Huyton			
TITLE:	Swept Path Analysis - 16.5m Articulated Vehicle - Retail Store			
SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Stated	19.09.23	FA	TS	TS
STATUS:				
INFORMATION				
DRAWING NO:				REVISION:
230587-RAP-XX-XX-DR-TP-4102				P04



- Notes:
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Architect's layout by AEW Architects, drawing number 13579-AEW-SI-XX-DR-A-1103 rev P02, and drawing date 12.11.24.
 3. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.



P04	13.11.24	Revised Site Layout	RC	TS
P03	16.04.24	Revised Site Layout	SB	TS
P02	12.04.24	Revised Site Layout	FA	TS
P01	09.10.23	Revised Site Layout	AS	TS
Rev	Date	Details	By	Chkd



CLIENT:
DAVOS Property Developments Ltd

PROJECT:
Sovereign Park (Phase 2)
Huyton

TITLE:
Swept Path Analysis - 16.5m Articulated
Vehicle - Unit A

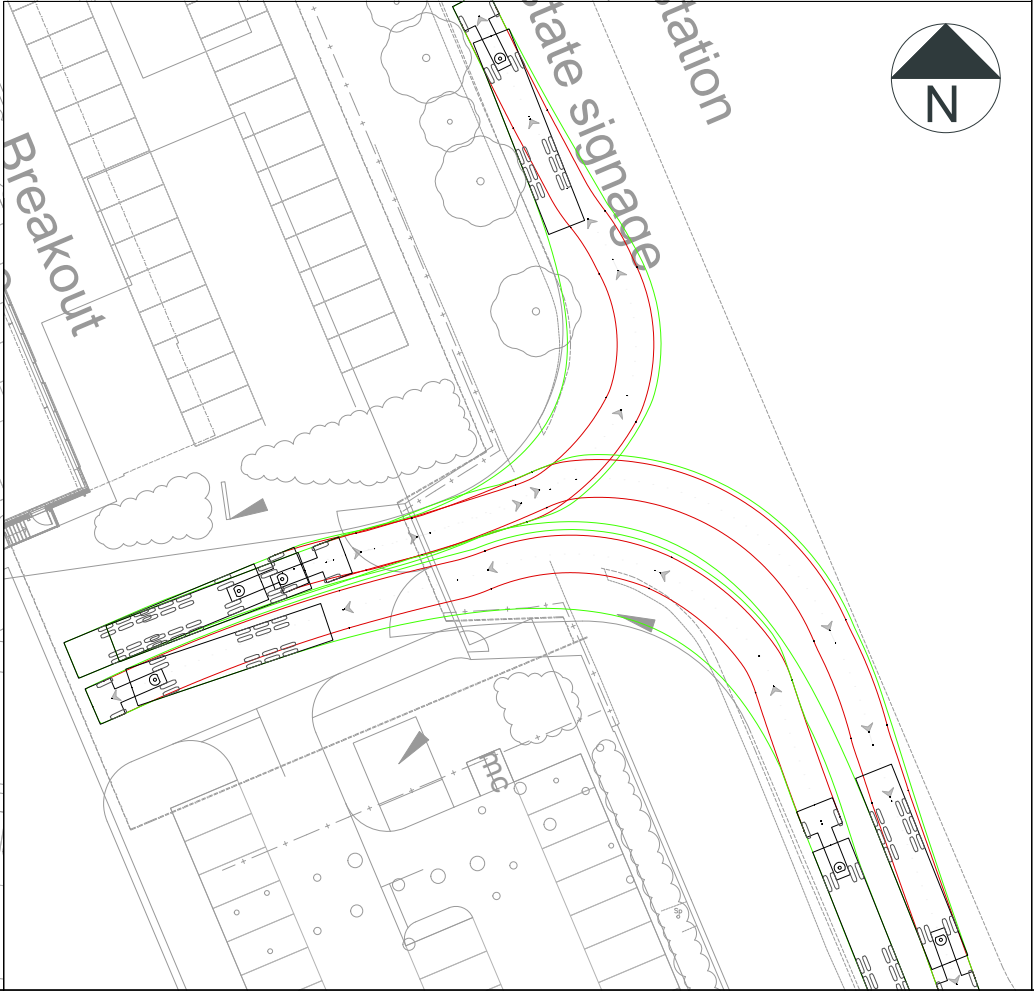
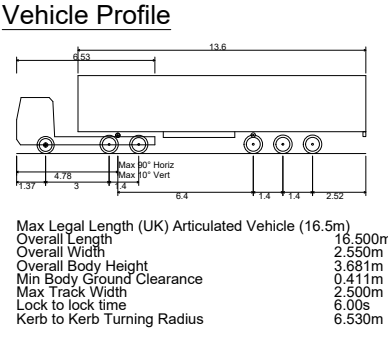
SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	19.09.23	FA	TS	TS

STATUS: INFORMATION

DRAWING NO:	REVISION:
230587-RAP-XX-XX-DR-TP-4103	P04



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Architect's layout by AEW Architects, drawing number 13579-AEW-SI-XX-DR-A-1103 rev P02, and drawing date 12.11.24.
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Rev	Date	Details	By	Chkd



CLIENT: DAVOS Property Developments Ltd

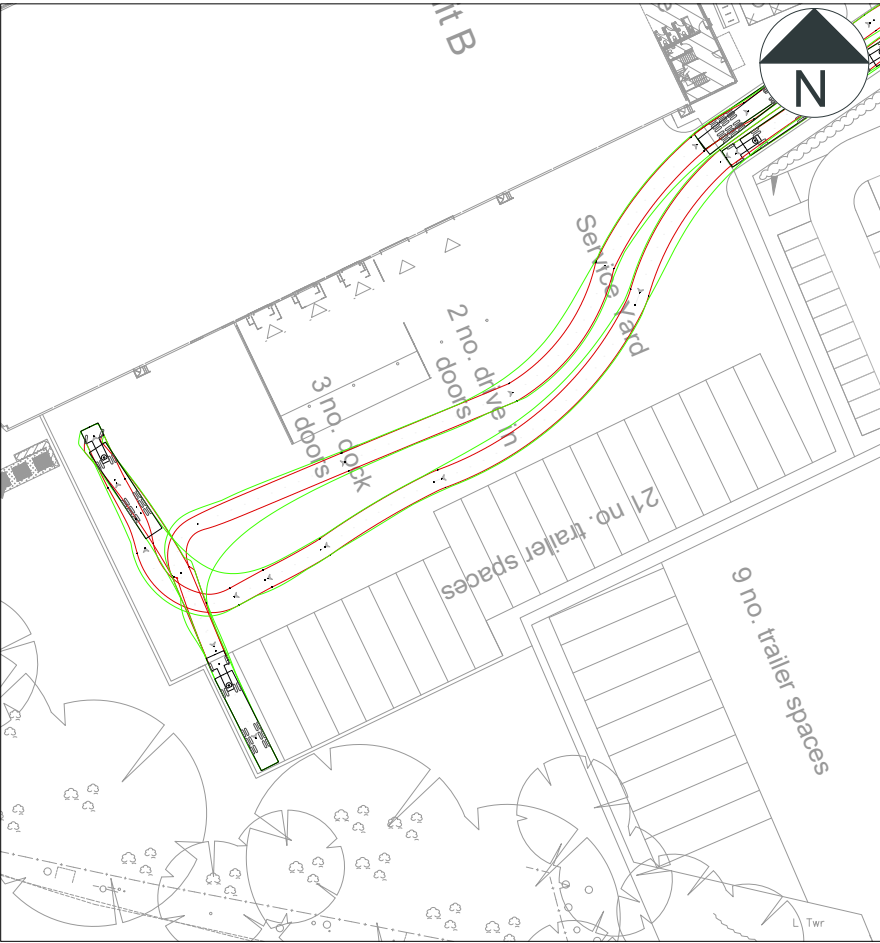
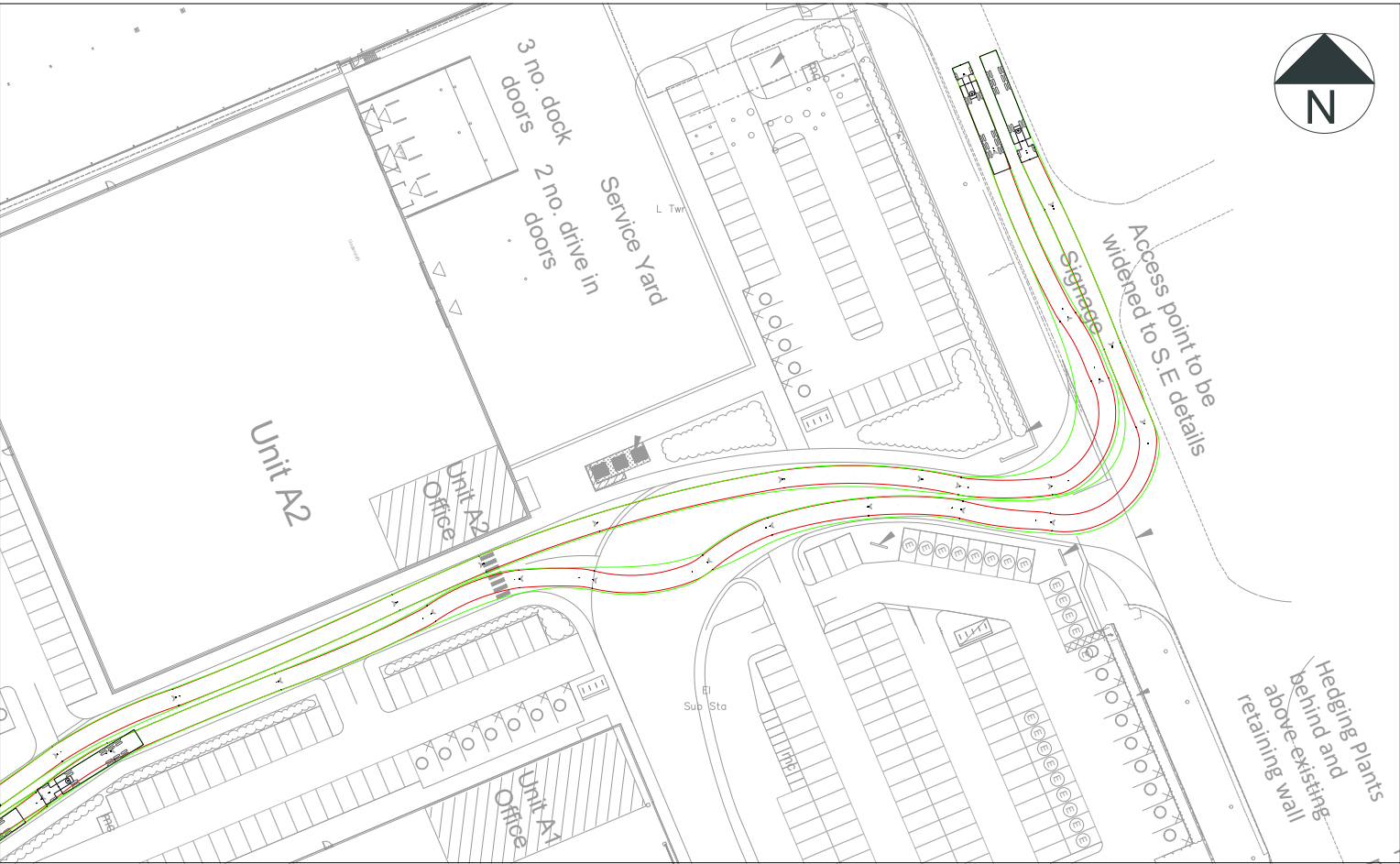
PROJECT: Sovereign Park (Phase 2)
Huyton

TITLE: Swept Path Analysis - 16.5m Articulated
Vehicle - Unit A2

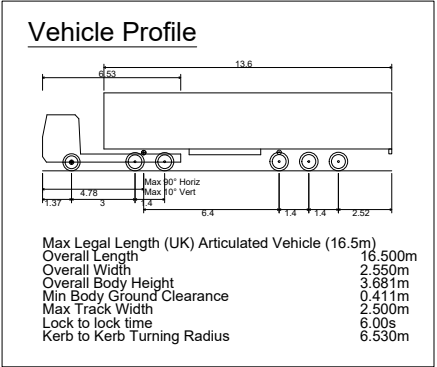
SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	19.09.23	FA	TS	TS

STATUS: INFORMATION

DRAWING NO:	REVISION:
230587-RAP-XX-XX-DR-TP-4105	-



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Architect's layout by AEW Architects, drawing number 13579-AEW-SI-XX-DR-A-1103 rev P02, and drawing date 12.11.24.
 3. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.



P04	13.11.24	Revised Site Layout - Combined 4100 & 4104	RC	TS
P03	16.04.24	Revised Site Layout	SB	TS
P02	12.04.24	Revised Site Layout	FA	TS
P01	09.10.23	Revised Site Layout	AS	TS
Rev	Date	Details	By	Chkd



CLIENT: DAVOS Property Developments Lt

PROJECT: Sovereign Park (Phase 2)
Huyton

TITLE: Swept Path Analysis - 16.5m Articulated Vehicle - Unit B

SCALE @ A3: As Stated	DATE: 19.09.23	DRAWN: FA	CHECKED: TS	APPROVED: TS
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STATUS: INFORMATION

DRAWING NO: 230587-RAP-XX-XX-DR-TP-4100	REVISION: P04
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Appendix H – TRICS Output Report – B2/B8 Commercial Warehouse Use

Calculation Reference: AUDIT-701101-231005-1053

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	MW MEDWAY	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
	DR DONCASTER	1 days
	KS KIRKLEES	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	2 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: Gross floor area
 Actual Range: 190 to 80100 (units: sqm)
 Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

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	3 days
Tuesday	2 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	10

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:

Industrial Zone	10
Commercial Zone	2
Residential Zone	1
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:Use Class:

n/a	2 days
B8	12 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days
500,001 or More	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	10 days

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

Travel Plan:

No	14 days
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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	14 days
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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
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LIST OF SITES relevant to selection parameters

1	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
2	BO-02-F-01	DRINKS WHOLESALER	BEDFORD
	CAMBRIDGE ROAD		
	BEDFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
3	DR-02-F-01	TESCO DISTRIBUTION CENTRE	DONCASTER
	MIDDLE BANK		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	80100 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
4	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
5	HC-02-F-02	LOGISTICS	HAMPSHIRE
	RUTHERFORD ROAD		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	13200 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
6	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
7	KS-02-F-01	ELECTRONICS DISTRIBUTION	KIRKLEES
	MORTIMER STREET		
	CLECKHEATON		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
8	LO-02-F-01	LOGISTICS SERVICE	WEST LOTHIAN
	BATHGATE ROAD		
	ARMADALE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	5855 sqm	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LO-02-F-02	HAULAGE COMPANY	WEST LoTHIAN
	INCHMUIR ROAD		
	BATHGATE		
	WHITEHILL IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	17626 sqm	
	Survey date: THURSDAY	11/11/21	Survey Type: MANUAL
10	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
	MILLS ROAD		
	AYLESFORD		
	QUARRY WOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11200 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
11	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
12	TB-02-F-01	OPTICS WAREHOUSE	TORBAY
	ALDERS WAY		
	PAIGNTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
13	TW-02-F-01	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	MANDARIN WAY		
	WASHINGTON		
	PATTISON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
14	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	19620	0.142	6	19620	0.048	6	19620	0.190
06:00 - 07:00	6	19620	0.104	6	19620	0.116	6	19620	0.220
07:00 - 08:00	14	13798	0.134	14	13798	0.075	14	13798	0.209
08:00 - 09:00	14	13798	0.124	14	13798	0.080	14	13798	0.204
09:00 - 10:00	14	13798	0.112	14	13798	0.086	14	13798	0.198
10:00 - 11:00	14	13798	0.114	14	13798	0.108	14	13798	0.222
11:00 - 12:00	14	13798	0.113	14	13798	0.104	14	13798	0.217
12:00 - 13:00	14	13798	0.106	14	13798	0.115	14	13798	0.221
13:00 - 14:00	14	13798	0.123	14	13798	0.112	14	13798	0.235
14:00 - 15:00	14	13798	0.100	14	13798	0.135	14	13798	0.235
15:00 - 16:00	14	13798	0.105	14	13798	0.121	14	13798	0.226
16:00 - 17:00	14	13798	0.092	14	13798	0.122	14	13798	0.214
17:00 - 18:00	14	13798	0.090	14	13798	0.154	14	13798	0.244
18:00 - 19:00	13	14744	0.053	13	14744	0.109	13	14744	0.162
19:00 - 20:00	6	19620	0.036	6	19620	0.058	6	19620	0.094
20:00 - 21:00	5	20018	0.041	5	20018	0.047	5	20018	0.088
21:00 - 22:00	1	5855	0.034	1	5855	0.017	1	5855	0.051
22:00 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 24:00									
Total Rates:			1.623			1.607			3.230

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:	190 - 80100 (units: sqm)
Survey date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Appendix I – TRICS Output Report – Mixed Bargain Retail Unit

Calculation Reference: AUDIT-701101-240402-0449

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : S - MIXED BARGAIN RETAIL UNIT
TOTAL VEHICLES

Selected regions and areas:

- 02

SOUTH EAST

HC HAMPSHIRE

1 days
- 03

SOUTH WEST

SM SOMERSET

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: Gross floor area
Actual Range: 3000 to 3950 (units: sqm)
Range Selected by User: 624 to 3950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/06/23

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 1 days
Tuesday 1 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2

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:

Retail Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days
15,001 to 20,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 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:

1.1 to 1.5	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HC-01-S-01	B&M HOME STORE	HAMPSHIRE
	NEWGATE LANE		
	FAREHAM		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	3950 sqm	
	Survey date: MONDAY	25/10/21	Survey Type: MANUAL
2	SM-01-S-01	HOME BARGAINS	SOMERSET
	GRAVENCHON WAY		
	STREET		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: TUESDAY	20/09/22	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 01 - RETAIL/S - MIXED BARGAIN RETAIL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	3475	0.058	2	3475	0.043	2	3475	0.101
08:00 - 09:00	2	3475	1.180	2	3475	0.547	2	3475	1.727
09:00 - 10:00	2	3475	2.288	2	3475	1.784	2	3475	4.072
10:00 - 11:00	2	3475	2.777	2	3475	2.446	2	3475	5.223
11:00 - 12:00	2	3475	4.115	2	3475	3.554	2	3475	7.669
12:00 - 13:00	2	3475	3.712	2	3475	4.043	2	3475	7.755
13:00 - 14:00	2	3475	3.612	2	3475	3.381	2	3475	6.993
14:00 - 15:00	2	3475	4.216	2	3475	4.043	2	3475	8.259
15:00 - 16:00	2	3475	3.540	2	3475	3.986	2	3475	7.526
16:00 - 17:00	2	3475	2.849	2	3475	3.223	2	3475	6.072
17:00 - 18:00	2	3475	2.259	2	3475	2.604	2	3475	4.863
18:00 - 19:00	2	3475	1.683	2	3475	1.986	2	3475	3.669
19:00 - 20:00	2	3475	0.245	2	3475	0.849	2	3475	1.094
20:00 - 21:00	2	3475	0.072	2	3475	0.144	2	3475	0.216
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.606			32.633			65.239

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: 3000 - 3950 (units: sqm)
Survey date range: 01/01/16 - 12/06/23
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 01 - RETAIL/S - MIXED BARGAIN RETAIL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	3475	0.000	2	3475	0.000	2	3475	0.000
08:00 - 09:00	2	3475	0.000	2	3475	0.000	2	3475	0.000
09:00 - 10:00	2	3475	0.014	2	3475	0.000	2	3475	0.014
10:00 - 11:00	2	3475	0.000	2	3475	0.014	2	3475	0.014
11:00 - 12:00	2	3475	0.014	2	3475	0.000	2	3475	0.014
12:00 - 13:00	2	3475	0.014	2	3475	0.000	2	3475	0.014
13:00 - 14:00	2	3475	0.000	2	3475	0.014	2	3475	0.014
14:00 - 15:00	2	3475	0.000	2	3475	0.014	2	3475	0.014
15:00 - 16:00	2	3475	0.000	2	3475	0.000	2	3475	0.000
16:00 - 17:00	2	3475	0.000	2	3475	0.000	2	3475	0.000
17:00 - 18:00	2	3475	0.014	2	3475	0.000	2	3475	0.014
18:00 - 19:00	2	3475	0.000	2	3475	0.014	2	3475	0.014
19:00 - 20:00	2	3475	0.000	2	3475	0.000	2	3475	0.000
20:00 - 21:00	2	3475	0.000	2	3475	0.000	2	3475	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

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 01 - RETAIL/S - MIXED BARGAIN RETAIL UNIT

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	3475	0.000	2	3475	0.000	2	3475	0.000
08:00 - 09:00	2	3475	0.072	2	3475	0.058	2	3475	0.130
09:00 - 10:00	2	3475	0.144	2	3475	0.072	2	3475	0.216
10:00 - 11:00	2	3475	0.072	2	3475	0.115	2	3475	0.187
11:00 - 12:00	2	3475	0.129	2	3475	0.086	2	3475	0.215
12:00 - 13:00	2	3475	0.245	2	3475	0.273	2	3475	0.518
13:00 - 14:00	2	3475	0.086	2	3475	0.086	2	3475	0.172
14:00 - 15:00	2	3475	0.144	2	3475	0.158	2	3475	0.302
15:00 - 16:00	2	3475	0.158	2	3475	0.129	2	3475	0.287
16:00 - 17:00	2	3475	0.158	2	3475	0.187	2	3475	0.345
17:00 - 18:00	2	3475	0.129	2	3475	0.144	2	3475	0.273
18:00 - 19:00	2	3475	0.029	2	3475	0.043	2	3475	0.072
19:00 - 20:00	2	3475	0.029	2	3475	0.043	2	3475	0.072
20:00 - 21:00	2	3475	0.000	2	3475	0.000	2	3475	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.395			1.394			2.789

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.

Calculation Reference: AUDIT-701101-240402-0402

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : S - MIXED BARGAIN RETAIL UNIT
TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST
BR BRISTOL CITY 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: Gross floor area
Actual Range: 3816 to 3816 (units: sqm)
Range Selected by User: 624 to 3950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/06/23

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:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

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:

Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

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

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

LIST OF SITES relevant to selection parameters

1	BR-01-S-01	B&M HOME STORE	BRISTOL CITY
	WILLS WAY		
	BRISTOL		
	HEADLEY PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Retail Zone		
	Total Gross floor area:	3816 sqm	
	Survey date: SATURDAY	13/05/23	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 01 - RETAIL/S - MIXED BARGAIN RETAIL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	3816	0.052	1	3816	0.000	1	3816	0.052
08:00 - 09:00	1	3816	0.603	1	3816	0.210	1	3816	0.813
09:00 - 10:00	1	3816	0.786	1	3816	0.708	1	3816	1.494
10:00 - 11:00	1	3816	0.891	1	3816	0.865	1	3816	1.756
11:00 - 12:00	1	3816	0.917	1	3816	0.970	1	3816	1.887
12:00 - 13:00	1	3816	1.179	1	3816	1.074	1	3816	2.253
13:00 - 14:00	1	3816	1.048	1	3816	1.101	1	3816	2.149
14:00 - 15:00	1	3816	1.022	1	3816	1.101	1	3816	2.123
15:00 - 16:00	1	3816	1.101	1	3816	1.127	1	3816	2.228
16:00 - 17:00	1	3816	0.970	1	3816	1.022	1	3816	1.992
17:00 - 18:00	1	3816	0.812	1	3816	0.996	1	3816	1.808
18:00 - 19:00	1	3816	0.786	1	3816	0.865	1	3816	1.651
19:00 - 20:00	1	3816	0.655	1	3816	0.734	1	3816	1.389
20:00 - 21:00	1	3816	0.550	1	3816	0.603	1	3816	1.153
21:00 - 22:00	1	3816	0.314	1	3816	0.262	1	3816	0.576
22:00 - 23:00	1	3816	0.000	1	3816	0.052	1	3816	0.052
23:00 - 24:00									
Total Rates:			11.686				11.690	23.376	

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: 3816 - 3816 (units: sqm)
Survey date range: 01/01/16 - 12/06/23
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 1
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 01 - RETAIL/S - MIXED BARGAIN RETAIL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	3816	0.000	1	3816	0.000	1	3816	0.000
08:00 - 09:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
09:00 - 10:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
10:00 - 11:00	1	3816	0.026	1	3816	0.000	1	3816	0.026
11:00 - 12:00	1	3816	0.000	1	3816	0.026	1	3816	0.026
12:00 - 13:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
13:00 - 14:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
14:00 - 15:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
15:00 - 16:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
16:00 - 17:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
17:00 - 18:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
18:00 - 19:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
19:00 - 20:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
20:00 - 21:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
21:00 - 22:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
22:00 - 23:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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 01 - RETAIL/S - MIXED BARGAIN RETAIL UNIT

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	3816	0.000	1	3816	0.000	1	3816	0.000
08:00 - 09:00	1	3816	0.052	1	3816	0.026	1	3816	0.078
09:00 - 10:00	1	3816	0.026	1	3816	0.000	1	3816	0.026
10:00 - 11:00	1	3816	0.026	1	3816	0.026	1	3816	0.052
11:00 - 12:00	1	3816	0.026	1	3816	0.026	1	3816	0.052
12:00 - 13:00	1	3816	0.026	1	3816	0.052	1	3816	0.078
13:00 - 14:00	1	3816	0.026	1	3816	0.026	1	3816	0.052
14:00 - 15:00	1	3816	0.000	1	3816	0.026	1	3816	0.026
15:00 - 16:00	1	3816	0.026	1	3816	0.000	1	3816	0.026
16:00 - 17:00	1	3816	0.000	1	3816	0.026	1	3816	0.026
17:00 - 18:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
18:00 - 19:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
19:00 - 20:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
20:00 - 21:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
21:00 - 22:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
22:00 - 23:00	1	3816	0.000	1	3816	0.000	1	3816	0.000
23:00 - 24:00									
Total Rates:			0.208			0.208			0.416

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 J – Home Bargains – Retford Customer Trip Survey

Home Bargains Trip Purpose - Customer Survey

Sunday, February 12, 2023

305

Total Responses

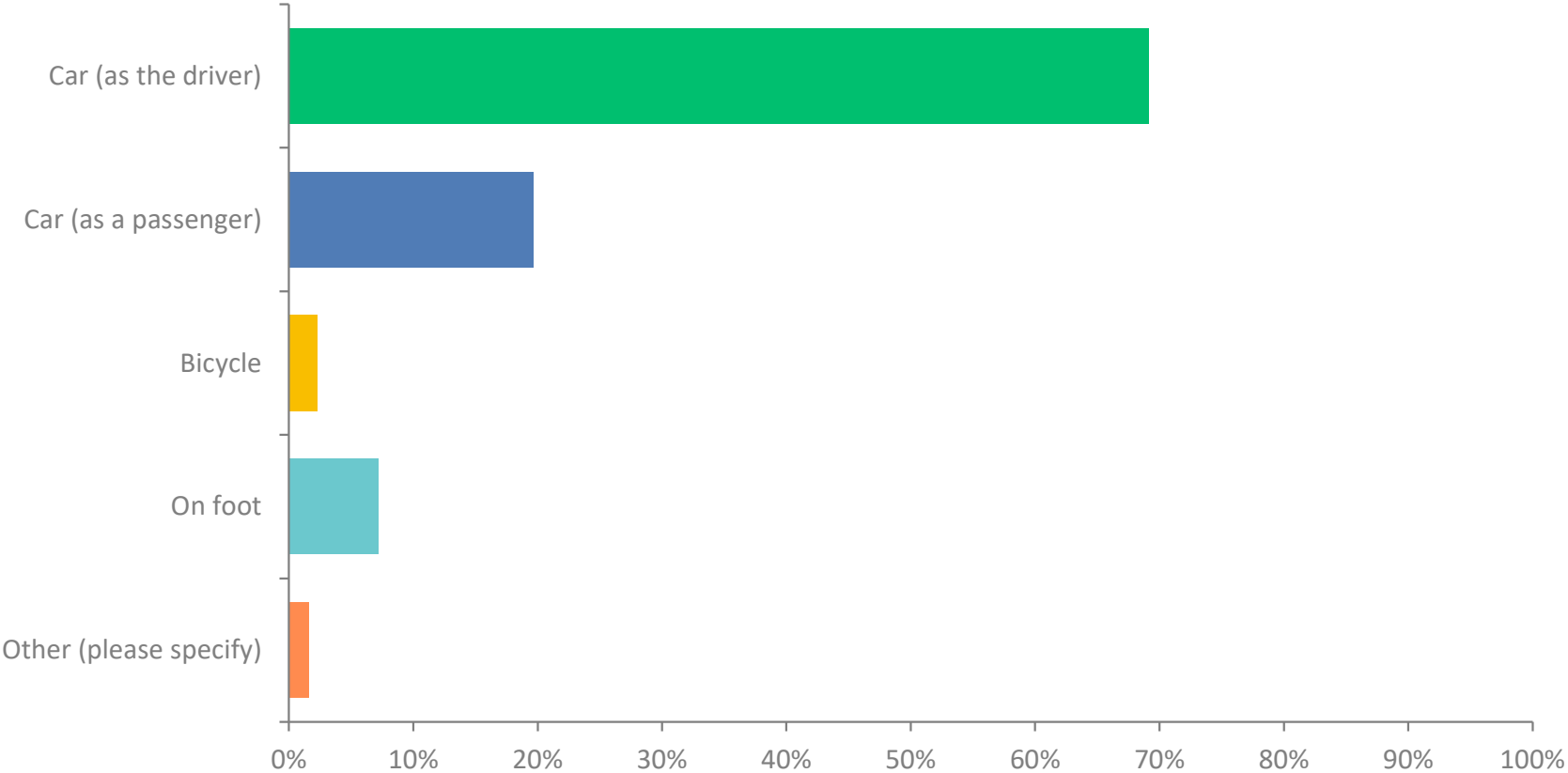
Date Created: Thursday, February 09, 2023

Complete Responses: 305

Powered by  SurveyMonkey

Q1: How did you arrive at Home Bargains today?

Answered: 305 Skipped: 0



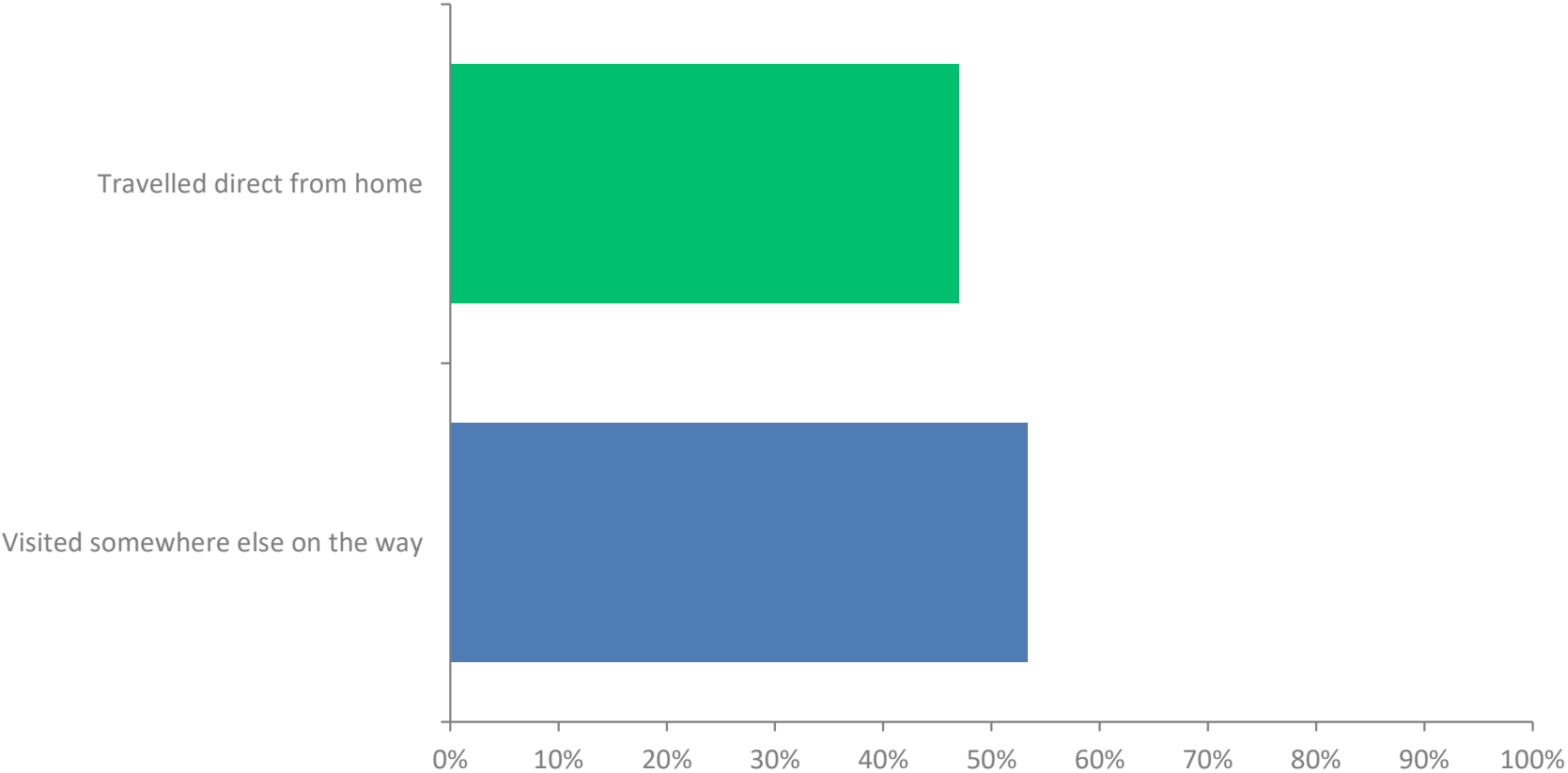
Q1: How did you arrive at Home Bargains today?

Answered: 305 Skipped: 0

ANSWER CHOICES	RESPONSES	
Car (as the driver)	69.18%	211
Car (as a passenger)	19.67%	60
Bicycle	2.30%	7
On foot	7.21%	22
Other (please specify)	1.64%	5
TOTAL		305

Q2: Have you travelled directly from home to come to Home Bargains today, or have you visited anywhere else on the way?

Answered: 304 Skipped: 1



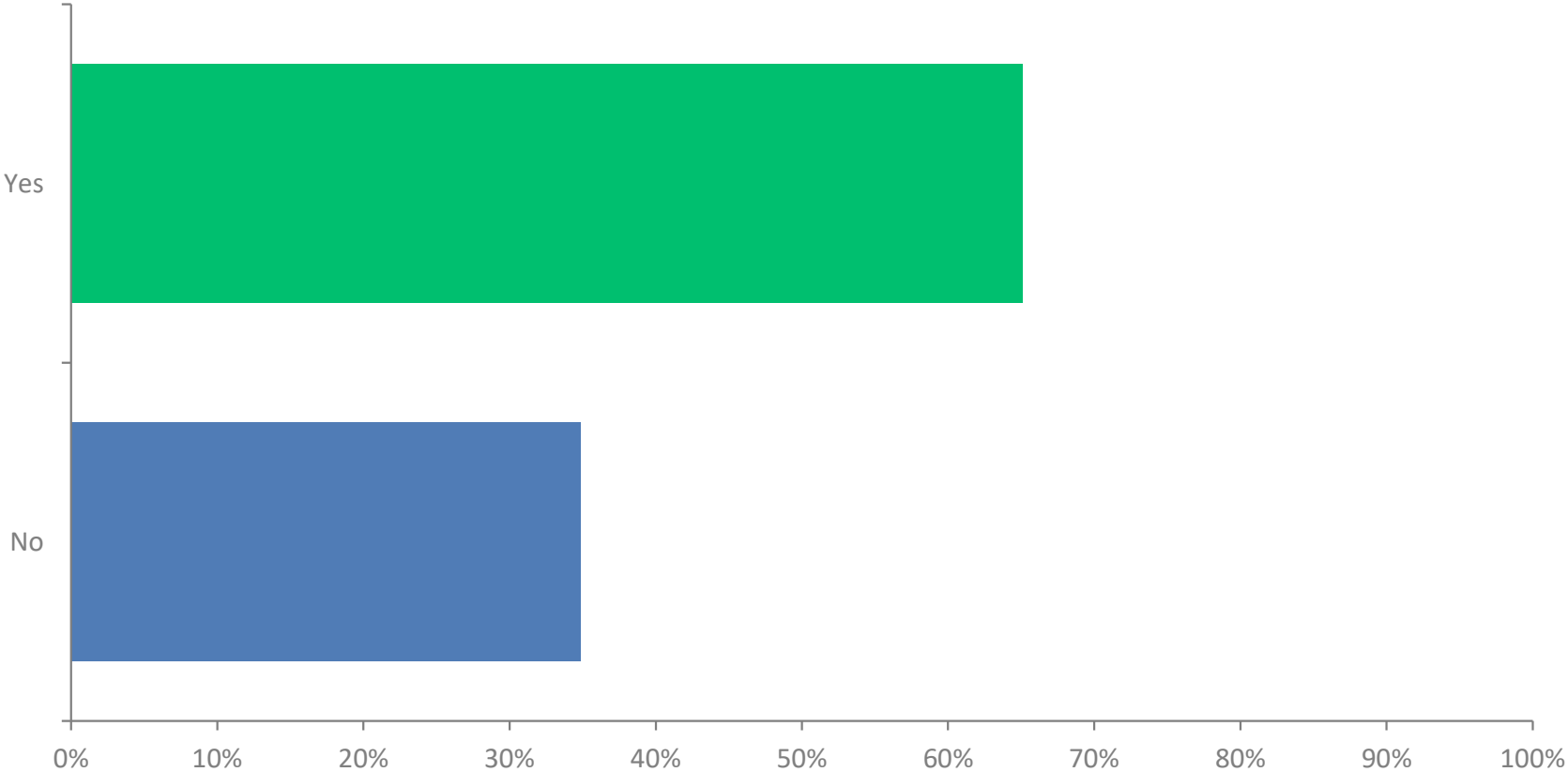
Q2: Have you travelled directly from home to come to Home Bargains today, or have you visited anywhere else on the way?

Answered: 304 Skipped: 1

ANSWER CHOICES	RESPONSES	
Travelled direct from home	47.04%	143
Visited somewhere else on the way	53.29%	162
TOTAL		305

Q3: Will you travel straight home after shopping at Home Bargains?

Answered: 304 Skipped: 1



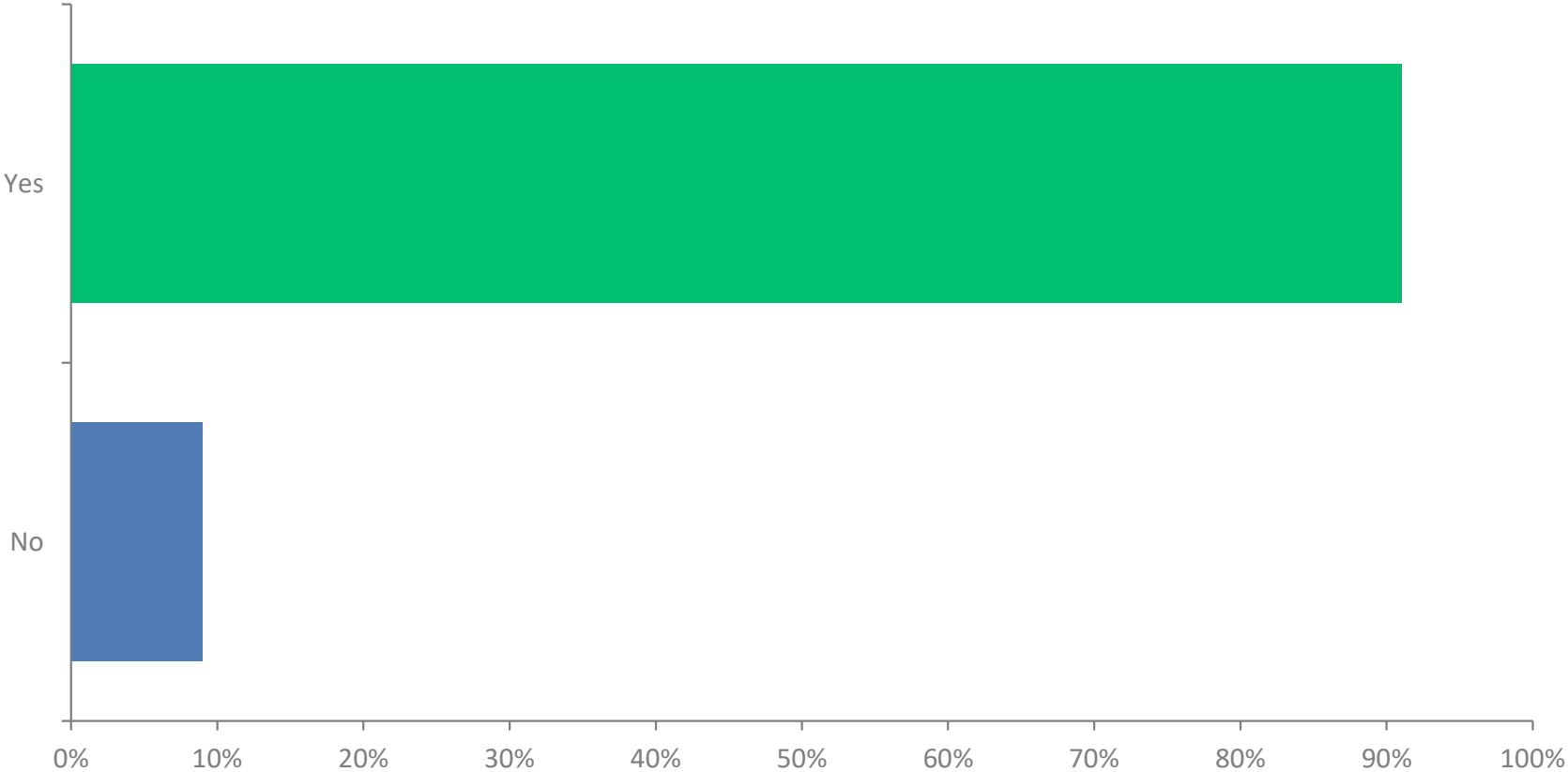
Q3: Will you travel straight home after shopping at Home Bargains?

Answered: 304 Skipped: 1

ANSWER CHOICES	RESPONSES	
Yes	65.13%	198
No	34.87%	106
TOTAL		304

Q4: When you left home today, was it always your intention to come to Home Bargains?

Answered: 301 Skipped: 4



Q4: When you left home today, was it always your intention to come to Home Bargains?

Answered: 301 Skipped: 4

ANSWER CHOICES	RESPONSES	
Yes	91.03%	274
No	8.97%	27
TOTAL		301



Appendix K – Traffic Flow Diagrams

Traffic Flow Diagrams

Client:	DAVOS Porperty Developments Ltd			
Project Title:	Sovereign Industrial Estate, huyton			
Date:	13.11.24			
Project Code:	23-0587			
Network Peak Hours	AM Peak	08:30 - 09:30		
	PM Peak	16:00 - 17:00		
	Sat Peak	12:45- 13:45		
Prepared By:	MW			
Approved By:	TS			
Revisions	A	XX.XX.XX	MW	Increase in GFA, Altered TEMPRO Growth Rates, New Base Year...
	B	13.11.24	TS	Changes to GFA
TFD_01	2024 Base Year (Based on MCC survey undertaken Friday 15th March 2024) (PCU)			
TFD_02	2024 Base Year (Based on MCC survey undertaken Friday 15th March 2024 with TemPRO growth rate applied) (PCU)			
TFD_03	Site Distribution (%) as agreed with Knowsley Council			
TFD_04	Extant Warehousing Use traffic distribution based on agreed site distribution (PCU)			
TFD_05	2024 Base Year + Extant Warehousing Use			
TFD_06	2028 Base Year + Extant Warehousing Use			
TFD_07	Proposed Warehousing and Home Bargains Use traffic distribution based on agreed site distribution (PCU)			
TFD_08	2024 Base Year + Proposed Warehousing and Home Bargains			
TFD_09	2028 Base Year + Proposed Warehousing and Home Bargains			



Development Trips

Existing - Warehouse

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	0.124	0.080	0.204
PM Peak (17:00 - 18:00)	0.092	0.122	0.214

Existing - Warehouse GFA/100: 228.5

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	28	18	47
PM Peak (17:00 - 18:00)	21	28	49

Proposed - Warehouse GFA/100: 176.64

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	22	14	36
PM Peak (17:00 - 18:00)	16	22	38

Proposed Home Bargains

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	1.180	0.547	1.727
PM Peak (16:00 - 17:00)	4.216	4.043	8.259
Sat Peak (12:00 - 13:00)	1.179	1.074	2.253

Proposed Home Bargains GFA/100 23.89

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	28	13	41
PM Peak (16:00 - 17:00)	101	97	197
Sat Peak (12:00 - 13:00)	28	26	54

Total Proposed Trips

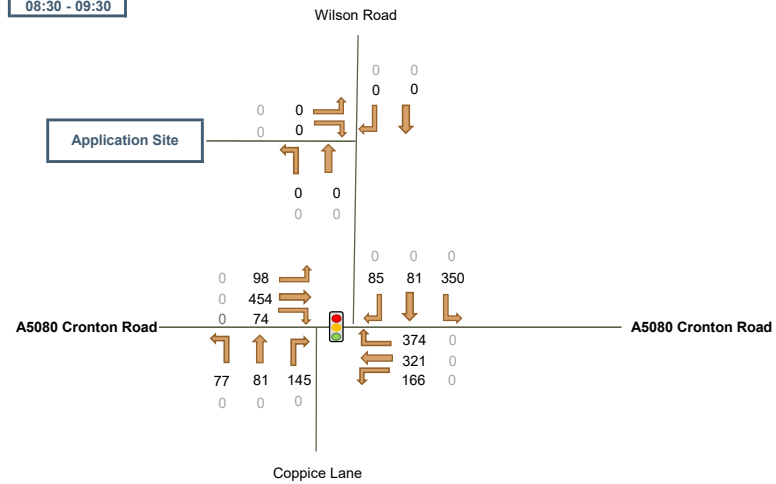
Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	50	27	77
PM Peak (17:00 - 18:00)	117	118	235
Sat Peak (12:00 - 13:00)	28	26	54

Growth Rates

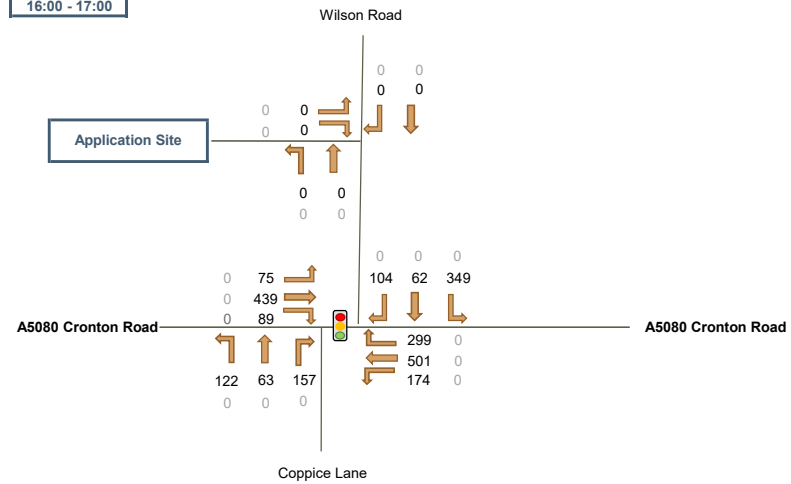
	Knowsley 017		
	Core - A Road		
	AM	PM	Sat
2024 - 2028	1.0275	1.0283	1.0294



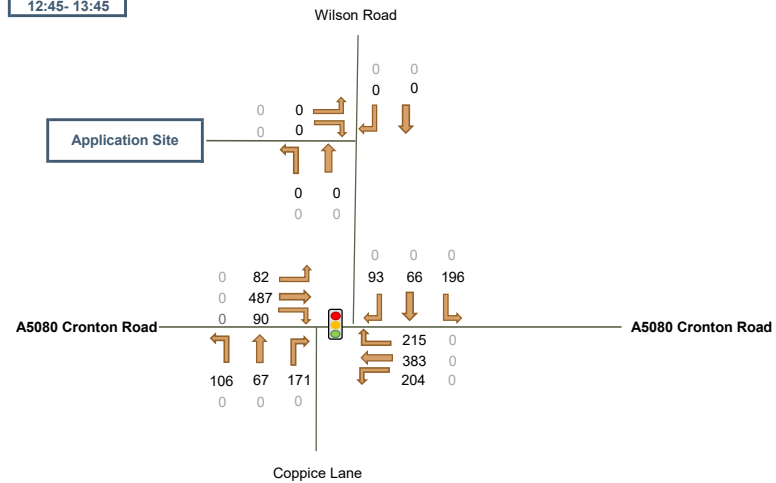
% HGVs



% HGVs



% HGVs



Client:

DAVOS Porperty Developments Ltd

Project:

Sovereign Industrial Estate, huyton

Drawing Title:

2024 Base Year (Based on MCC survey undertaken Friday 15th March 2024) (PCU)

Date:

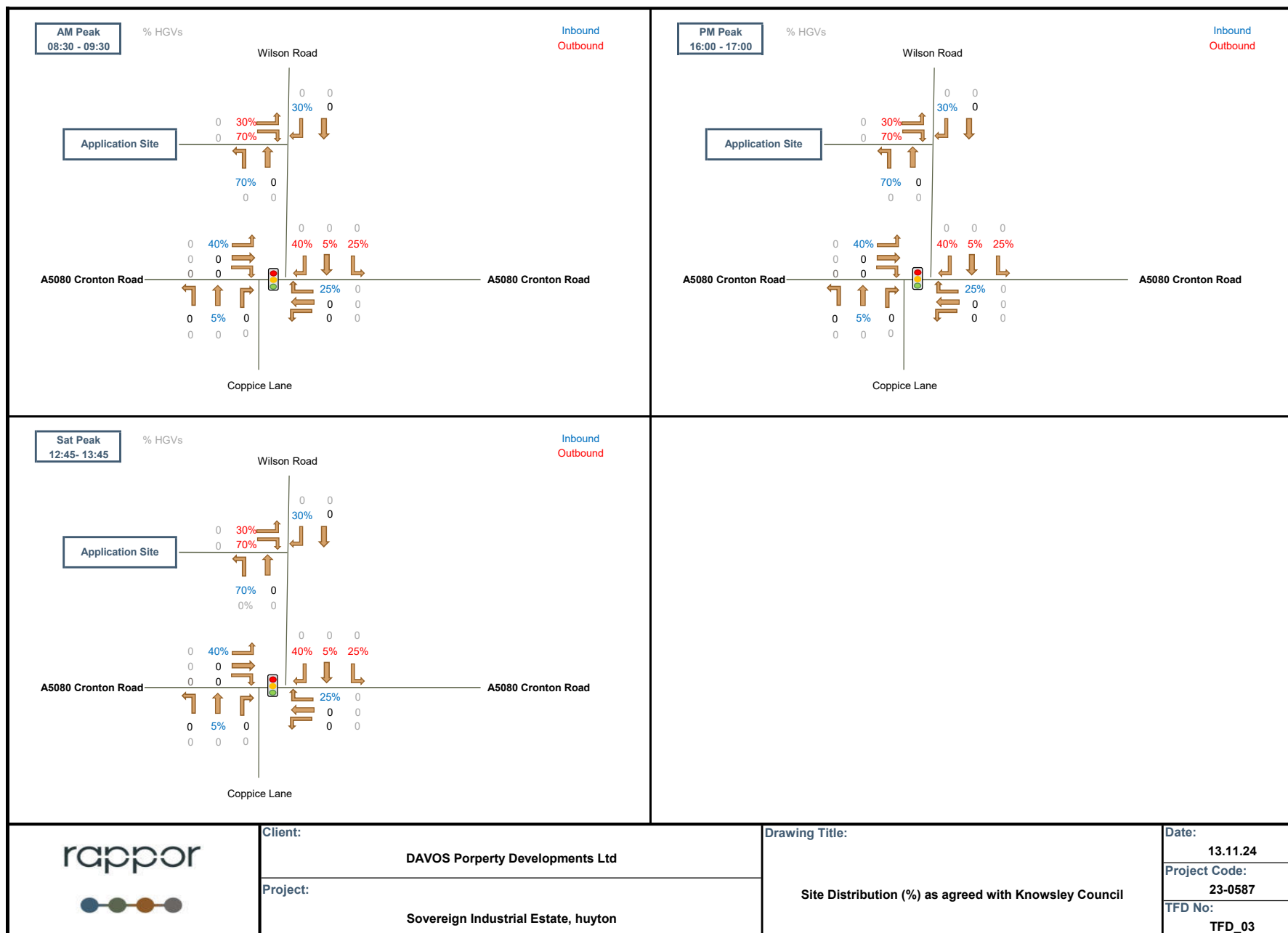
13.11.24

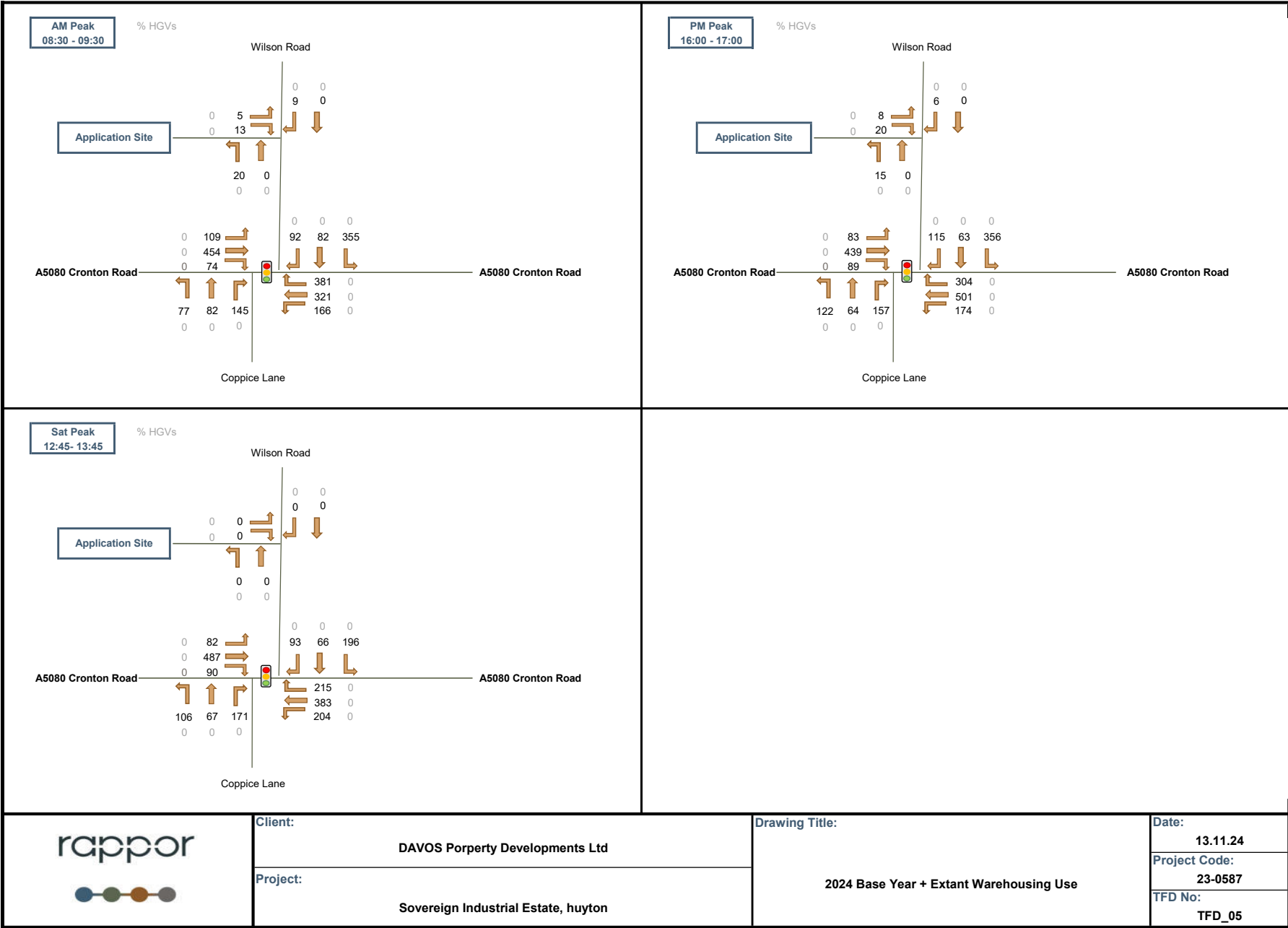
Project Code:

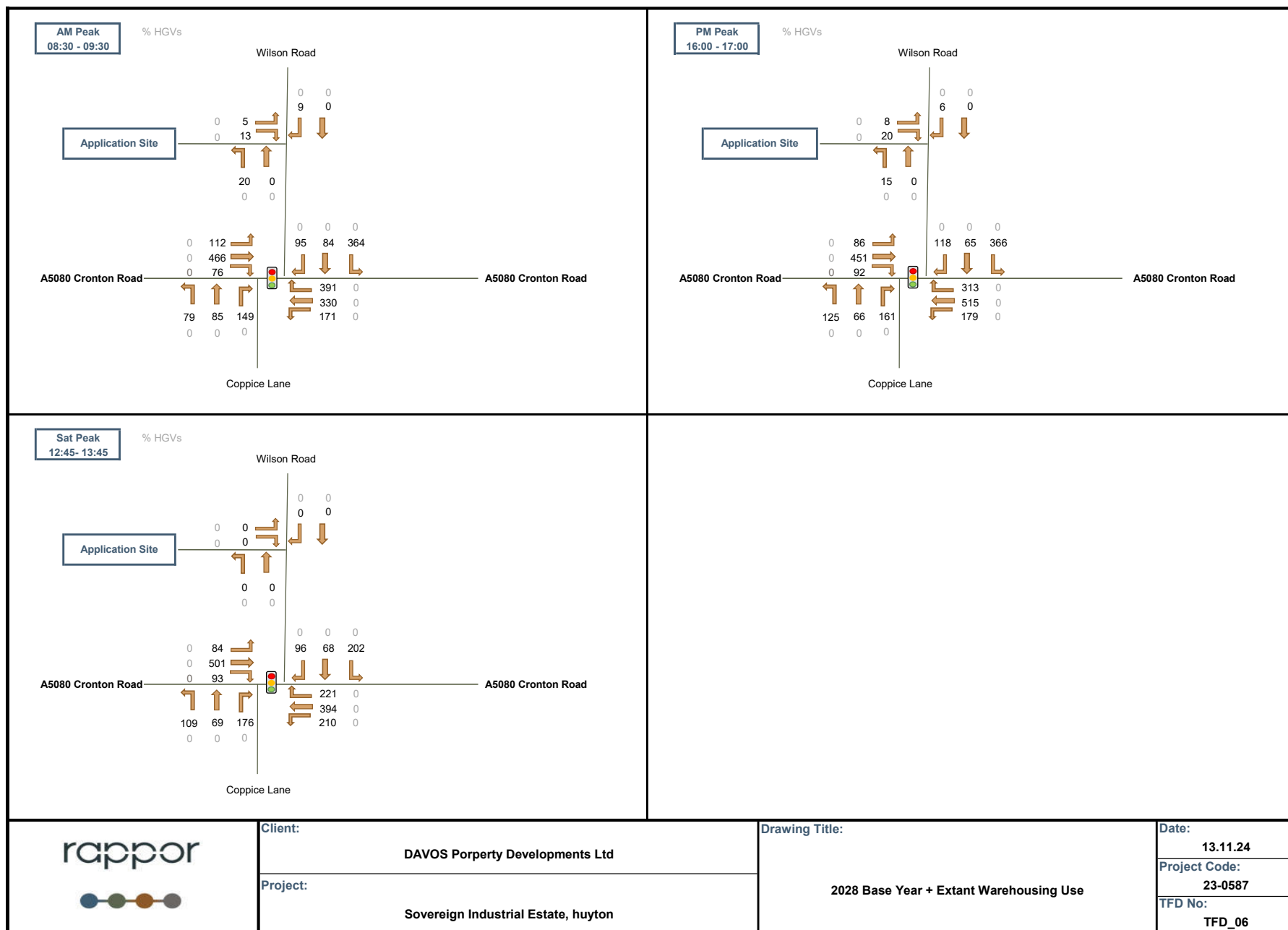
23-0587

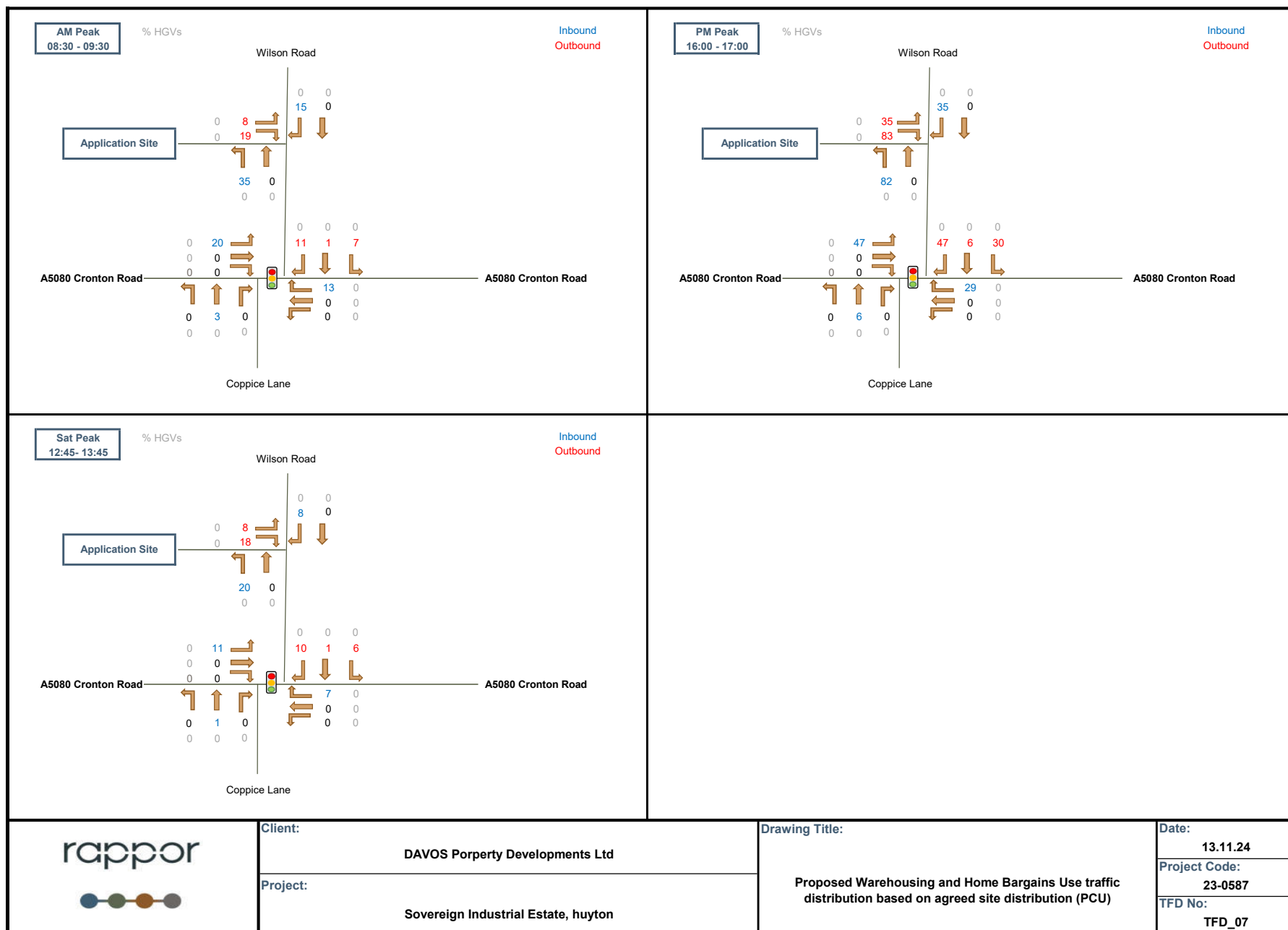
TFD No:

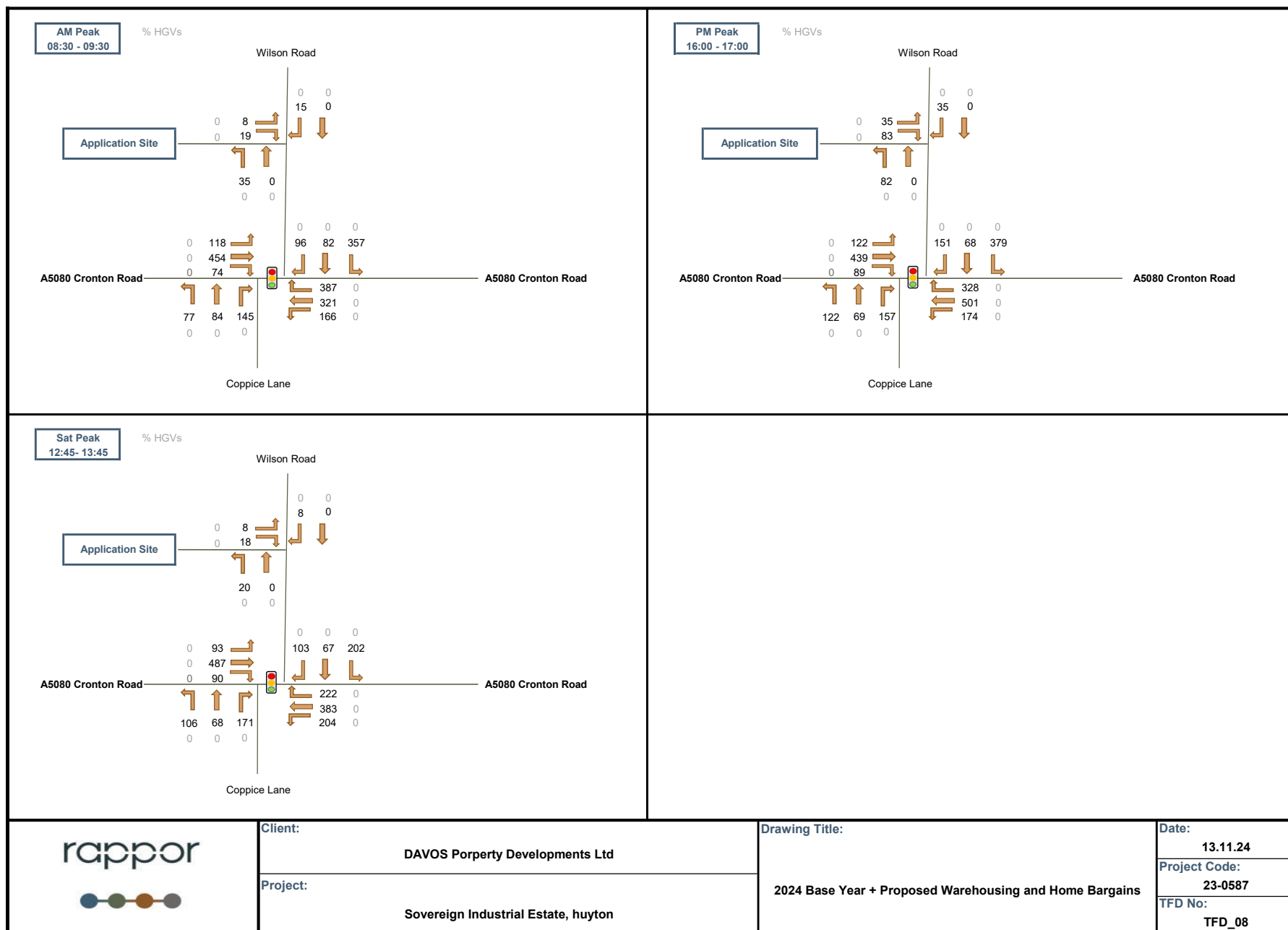
TFD_01

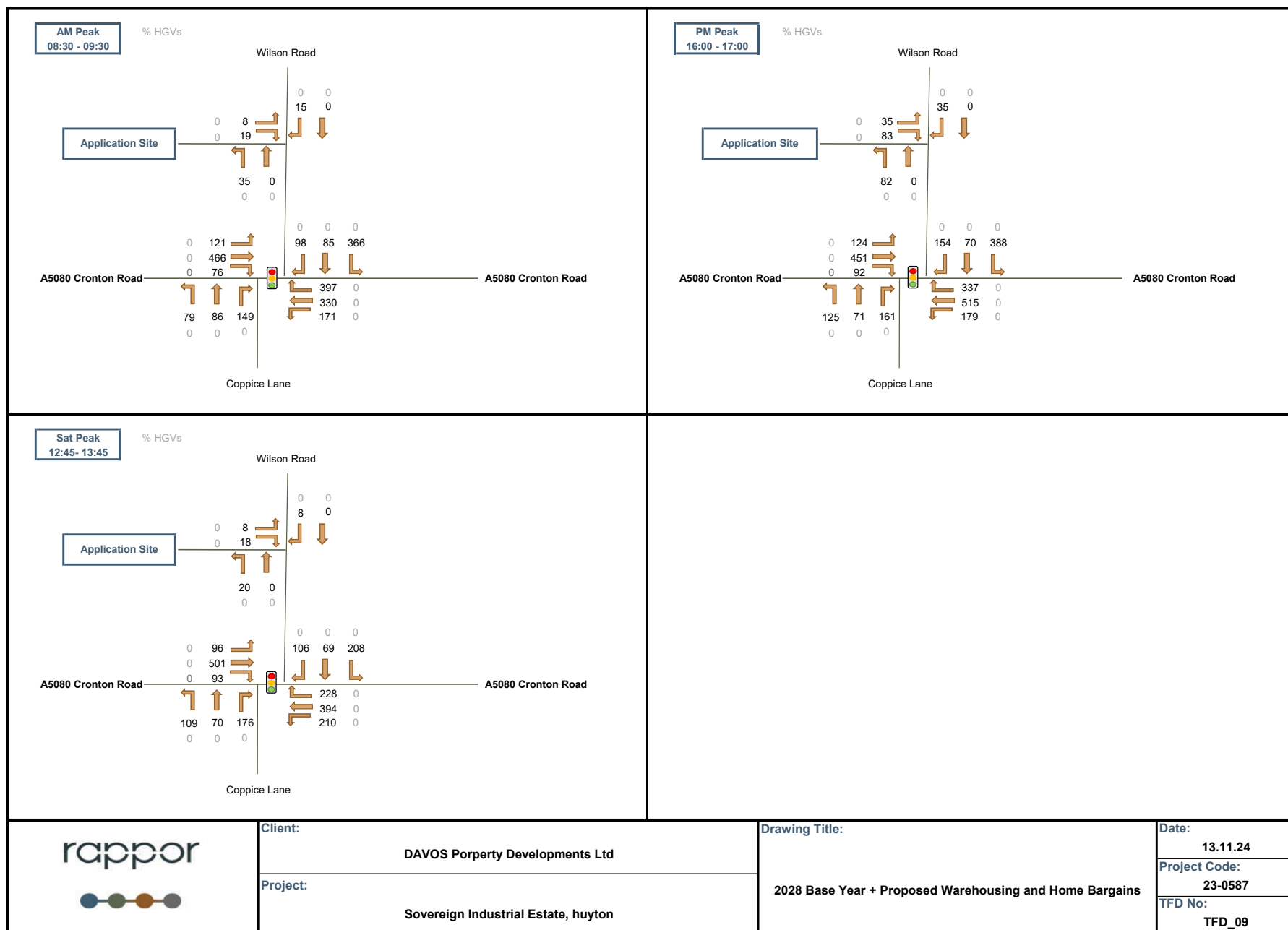










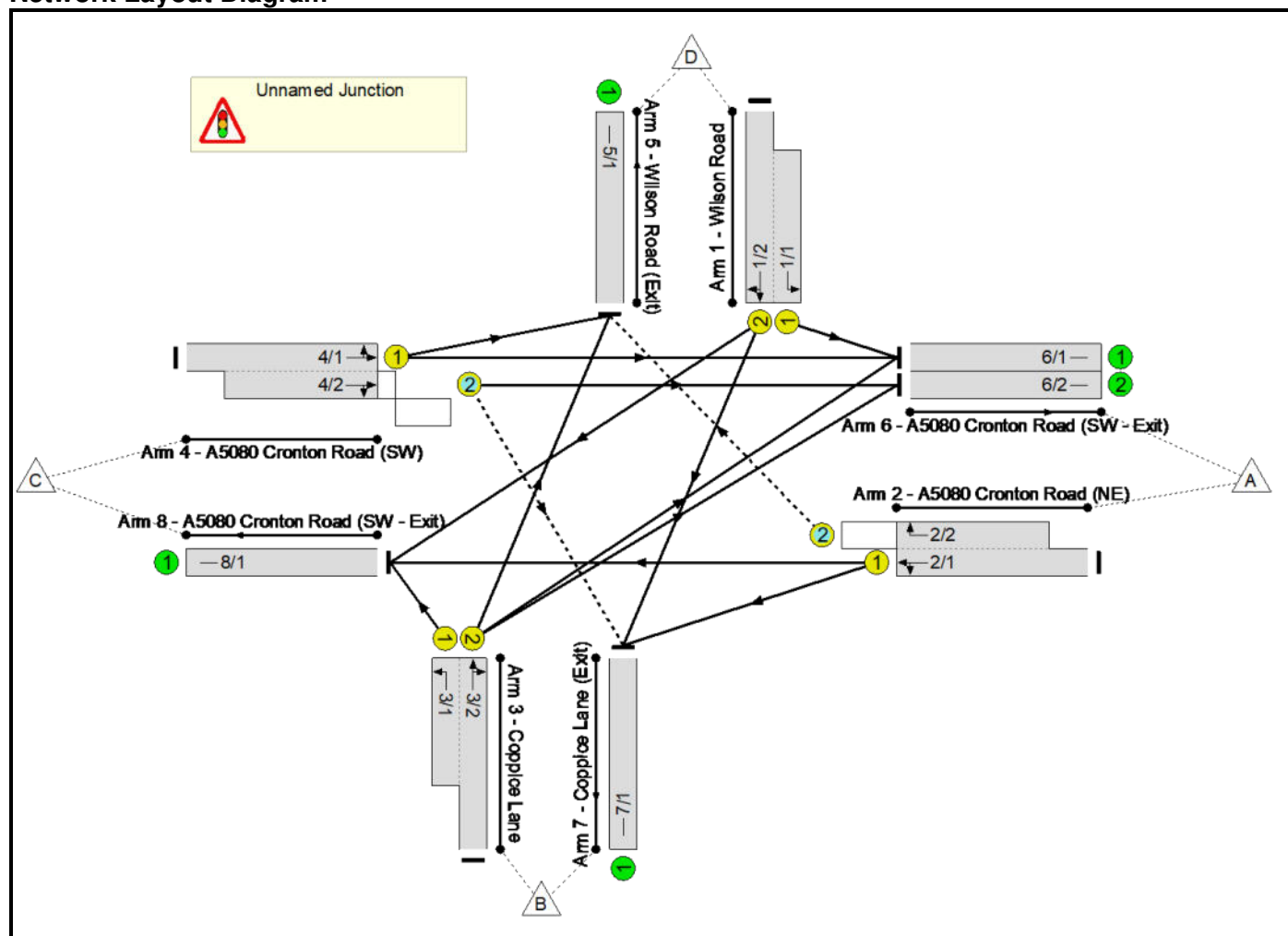




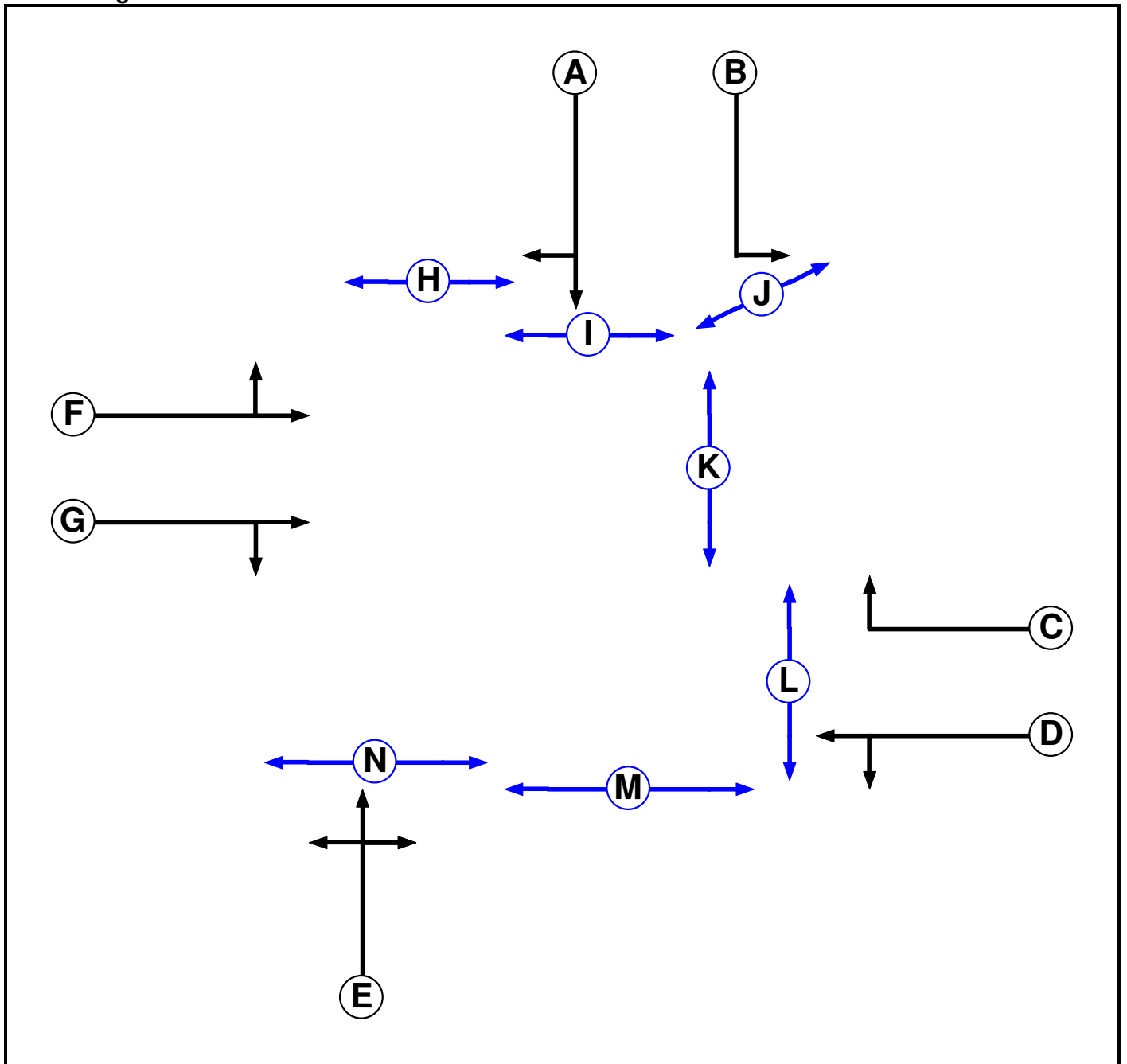
Appendix L – LINSIG Output Report – Wilson Road / Cronton Road (A5060) / Coppice Lane Signalised Junction

Full Input Data And Results**User and Project Details**

Project:	Sovereign Industrial Estate (Phase 2) - Huyton
Location:	A5080 Coppice Lane / Wilson Road
Client:	DAVOS Property Developments Ltd
Site Ref(s):	23-0587
File name:	A5080_Coppice Lane_Wilson Road.lsg3x
Author:	TS
Company:	Rappor

Network Layout Diagram

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	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7
L	Pedestrian		7	7
M	Pedestrian		7	7
N	Pedestrian		7	7

Phase Intergreens Matrix

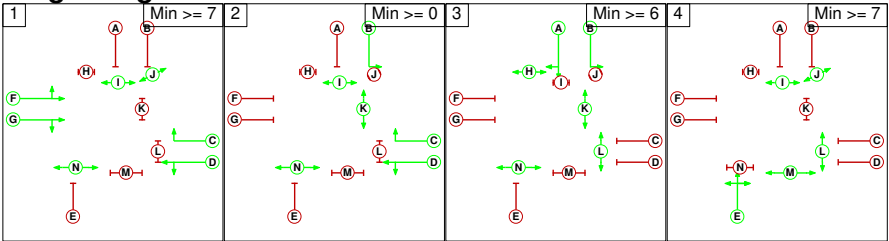
	Starting Phase													
	A	B	C	D	E	F	G	H	I	J	K	L	M	N
Terminating Phase	A	-	5	5	8	5	5	-	5	-	-	-	8	-
	B	-	-	-	5	5	5	-	-	5	-	-	-	-
	C	5	-	-	5	-	-	9	-	-	-	5	-	-
	D	5	-	-	7	-	-	-	-	-	-	5	8	-
	E	5	8	5	5	5	5	9	-	-	7	-	-	5
	F	7	9	-	-	5	-	8	-	-	10	-	-	-
	G	6	8	-	-	5	-	-	-	-	9	-	8	-
	H	-	-	8	-	8	-	-	-	-	-	-	-	-
	I	5	-	-	-	-	-	-	-	-	-	-	-	-
	J	-	6	-	-	-	-	-	-	-	-	-	-	-
	K	-	-	-	-	9	9	9	-	-	-	-	-	-
	L	-	-	8	8	-	-	-	-	-	-	-	-	-
	M	10	-	-	10	-	-	10	-	-	-	-	-	-
	N	-	-	-	-	10	-	-	-	-	-	-	-	-

Phases in Stage

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

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage				
		1	2	3	4
	1		10	10	10
	2	9		9	10
	3	9	8		10
	4	10	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
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)
2/2 (A5080 Cronton Road (NE))	5/1 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	3.00
				4/2	1.09	All					
4/2 (A5080 Cronton Road (SW))	7/1 (Right)	1439	0	2/1	1.09	All	4.00	3.00	0.50	4	3.00
				2/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
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 (Wilson Road)	U	B	2	3	15.3	Geom	-	3.30	0.00	Y	Arm 6 Left	26.00
1/2 (Wilson Road)	U	A	2	3	60.0	Geom	-	3.30	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	30.00
2/1 (A5080 Cronton Road (NE))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 7 Left	18.00
											Arm 8 Ahead	Inf
2/2 (A5080 Cronton Road (NE))	O	C	2	3	29.2	Geom	-	3.50	0.00	N	Arm 5 Right	8.00
3/1 (Coppice Lane)	U	E	2	3	7.0	Geom	-	4.30	0.00	Y	Arm 8 Left	18.60
3/2 (Coppice Lane)	U	E	2	3	60.0	Geom	-	3.25	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	20.00
4/1 (A5080 Cronton Road (SW))	U	F	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Left	18.00
											Arm 6 Ahead	Inf
4/2 (A5080 Cronton Road (SW))	O	G	2	3	8.9	Geom	-	3.25	0.00	N	Arm 6 Ahead	Inf
											Arm 7 Right	20.00
5/1 (Wilson Road (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A5080 Cronton Road (SW - Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A5080 Cronton Road (SW - Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Coppice Lane (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A5080 Cronton Road (SW - Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM'	08:30	09:30	01:00	
2: '2024 PM'	16:00	17:00	01:00	
3: '2024 Saturday'	12:45	13:45	01:00	
4: '2028 AM'	08:30	09:30	01:00	
5: '2028 PM'	16:00	17:00	01:00	
6: '2028 Saturday'	12:45	13:45	01:00	
12: '2024 + Extant Use AM'	08:30	09:30	01:00	F1+F7
13: '2024 + Extant Use PM'	16:00	17:00	01:00	F2+F8
14: '2028 + Extant Use AM'	08:30	09:30	01:00	F4+F7
15: '2028 + Extant Use PM'	16:00	17:00	01:00	F5+F8
16: '2024 + Proposed Use AM'	08:30	09:30	01:00	F1+F9
17: '2024 + Proposed Use PM'	16:00	17:00	01:00	F2+F10
18: '2024 + Proposed Use Saturday'	12:45	13:45	01:00	F3+F11
19: '2028 + Proposed Use AM'	08:30	09:30	01:00	F4+F9
20: '2028 + Proposed Use PM'	16:00	17:00	01:00	F5+F10
21: '2028 + Proposed Use Saturday'	12:45	13:45	01:00	F6+F11

Scenario 1: '2024 Base AM' (FG1: '2024 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	166	321	374	861
	B	145	0	77	81	303
	C	454	74	0	98	626
	D	350	81	85	0	516
	Tot.	949	321	483	553	2306

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM
Junction: Unnamed Junction	
1/1 (short)	350
1/2 (with short)	516(In) 166(Out)
2/1 (with short)	861(In) 487(Out)
2/2 (short)	374
3/1 (short)	77
3/2 (with short)	303(In) 226(Out)
4/1 (with short)	626(In) 436(Out)
4/2 (short)	190
5/1	553
6/1	761
6/2	188
7/1	321
8/1	483

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	48.8 %	2033	2033
				Arm 8 Right	30.00	51.2 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	34.1 %	1911	1911
				Arm 8 Ahead	Inf	65.9 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	35.8 %	1985	1985
				Arm 6 Right	20.00	64.2 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	22.5 %	1899	1899
				Arm 6 Ahead	Inf	77.5 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	61.1 %	2021	2021
				Arm 7 Right	20.00	38.9 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2024 Base PM' (FG2: '2024 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	174	501	299	974
	B	157	0	122	63	342
	C	439	89	0	75	603
	D	349	62	104	0	515
	Tot.	945	325	727	437	2434

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM
Junction: Unnamed Junction	
1/1 (short)	349
1/2 (with short)	515(In) 166(Out)
2/1 (with short)	974(In) 675(Out)
2/2 (short)	299
3/1 (short)	122
3/2 (with short)	342(In) 220(Out)
4/1 (with short)	603(In) 430(Out)
4/2 (short)	173
5/1	437
6/1	783
6/2	162
7/1	325
8/1	727

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	37.3 %	2022	2022
				Arm 8 Right	30.00	62.7 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	25.8 %	1924	1924
				Arm 8 Ahead	Inf	74.2 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	28.6 %	1974	1974
				Arm 6 Right	20.00	71.4 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	17.4 %	1907	1907
				Arm 6 Ahead	Inf	82.6 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	48.6 %	2003	2003
				Arm 7 Right	20.00	51.4 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2024 Base Saturday' (FG3: '2024 Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	204	383	215	802
	B	171	0	106	67	344
	C	487	90	0	82	659
	D	196	66	93	0	355
	Tot.	854	360	582	364	2160

Traffic Lane Flows

Lane	Scenario 3: 2024 Base Saturday
Junction: Unnamed Junction	
1/1 (short)	196
1/2 (with short)	355(In) 159(Out)
2/1 (with short)	802(In) 587(Out)
2/2 (short)	215
3/1 (short)	106
3/2 (with short)	344(In) 238(Out)
4/1 (with short)	659(In) 463(Out)
4/2 (short)	196
5/1	364
6/1	663
6/2	191
7/1	360
8/1	582

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	41.5 %	2026	2026
				Arm 8 Right	30.00	58.5 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	34.8 %	1910	1910
				Arm 8 Ahead	Inf	65.2 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	28.2 %	1974	1974
				Arm 6 Right	20.00	71.8 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	17.7 %	1907	1907
				Arm 6 Ahead	Inf	82.3 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	54.1 %	2011	2011
				Arm 7 Right	20.00	45.9 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2024 Base + Extant Use AM' (FG12: '2024 + Extant Use AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	166	321	381	868
	B	145	0	77	82	304
	C	454	74	0	109	637
	D	355	82	92	0	529
	Tot.	954	322	490	572	2338

Traffic Lane Flows

Lane	Scenario 4: 2024 Base + Extant Use AM
Junction: Unnamed Junction	
1/1 (short)	355
1/2 (with short)	529(In) 174(Out)
2/1 (with short)	868(In) 487(Out)
2/2 (short)	381
3/1 (short)	77
3/2 (with short)	304(In) 227(Out)
4/1 (with short)	637(In) 442(Out)
4/2 (short)	195
5/1	572
6/1	761
6/2	193
7/1	322
8/1	490

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	47.1 %	2031	2031
				Arm 8 Right	30.00	52.9 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	34.1 %	1911	1911
				Arm 8 Ahead	Inf	65.9 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	36.1 %	1985	1985
				Arm 6 Right	20.00	63.9 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	24.7 %	1896	1896
				Arm 6 Ahead	Inf	75.3 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	62.1 %	2022	2022
				Arm 7 Right	20.00	37.9 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2024 Base + Extant Use PM' (FG13: '2024 + Extant Use PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	174	501	304	979
	B	157	0	122	64	343
	C	439	89	0	83	611
	D	356	63	115	0	534
	Tot.	952	326	738	451	2467

Traffic Lane Flows

Lane	Scenario 5: 2024 Base + Extant Use PM
Junction: Unnamed Junction	
1/1 (short)	356
1/2 (with short)	534(In) 178(Out)
2/1 (with short)	979(In) 675(Out)
2/2 (short)	304
3/1 (short)	122
3/2 (with short)	343(In) 221(Out)
4/1 (with short)	611(In) 431(Out)
4/2 (short)	180
5/1	451
6/1	783
6/2	169
7/1	326
8/1	738

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	35.4 %	2020	2020
				Arm 8 Right	30.00	64.6 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	25.8 %	1924	1924
				Arm 8 Ahead	Inf	74.2 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	29.0 %	1975	1975
				Arm 6 Right	20.00	71.0 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	19.3 %	1904	1904
				Arm 6 Ahead	Inf	80.7 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	50.6 %	2006	2006
				Arm 7 Right	20.00	49.4 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2028 Base AM' (FG4: '2028 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	171	330	384	885
	B	149	0	79	83	311
	C	466	76	0	101	643
	D	360	83	87	0	530
	Tot.	975	330	496	568	2369

Traffic Lane Flows

Lane	Scenario 6: 2028 Base AM
Junction: Unnamed Junction	
1/1 (short)	360
1/2 (with short)	530(In) 170(Out)
2/1 (with short)	885(In) 501(Out)
2/2 (short)	384
3/1 (short)	79
3/2 (with short)	311(In) 232(Out)
4/1 (with short)	643(In) 446(Out)
4/2 (short)	197
5/1	568
6/1	780
6/2	195
7/1	330
8/1	496

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	48.8 %	2033	2033
				Arm 8 Right	30.00	51.2 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	34.1 %	1911	1911
				Arm 8 Ahead	Inf	65.9 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	35.8 %	1984	1984
				Arm 6 Right	20.00	64.2 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	22.6 %	1899	1899
				Arm 6 Ahead	Inf	77.4 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	61.4 %	2022	2022
				Arm 7 Right	20.00	38.6 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2028 Base PM' (FG5: '2028 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	179	515	307	1001
	B	161	0	125	65	351
	C	451	92	0	77	620
	D	359	64	107	0	530
	Tot.	971	335	747	449	2502

Traffic Lane Flows

Lane	Scenario 7: 2028 Base PM
Junction: Unnamed Junction	
1/1 (short)	359
1/2 (with short)	530(In) 171(Out)
2/1 (with short)	1001(In) 694(Out)
2/2 (short)	307
3/1 (short)	125
3/2 (with short)	351(In) 226(Out)
4/1 (with short)	620(In) 448(Out)
4/2 (short)	172
5/1	449
6/1	811
6/2	160
7/1	335
8/1	747

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	37.4 %	2022	2022
				Arm 8 Right	30.00	62.6 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	25.8 %	1924	1924
				Arm 8 Ahead	Inf	74.2 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	28.8 %	1975	1975
				Arm 6 Right	20.00	71.2 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	17.2 %	1908	1908
				Arm 6 Ahead	Inf	82.8 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	46.5 %	2000	2000
				Arm 7 Right	20.00	53.5 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2028 Base Saturday' (FG6: '2028 Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	210	394	221	825
	B	176	0	109	69	354
	C	501	93	0	84	678
	D	202	68	96	0	366
	Tot.	879	371	599	374	2223

Traffic Lane Flows

Lane	Scenario 8: 2028 Base Saturday
Junction: Unnamed Junction	
1/1 (short)	202
1/2 (with short)	366(In) 164(Out)
2/1 (with short)	825(In) 604(Out)
2/2 (short)	221
3/1 (short)	109
3/2 (with short)	354(In) 245(Out)
4/1 (with short)	678(In) 475(Out)
4/2 (short)	203
5/1	374
6/1	681
6/2	198
7/1	371
8/1	599

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	41.5 %	2026	2026
				Arm 8 Right	30.00	58.5 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	34.8 %	1910	1910
				Arm 8 Ahead	Inf	65.2 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	28.2 %	1974	1974
				Arm 6 Right	20.00	71.8 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	17.7 %	1907	1907
				Arm 6 Ahead	Inf	82.3 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	54.2 %	2011	2011
				Arm 7 Right	20.00	45.8 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2028 Base + Extant Use AM' (FG14: '2028 + Extant Use AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	171	330	391	892
	B	149	0	79	84	312
	C	466	76	0	112	654
	D	365	84	94	0	543
	Tot.	980	331	503	587	2401

Traffic Lane Flows

Lane	Scenario 9: 2028 Base + Extant Use AM
Junction: Unnamed Junction	
1/1 (short)	365
1/2 (with short)	543(In) 178(Out)
2/1 (with short)	892(In) 501(Out)
2/2 (short)	391
3/1 (short)	79
3/2 (with short)	312(In) 233(Out)
4/1 (with short)	654(In) 461(Out)
4/2 (short)	193
5/1	587
6/1	789
6/2	191
7/1	331
8/1	503

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	47.2 %	2031	2031
				Arm 8 Right	30.00	52.8 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	34.1 %	1911	1911
				Arm 8 Ahead	Inf	65.9 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	36.1 %	1985	1985
				Arm 6 Right	20.00	63.9 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	24.3 %	1897	1897
				Arm 6 Ahead	Inf	75.7 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	60.6 %	2020	2020
				Arm 7 Right	20.00	39.4 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2028 Base + Extant Use PM' (FG15: '2028 + Extant Use PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	179	515	312	1006
	B	161	0	125	66	352
	C	451	92	0	85	628
	D	366	65	118	0	549
	Tot.	978	336	758	463	2535

Traffic Lane Flows

Lane	Scenario 10: 2028 Base + Extant Use PM
Junction: Unnamed Junction	
1/1 (short)	366
1/2 (with short)	549(In) 183(Out)
2/1 (with short)	1006(In) 694(Out)
2/2 (short)	312
3/1 (short)	125
3/2 (with short)	352(In) 227(Out)
4/1 (with short)	628(In) 451(Out)
4/2 (short)	177
5/1	463
6/1	813
6/2	165
7/1	336
8/1	758

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	35.5 %	2020	2020
				Arm 8 Right	30.00	64.5 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	25.8 %	1924	1924
				Arm 8 Ahead	Inf	74.2 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	29.1 %	1975	1975
				Arm 6 Right	20.00	70.9 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	18.8 %	1905	1905
				Arm 6 Ahead	Inf	81.2 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	48.0 %	2002	2002
				Arm 7 Right	20.00	52.0 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2028 Base + Proposed Use AM' (FG19: '2028 + Proposed Use AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	171	330	397	898
	B	149	0	79	86	314
	C	466	76	0	121	663
	D	367	84	98	0	549
	Tot.	982	331	507	604	2424

Traffic Lane Flows

Lane	Scenario 11: 2028 Base + Proposed Use AM
Junction: Unnamed Junction	
1/1 (short)	367
1/2 (with short)	550(In) 183(Out)
2/1 (with short)	898(In) 501(Out)
2/2 (short)	397
3/1 (short)	79
3/2 (with short)	314(In) 235(Out)
4/1 (with short)	664(In) 458(Out)
4/2 (short)	206
5/1	605
6/1	778
6/2	204
7/1	331
8/1	508

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	45.9 %	2030	2030
				Arm 8 Right	30.00	54.1 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	34.1 %	1911	1911
				Arm 8 Ahead	Inf	65.9 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	36.6 %	1986	1986
				Arm 6 Right	20.00	63.4 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	26.6 %	1893	1893
				Arm 6 Ahead	Inf	73.4 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	63.1 %	2024	2024
				Arm 7 Right	20.00	36.9 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2028 Base + Proposed Use PM' (FG20: '2028 + Proposed Use PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	179	515	336	1030
	B	161	0	125	71	357
	C	451	92	0	124	667
	D	389	70	154	0	613
	Tot.	1001	341	794	531	2667

Traffic Lane Flows

Lane	Scenario 12: 2028 Base + Proposed Use PM
Junction: Unnamed Junction	
1/1 (short)	389
1/2 (with short)	614(In) 225(Out)
2/1 (with short)	1031(In) 694(Out)
2/2 (short)	337
3/1 (short)	125
3/2 (with short)	357(In) 232(Out)
4/1 (with short)	668(In) 467(Out)
4/2 (short)	201
5/1	533
6/1	812
6/2	189
7/1	341
8/1	795

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	31.1 %	2016	2016
				Arm 8 Right	30.00	68.9 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	25.8 %	1924	1924
				Arm 8 Ahead	Inf	74.2 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	30.6 %	1977	1977
				Arm 6 Right	20.00	69.4 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	26.8 %	1893	1893
				Arm 6 Ahead	Inf	73.2 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	54.2 %	2011	2011
				Arm 7 Right	20.00	45.8 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: '2028 Base + Proposed Use Saturday' (FG21: '2028 + Proposed Use Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	210	394	228	832
	B	176	0	109	70	355
	C	501	93	0	95	689
	D	208	69	106	0	383
	Tot.	885	372	609	393	2259

Traffic Lane Flows

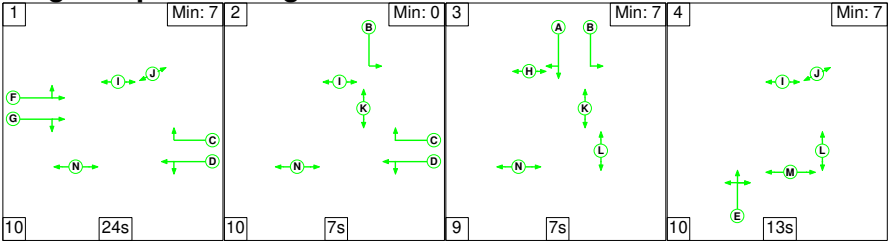
Lane	Scenario 13: 2028 Base + Proposed Use Saturday
Junction: Unnamed Junction	
1/1 (short)	208
1/2 (with short)	383(In) 175(Out)
2/1 (with short)	832(In) 604(Out)
2/2 (short)	228
3/1 (short)	109
3/2 (with short)	355(In) 246(Out)
4/1 (with short)	689(In) 481(Out)
4/2 (short)	208
5/1	393
6/1	682
6/2	203
7/1	372
8/1	609

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Wilson Road)	3.30	0.00	Y	Arm 6 Left	26.00	100.0 %	1839	1839
1/2 (Wilson Road)	3.30	0.00	N	Arm 7 Ahead	Inf	39.4 %	2024	2024
				Arm 8 Right	30.00	60.6 %		
2/1 (A5080 Cronton Road (NE))	3.50	0.00	Y	Arm 7 Left	18.00	34.8 %	1910	1910
				Arm 8 Ahead	Inf	65.2 %		
2/2 (A5080 Cronton Road (NE))	3.50	0.00	N	Arm 5 Right	8.00	100.0 %	1773	1773
3/1 (Coppice Lane)	4.30	0.00	Y	Arm 8 Left	18.60	100.0 %	1892	1892
3/2 (Coppice Lane)	3.25	0.00	N	Arm 5 Ahead	Inf	28.5 %	1974	1974
				Arm 6 Right	20.00	71.5 %		
4/1 (A5080 Cronton Road (SW))	3.20	0.00	Y	Arm 5 Left	18.00	19.8 %	1904	1904
				Arm 6 Ahead	Inf	80.2 %		
4/2 (A5080 Cronton Road (SW))	3.25	0.00	N	Arm 6 Ahead	Inf	55.3 %	2013	2013
				Arm 7 Right	20.00	44.7 %		
5/1 (Wilson Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A5080 Cronton Road (SW - Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coppice Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A5080 Cronton Road (SW - Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2024 Base AM' (FG1: '2024 AM', Plan 1: 'Network Control Plan 1')

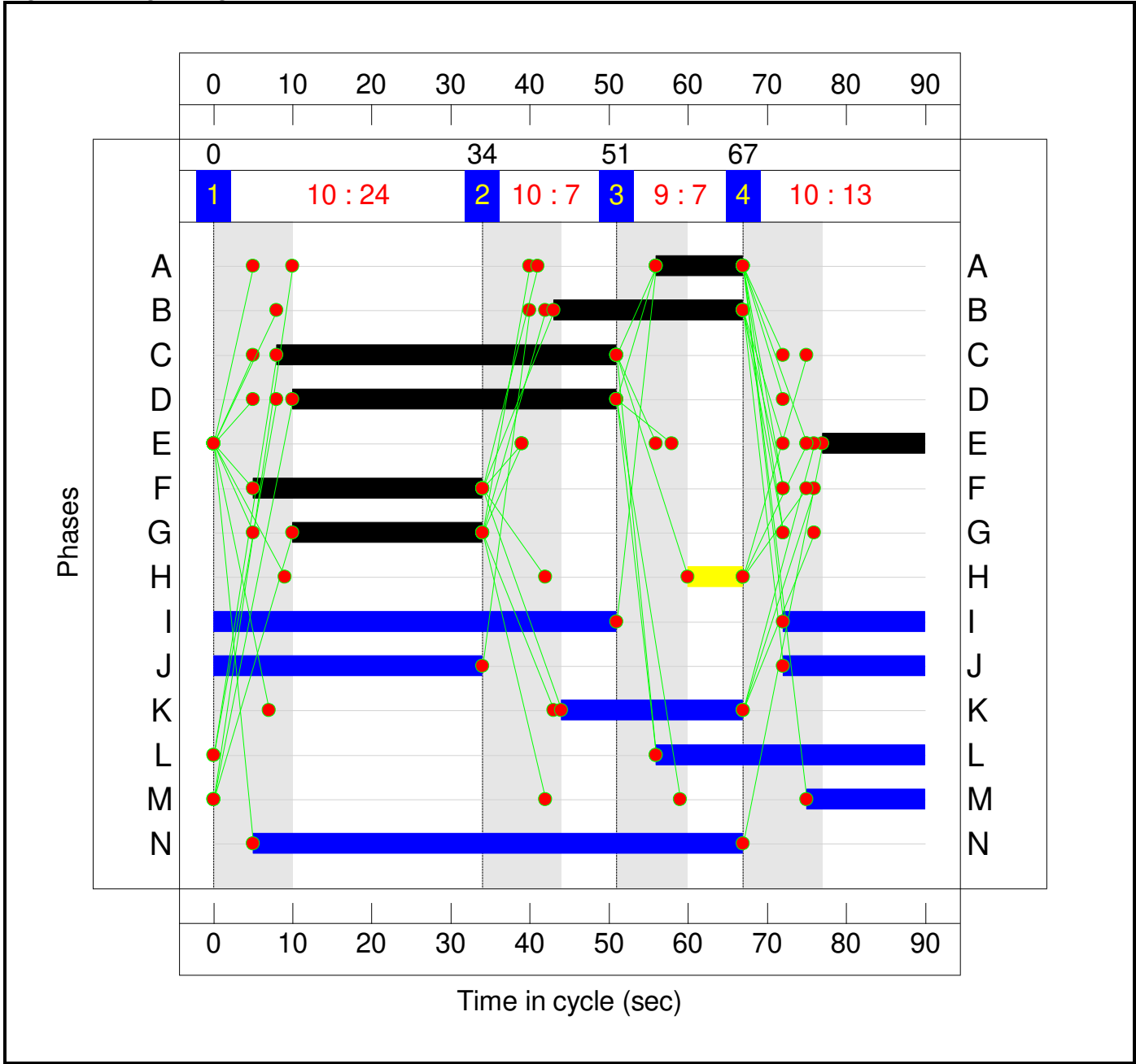
Stage Sequence Diagram

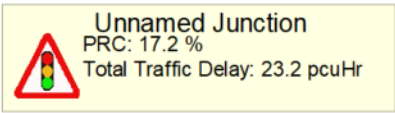


Stage Timings

Stage	1	2	3	4
Duration	24	7	7	13
Change Point	0	34	51	67

Signal Timings 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	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:24	-	516	2033:1839	242+511	68.5 : 68.5%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	41:43	-	861	1911:1773	892+493	54.6 : 75.9%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	13	-	303	1985:1892	296+101	76.3 : 76.3%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	29:24	-	626	1899:2021	568+247	76.8 : 76.8%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%

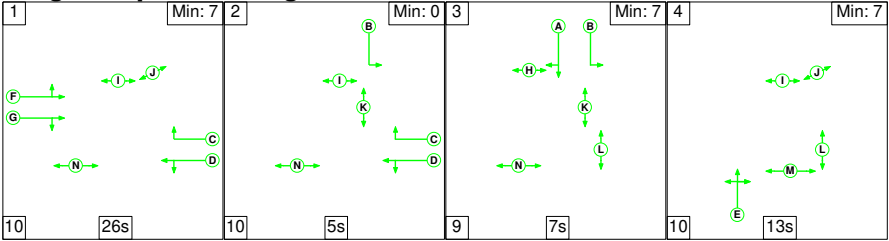
Full Input Data And Results

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	-	-	115	284	48	16.7	5.1	1.4	23.2	-	-	-	-
Unnamed Junction	-	-	115	284	48	16.7	5.1	1.4	23.2	-	-	-	-
1/2+1/1	516	516	-	-	-	4.5	1.1	-	5.6	39.0	7.8	1.1	8.9
2/1+2/2	861	861	77	284	12	4.7	0.8	0.9	6.4	26.8	8.7	0.8	9.5
3/2+3/1	303	303	-	-	-	3.0	1.6	-	4.5	54.0	5.3	1.6	6.9
4/1+4/2	626	626	38	0	36	4.5	1.6	0.5	6.7	38.3	9.6	1.6	11.2
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 17.2 Total Delay for Signalled Lanes (pcuHr): 23.23 Cycle Time (s): 90 PRC Over All Lanes (%): 17.2 Total Delay Over All Lanes(pcuHr): 23.23													

Full Input Data And Results

Scenario 2: '2024 Base PM' (FG2: '2024 PM', Plan 1: 'Network Control Plan 1')

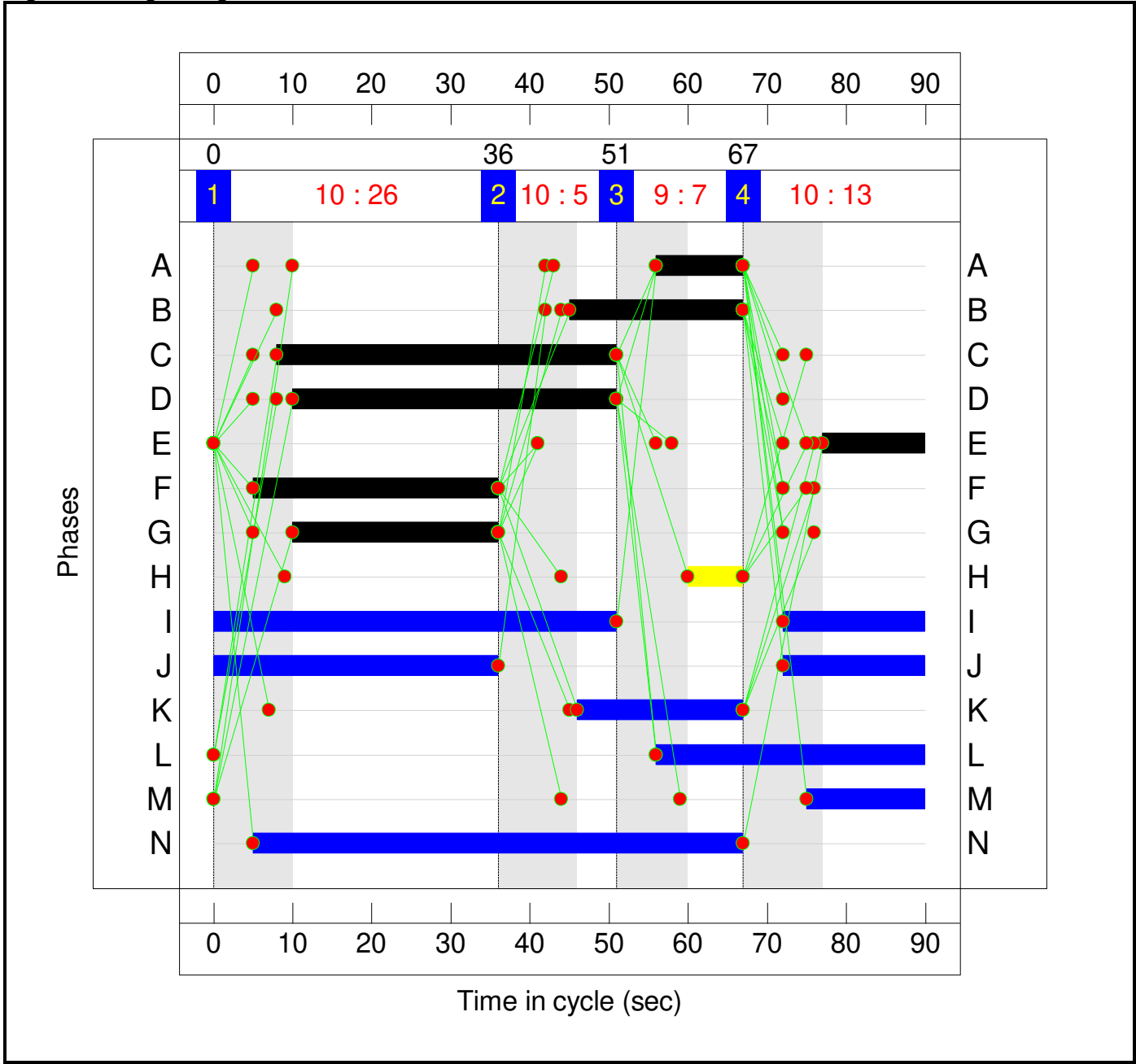
Stage Sequence Diagram



Stage Timings

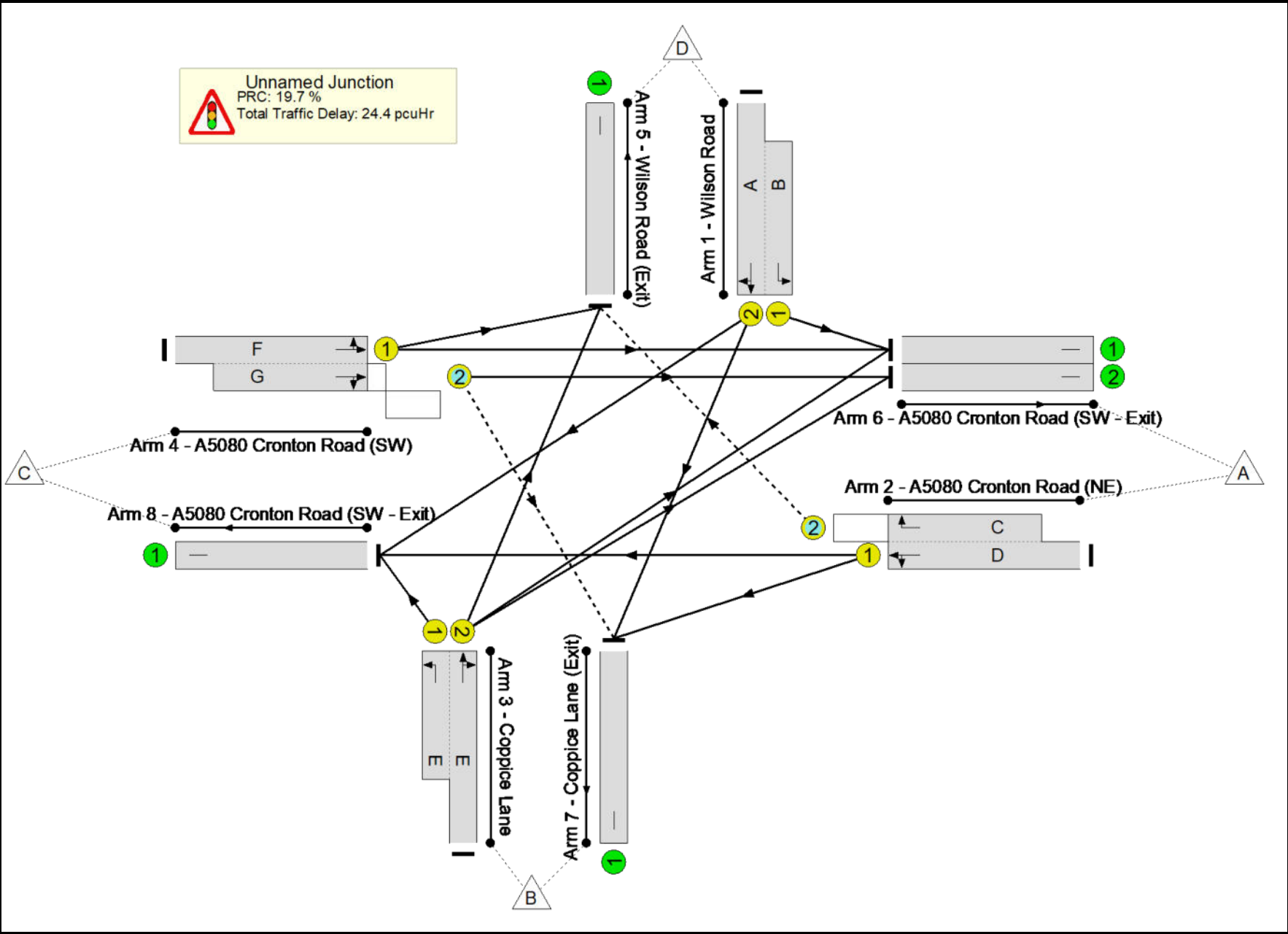
Stage	1	2	3	4
Duration	26	5	7	13
Change Point	0	36	51	67

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	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:22	-	515	2022:1839	224+470	74.3 : 74.3%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	41:43	-	974	1924:1773	898+425	75.2 : 70.4%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	13	-	342	1974:1892	294+163	74.9 : 74.9%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	31:26	-	603	1907:2003	603+243	71.3 : 71.3%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%

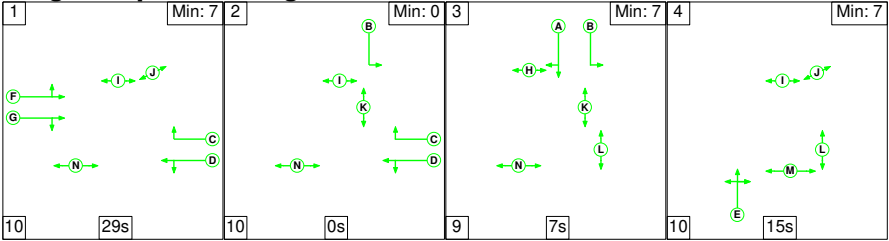
Full Input Data And Results

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	-	-	175	143	71	17.3	5.5	1.6	24.4	-	-	-	-
Unnamed Junction	-	-	175	143	71	17.3	5.5	1.6	24.4	-	-	-	-
1/2+1/1	515	515	-	-	-	4.7	1.4	-	6.1	42.7	7.9	1.4	9.4
2/1+2/2	974	974	146	143	10	5.2	1.4	0.8	7.4	27.3	13.7	1.4	15.1
3/2+3/1	342	342	-	-	-	3.4	1.5	-	4.8	50.8	5.2	1.5	6.6
4/1+4/2	603	603	28	0	61	4.0	1.2	0.8	6.1	36.5	8.8	1.2	10.1
5/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 19.7 Total Delay for Signalled Lanes (pcuHr): 24.42 Cycle Time (s): 90 PRC Over All Lanes (%): 19.7 Total Delay Over All Lanes(pcuHr): 24.42													

Full Input Data And Results

Scenario 3: '2024 Base Saturday' (FG3: '2024 Saturday', Plan 1: 'Network Control Plan 1')

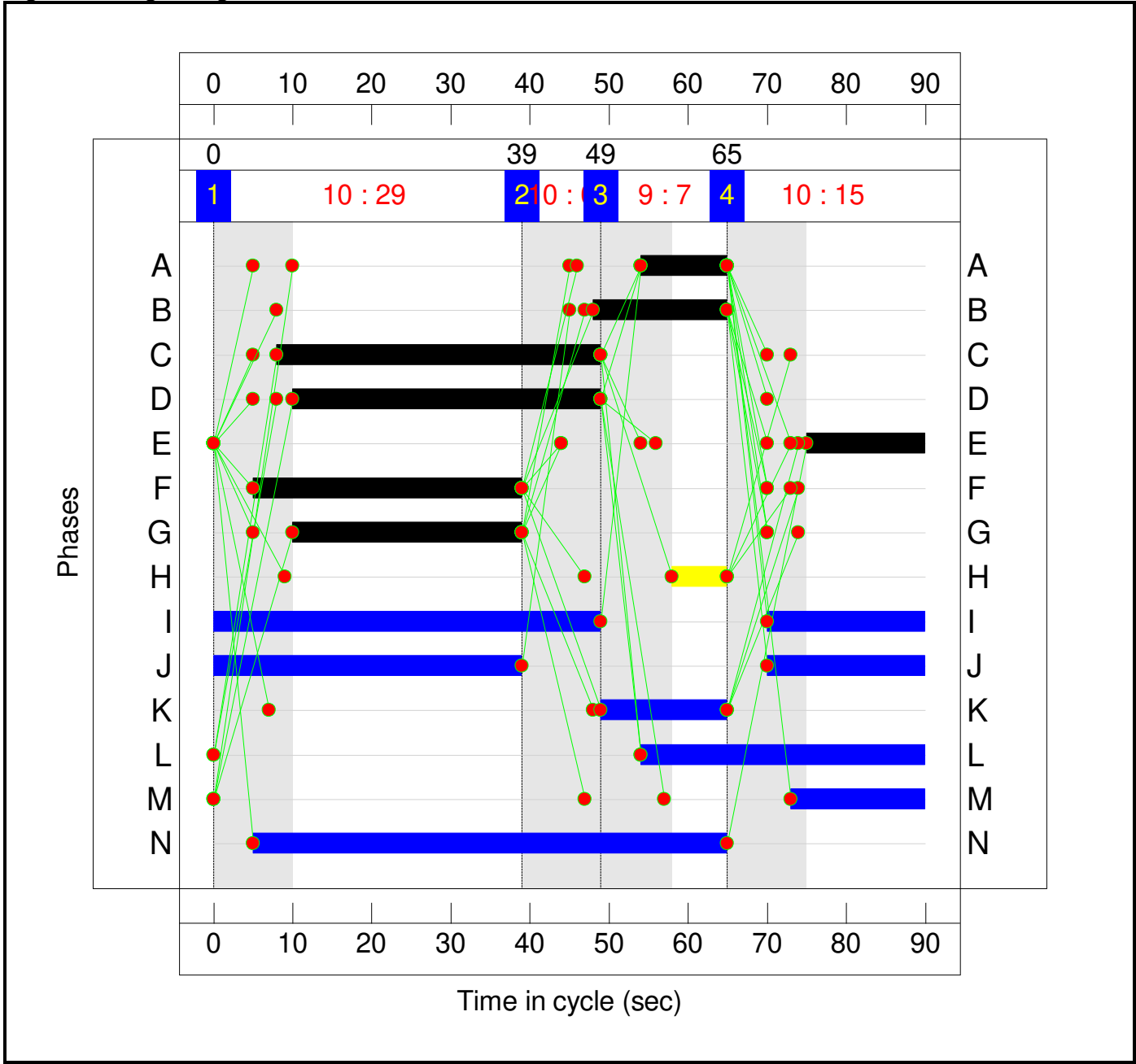
Stage Sequence Diagram



Stage Timings

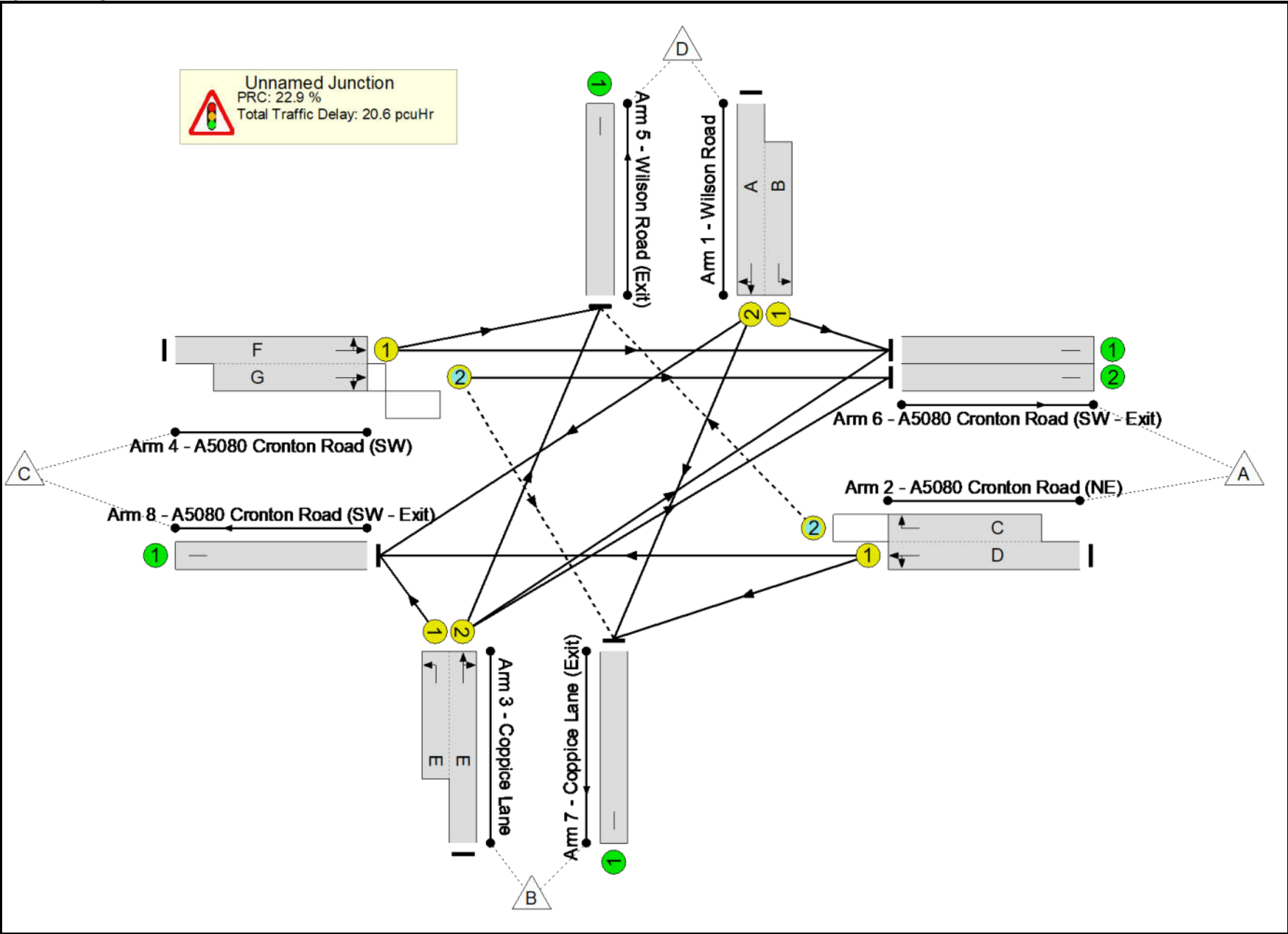
Stage	1	2	3	4
Duration	29	0	7	15
Change Point	0	39	49	65

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

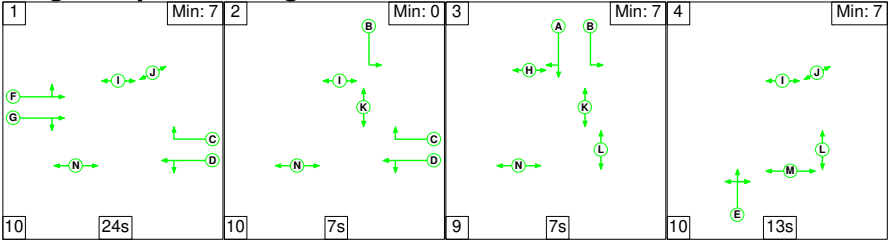
Network Results

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	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:17	-	355	2026:1839	270+368	58.9 : 53.3%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	39:41	-	802	1910:1773	849+367	69.1 : 58.6%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	15	-	344	1974:1892	325+145	73.2 : 73.2%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	34:29	-	659	1907:2011	645+273	71.7 : 71.7%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	582	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	-	-	174	91	40	14.9	4.2	1.5	20.6	-	-	-	-
Unnamed Junction	-	-	174	91	40	14.9	4.2	1.5	20.6	-	-	-	-
1/2+1/1	355	355	-	-	-	3.4	0.6	-	4.0	40.6	4.4	0.6	5.0
2/1+2/2	802	802	117	91	7	4.3	1.0	0.8	6.0	27.0	11.7	1.0	12.7
3/2+3/1	344	344	-	-	-	3.2	1.3	-	4.6	47.9	5.6	1.3	6.9
4/1+4/2	659	659	57	0	33	4.1	1.3	0.7	6.0	32.7	9.3	1.3	10.5
5/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 22.9 Total Delay for Signalled Lanes (pcuHr): 20.57 Cycle Time (s): 90 PRC Over All Lanes (%): 22.9 Total Delay Over All Lanes(pcuHr): 20.57													

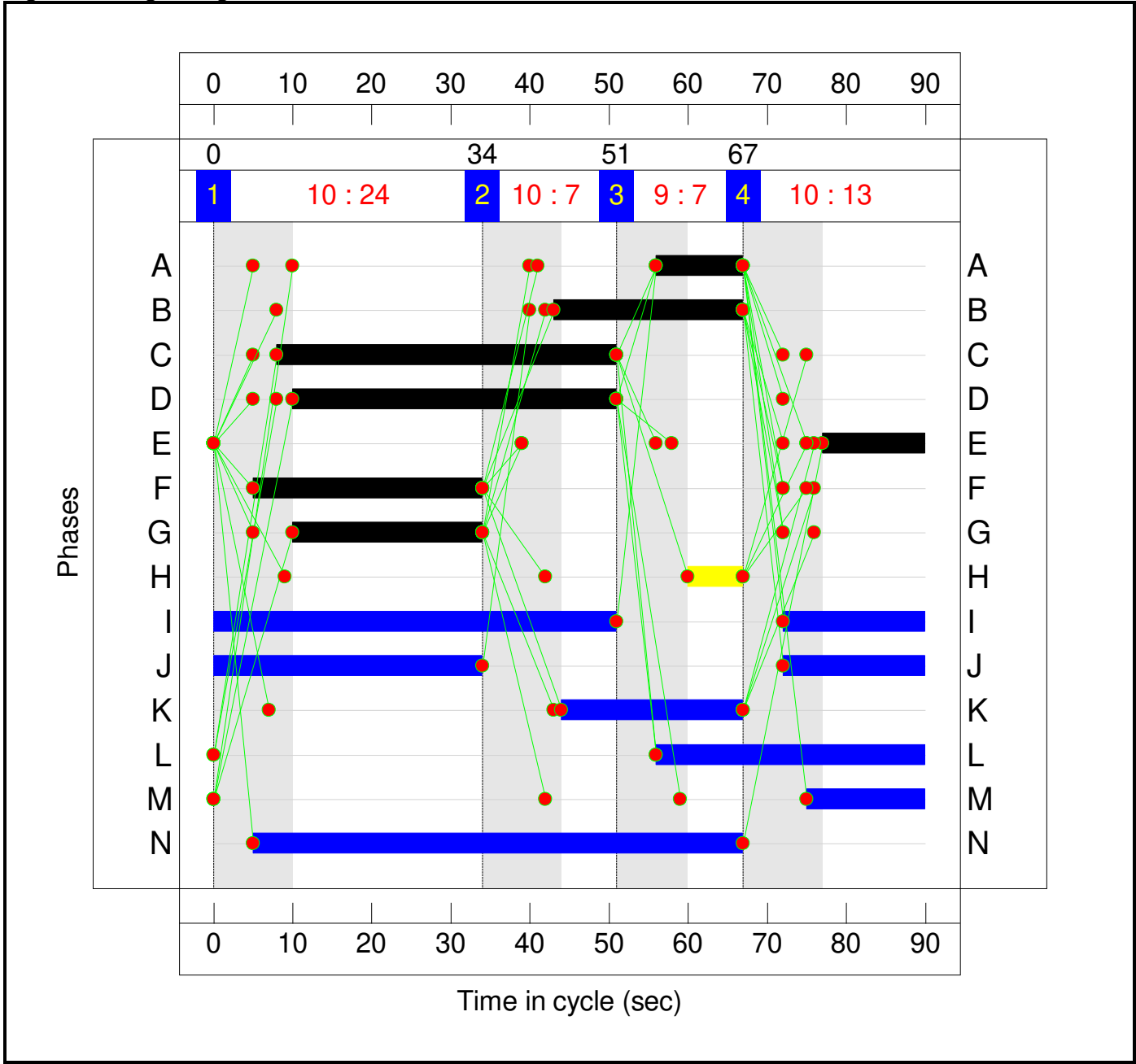
Stage Sequence Diagram



Stage Timings

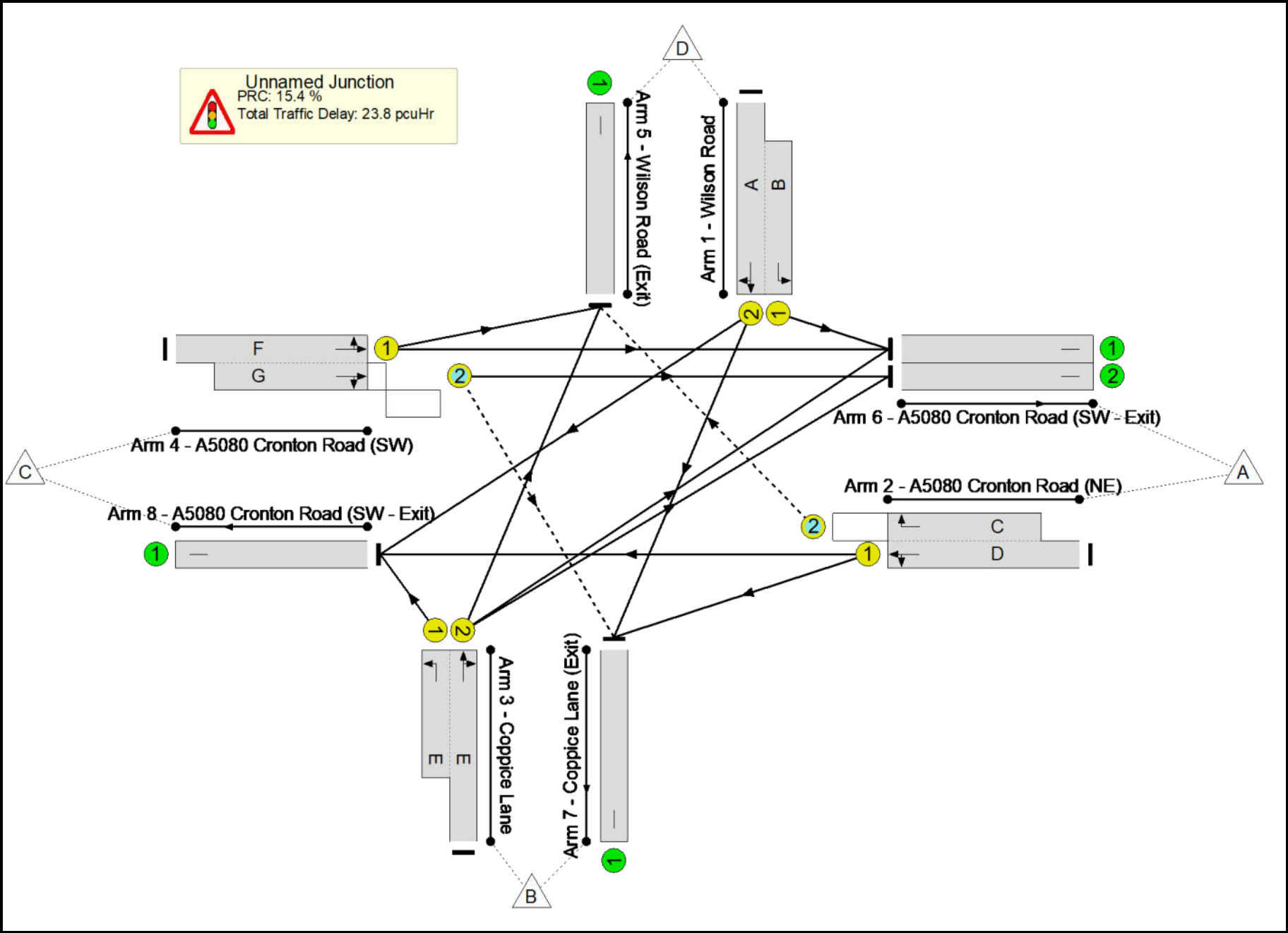
Stage	1	2	3	4
Duration	24	7	7	13
Change Point	0	34	51	67

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	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:24	-	529	2031:1839	259+511	67.1 : 69.5%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	41:43	-	868	1911:1773	892+491	54.6 : 77.5%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	13	-	304	1985:1892	296+100	76.6 : 76.6%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	29:24	-	637	1896:2022	567+250	78.0 : 78.0%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%

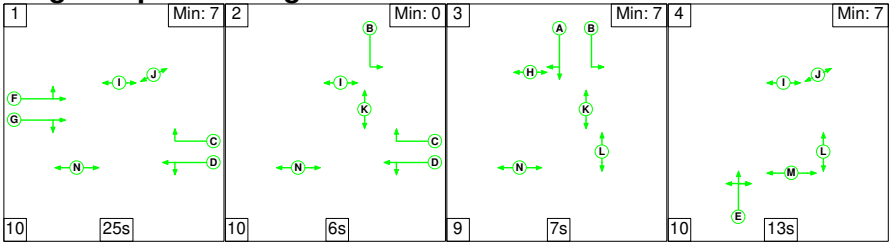
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 5: '2024 Base + Extant Use PM' (FG13: '2024 + Extant Use PM', Plan 1: 'Network Control Plan 1')

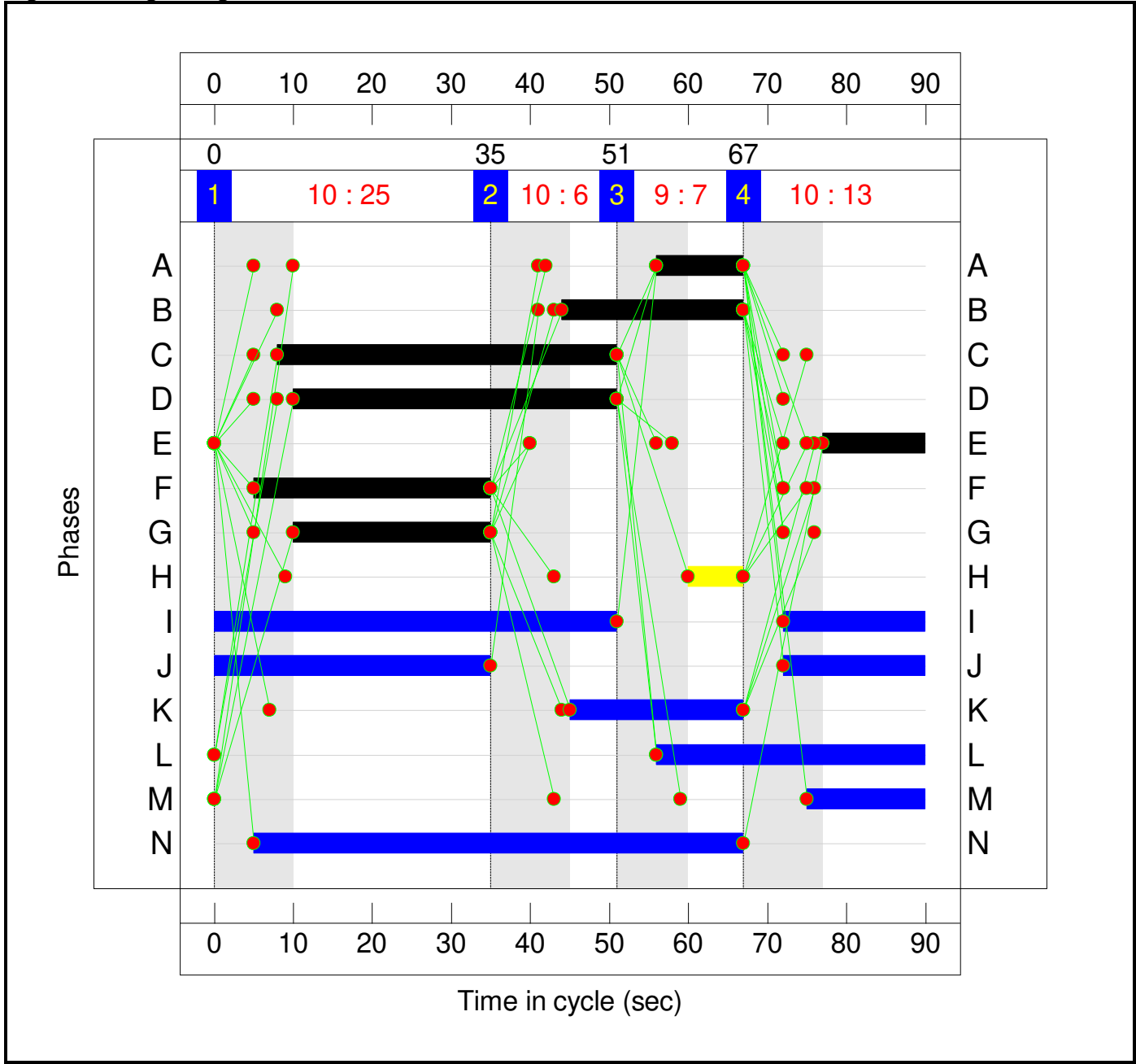
Stage Sequence Diagram

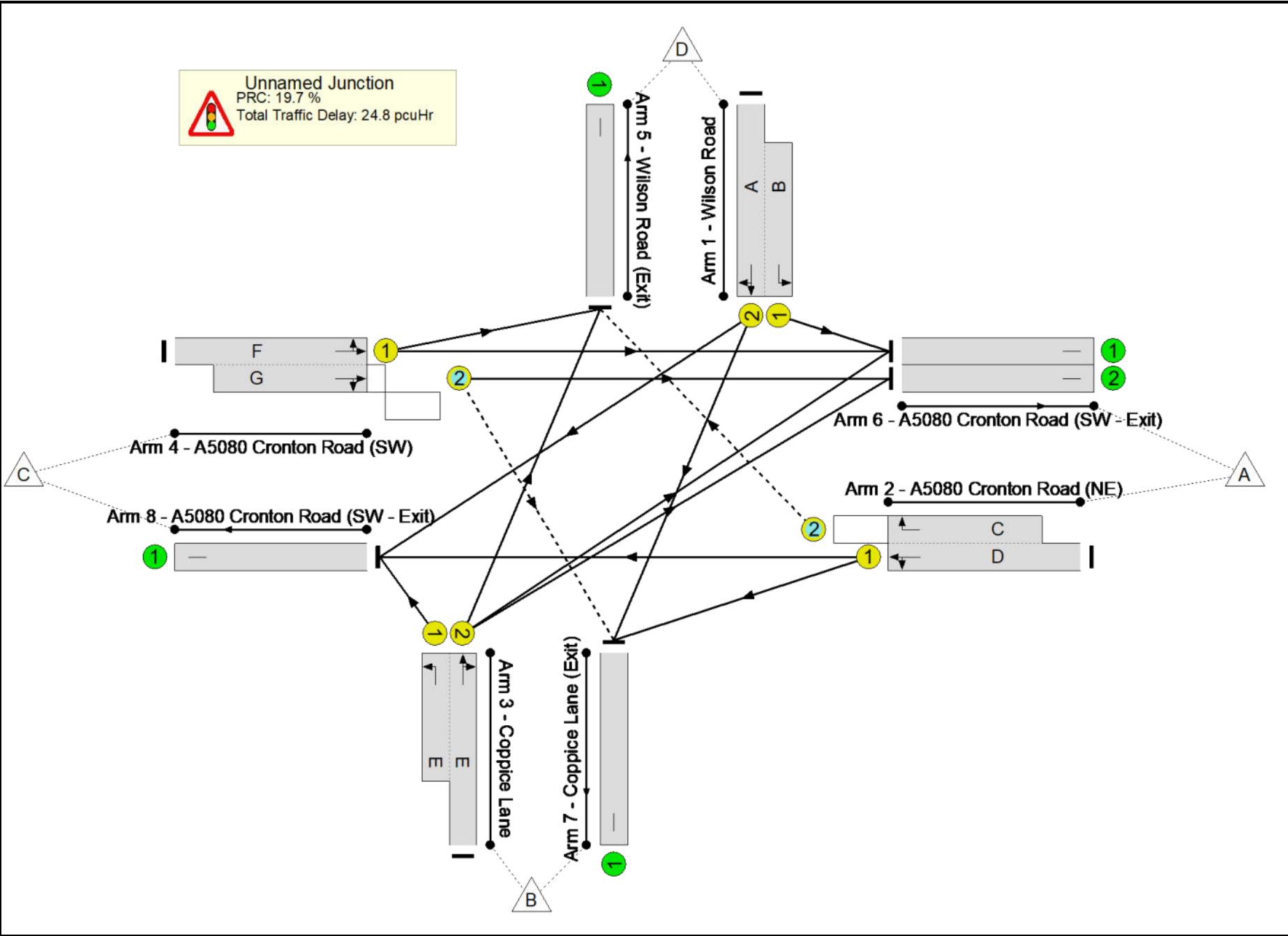


Stage Timings

Stage	1	2	3	4
Duration	25	6	7	13
Change Point	0	35	51	67

Signal Timings 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	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:23	-	534	2020:1839	258+490	69.1 : 72.6%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	41:43	-	979	1924:1773	898+437	75.2 : 69.6%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	13	-	343	1975:1892	294+162	75.2 : 75.2%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	30:25	-	611	1904:2006	585+244	73.6 : 73.6%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%

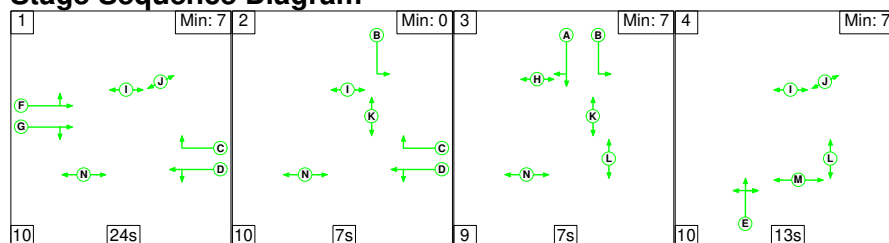
Full Input Data And Results

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	-	-	158	163	72	17.7	5.5	1.6	24.8	-	-	-	-
Unnamed Junction	-	-	158	163	72	17.7	5.5	1.6	24.8	-	-	-	-
1/2+1/1	534	534	-	-	-	4.8	1.2	-	6.0	40.7	8.0	1.2	9.2
2/1+2/2	979	979	131	163	10	5.3	1.4	0.8	7.4	27.3	13.7	1.4	15.1
3/2+3/1	343	343	-	-	-	3.4	1.5	-	4.9	51.0	5.2	1.5	6.7
4/1+4/2	611	611	27	0	62	4.2	1.4	0.8	6.5	38.1	9.1	1.4	10.5
5/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 19.7 Total Delay for Signalled Lanes (pcuHr): 24.79 Cycle Time (s): 90 PRC Over All Lanes (%): 19.7 Total Delay Over All Lanes(pcuHr): 24.79													

Full Input Data And Results

Scenario 6: '2028 Base AM' (FG4: '2028 AM', Plan 1: 'Network Control Plan 1')

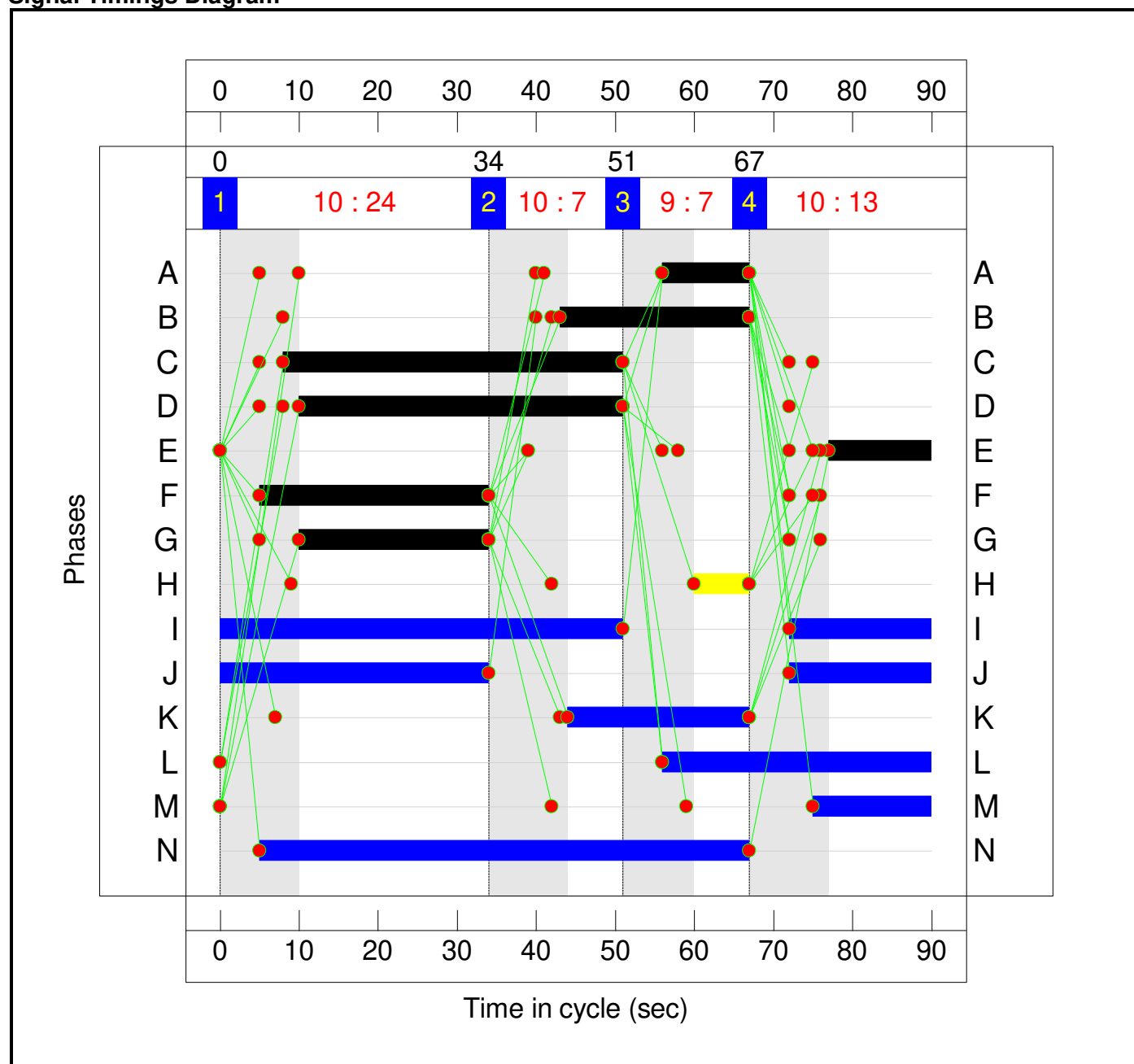
Stage Sequence Diagram



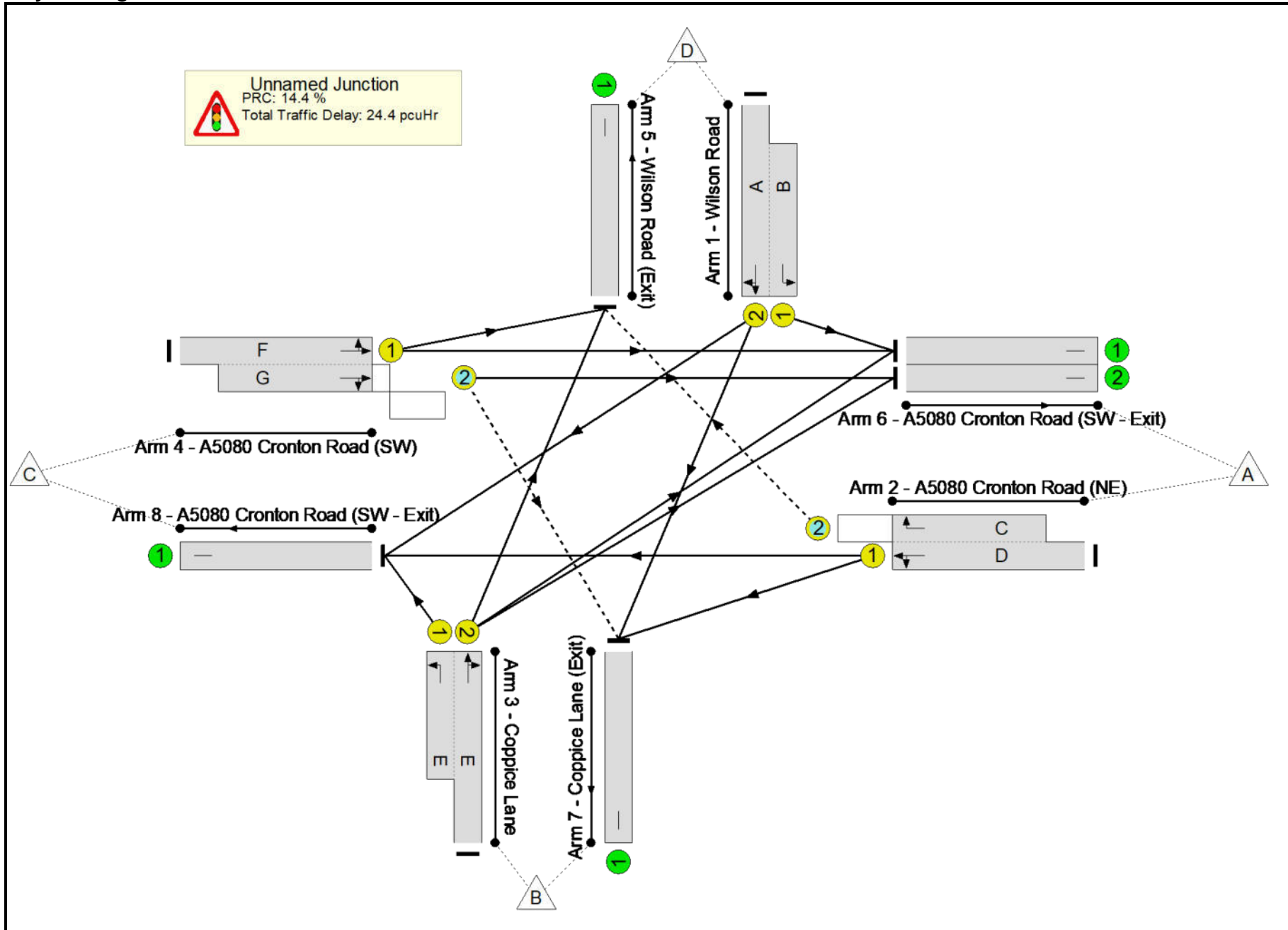
Stage Timings

Stage	1	2	3	4
Duration	24	7	7	13
Change Point	0	34	51	67

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	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:24	-	530	2033:1839	241+511	70.5 : 70.5%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	41:43	-	885	1911:1773	892+489	56.2 : 78.5%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	13	-	311	1984:1892	296+101	78.3 : 78.3%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	29:24	-	643	1899:2022	567+250	78.7 : 78.7%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%

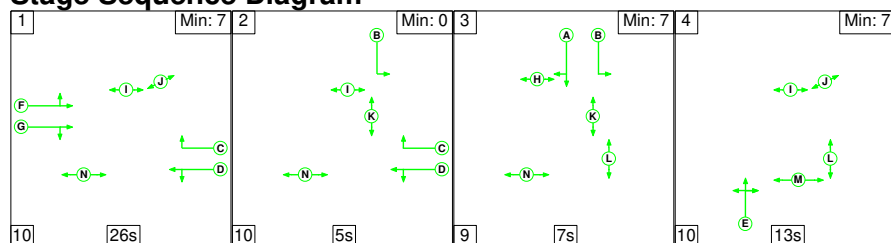
Full Input Data And Results

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	-	-	105	296	60	17.3	5.6	1.5	24.4	-	-	-	-
Unnamed Junction	-	-	105	296	60	17.3	5.6	1.5	24.4	-	-	-	-
1/2+1/1	530	530	-	-	-	4.7	1.2	-	5.8	39.7	8.0	1.2	9.2
2/1+2/2	885	885	73	296	15	4.9	0.9	0.9	6.7	27.4	9.0	0.9	9.9
3/2+3/1	311	311	-	-	-	3.1	1.7	-	4.8	55.7	5.5	1.7	7.3
4/1+4/2	643	643	31	0	45	4.7	1.8	0.6	7.1	39.5	10.0	1.8	11.8
5/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 14.4 Total Delay for Signalled Lanes (pcuHr): 24.44 Cycle Time (s): 90 PRC Over All Lanes (%): 14.4 Total Delay Over All Lanes(pcuHr): 24.44													

Full Input Data And Results

Scenario 7: '2028 Base PM' (FG5: '2028 PM', Plan 1: 'Network Control Plan 1')

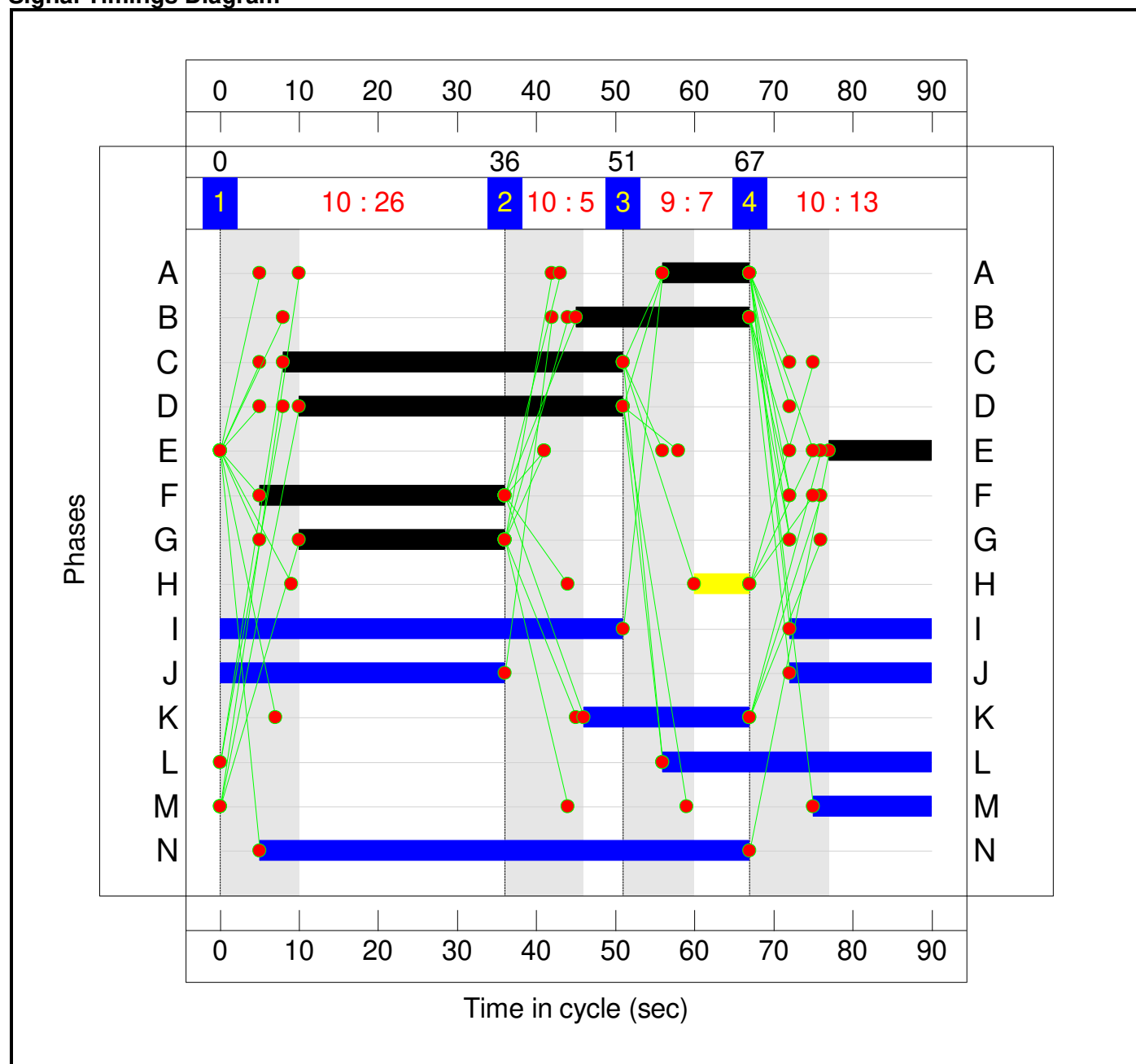
Stage Sequence Diagram

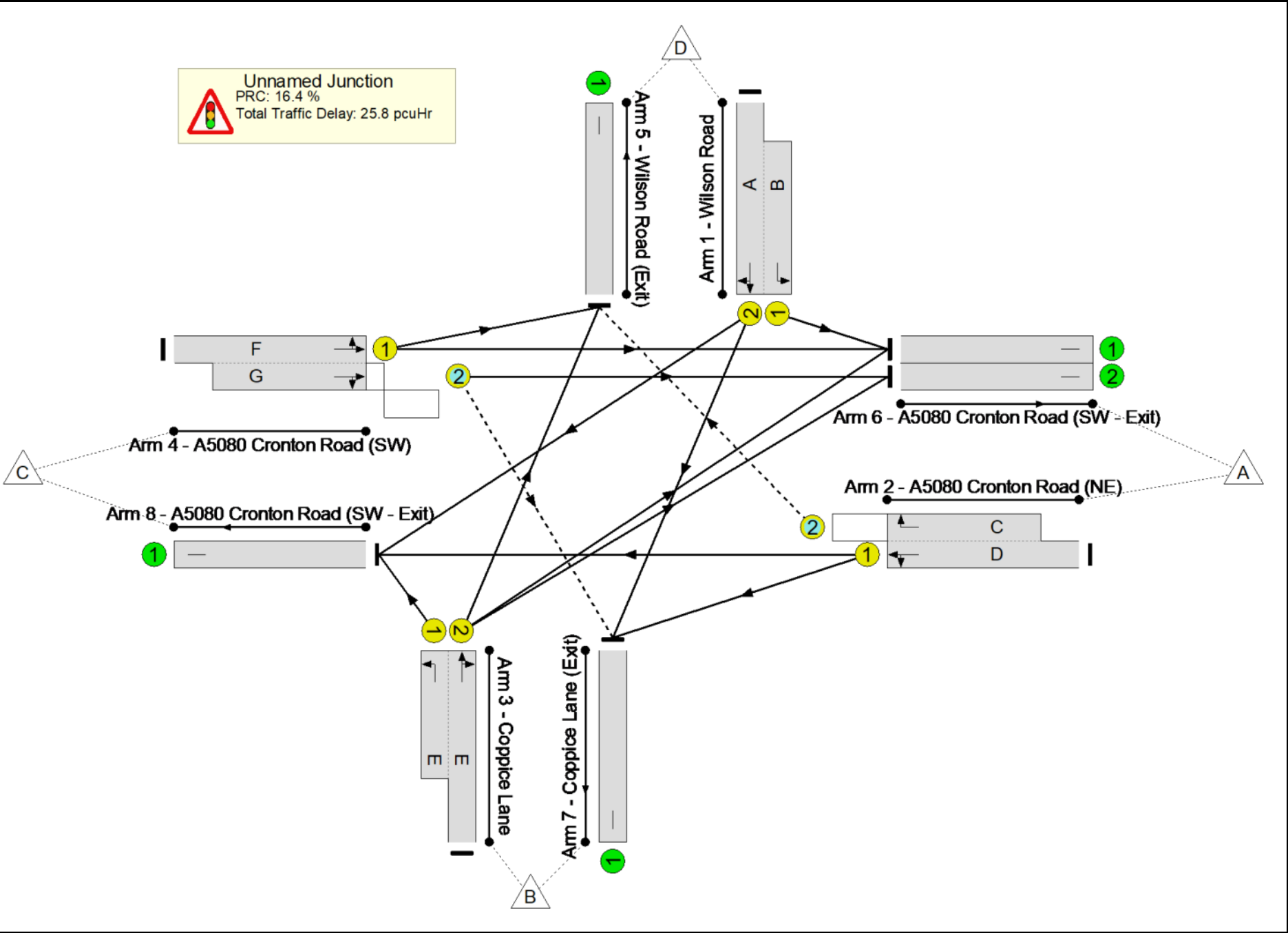


Stage Timings

Stage	1	2	3	4
Duration	26	5	7	13
Change Point	0	36	51	67

Signal Timings 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	-	-	N/A	-	-		-	-	-	-	-	-	77.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.3%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:22	-	530	2022:1839	224+470	76.4 : 76.4%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	41:43	-	1001	1924:1773	898+435	77.3 : 70.5%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	13	-	351	1975:1892	294+163	76.9 : 76.9%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	31:26	-	620	1908:2000	606+233	73.9 : 73.9%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%

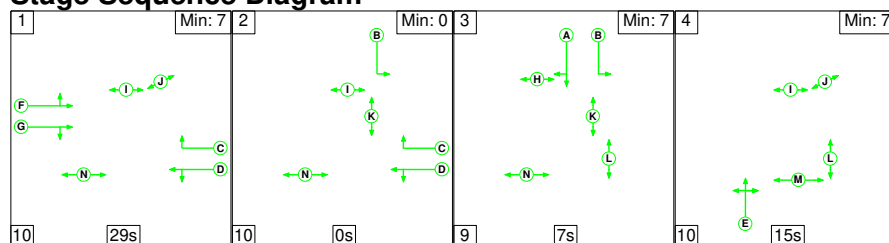
Full Input Data And Results

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	-	-	154	162	83	18.0	6.1	1.7	25.8	-	-	-	-
Unnamed Junction	-	-	154	162	83	18.0	6.1	1.7	25.8	-	-	-	-
1/2+1/1	530	530	-	-	-	4.8	1.6	-	6.4	43.7	8.3	1.6	9.9
2/1+2/2	1001	1001	134	162	10	5.5	1.5	0.8	7.8	28.1	14.5	1.5	16.0
3/2+3/1	351	351	-	-	-	3.5	1.6	-	5.1	52.1	5.3	1.6	7.0
4/1+4/2	620	620	19	0	73	4.2	1.4	0.9	6.5	37.6	9.4	1.4	10.8
5/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	747	747	-	-	-	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): 25.80 Cycle Time (s): 90 PRC Over All Lanes (%): 16.4 Total Delay Over All Lanes(pcuHr): 25.80													

Full Input Data And Results

Scenario 8: '2028 Base Saturday' (FG6: '2028 Saturday', Plan 1: 'Network Control Plan 1')

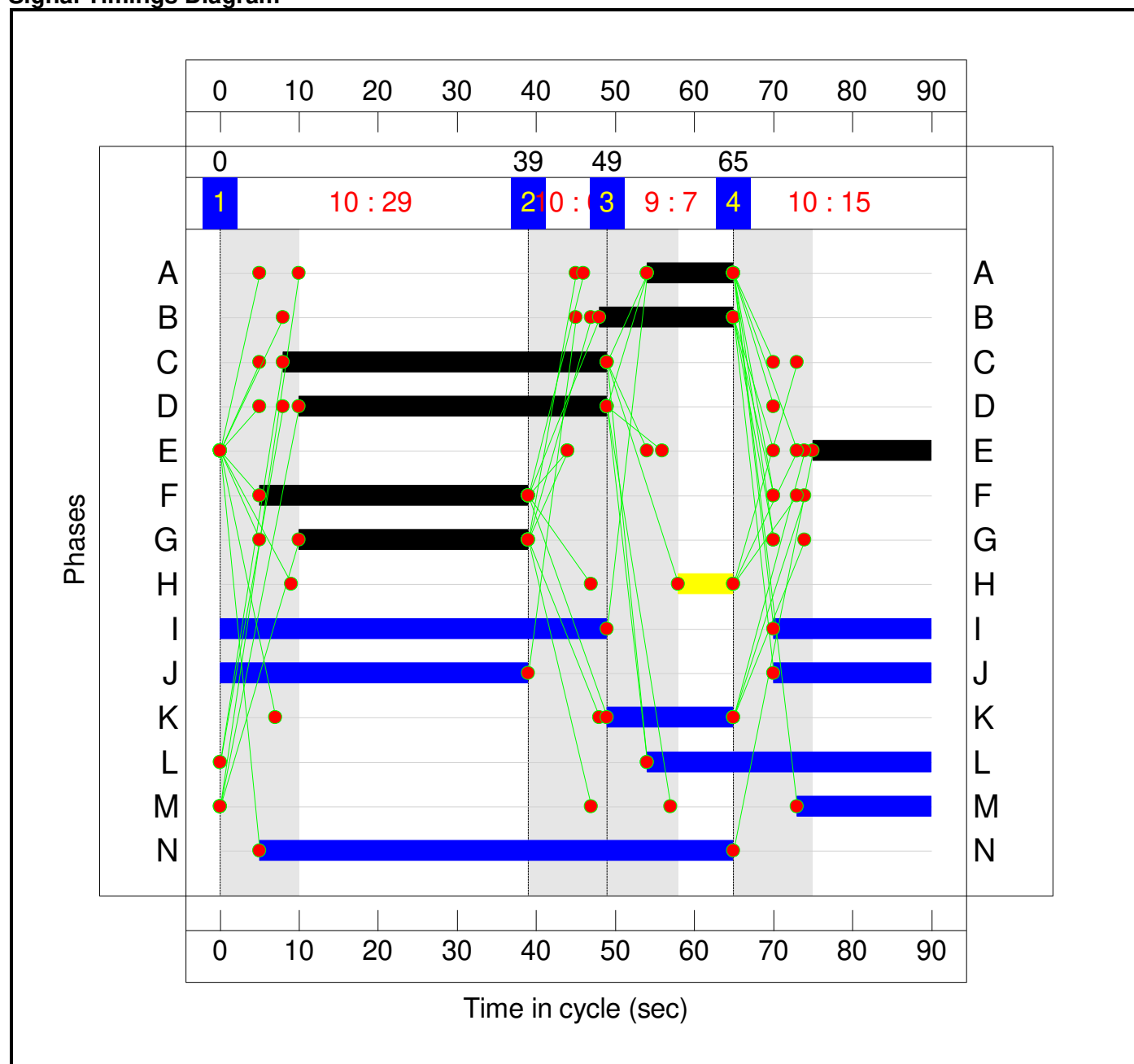
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	29	0	7	15
Change Point	0	39	49	65

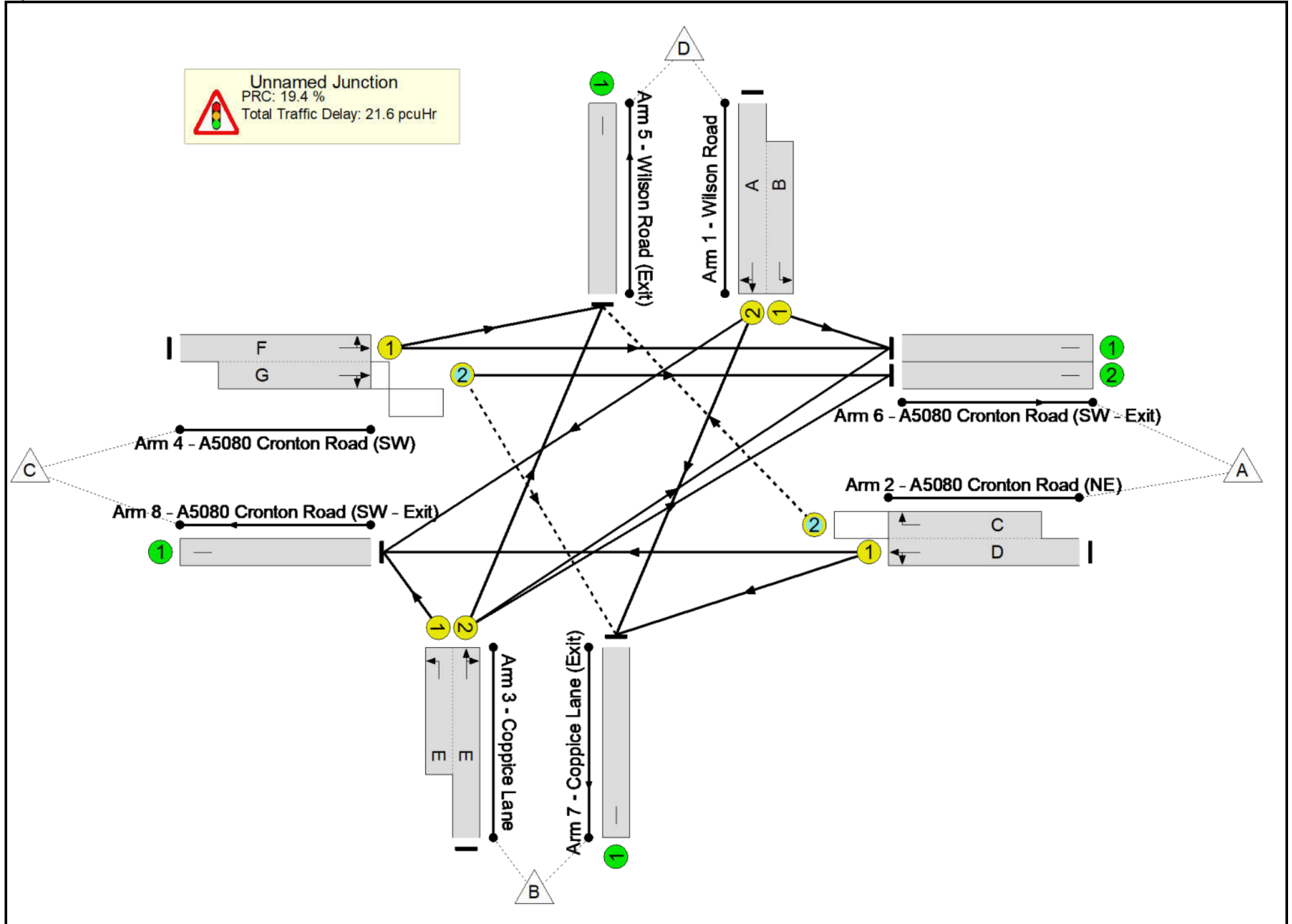
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.4%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:17	-	366	2026:1839	270+368	60.7 : 54.9%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	39:41	-	825	1910:1773	849+366	71.2 : 60.4%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	15	-	354	1974:1892	325+145	75.4 : 75.4%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	34:29	-	678	1907:2011	645+275	73.7 : 73.7%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%

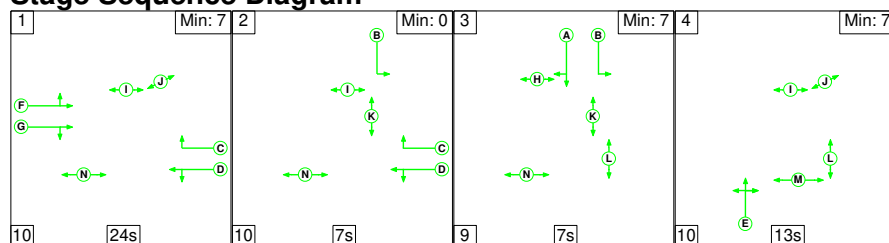
Full Input Data And Results

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	-	-	163	97	54	15.5	4.6	1.5	21.6	-	-	-	-
Unnamed Junction	-	-	163	97	54	15.5	4.6	1.5	21.6	-	-	-	-
1/2+1/1	366	366	-	-	-	3.5	0.7	-	4.2	40.9	4.5	0.7	5.2
2/1+2/2	825	825	117	97	7	4.4	1.1	0.8	6.3	27.6	12.2	1.1	13.3
3/2+3/1	354	354	-	-	-	3.3	1.5	-	4.8	49.2	5.7	1.5	7.2
4/1+4/2	678	678	46	0	47	4.2	1.4	0.7	6.3	33.5	9.8	1.4	11.2
5/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 19.4 Total Delay for Signalled Lanes (pcuHr): 21.63 Cycle Time (s): 90 PRC Over All Lanes (%): 19.4 Total Delay Over All Lanes(pcuHr): 21.63													

Full Input Data And Results

Scenario 9: '2028 Base + Extant Use AM' (FG14: '2028 + Extant Use AM', Plan 1: 'Network Control Plan 1')

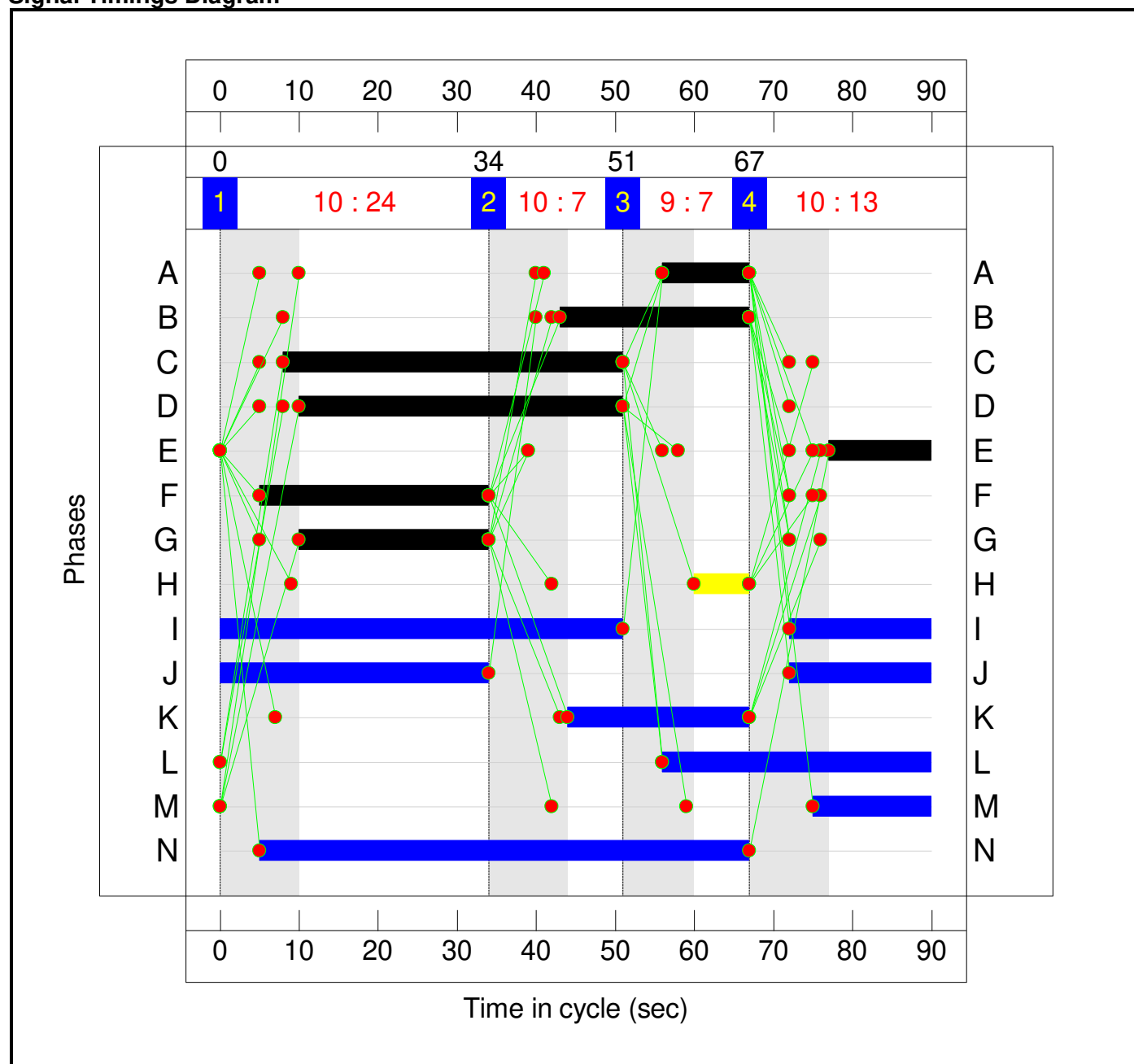
Stage Sequence Diagram



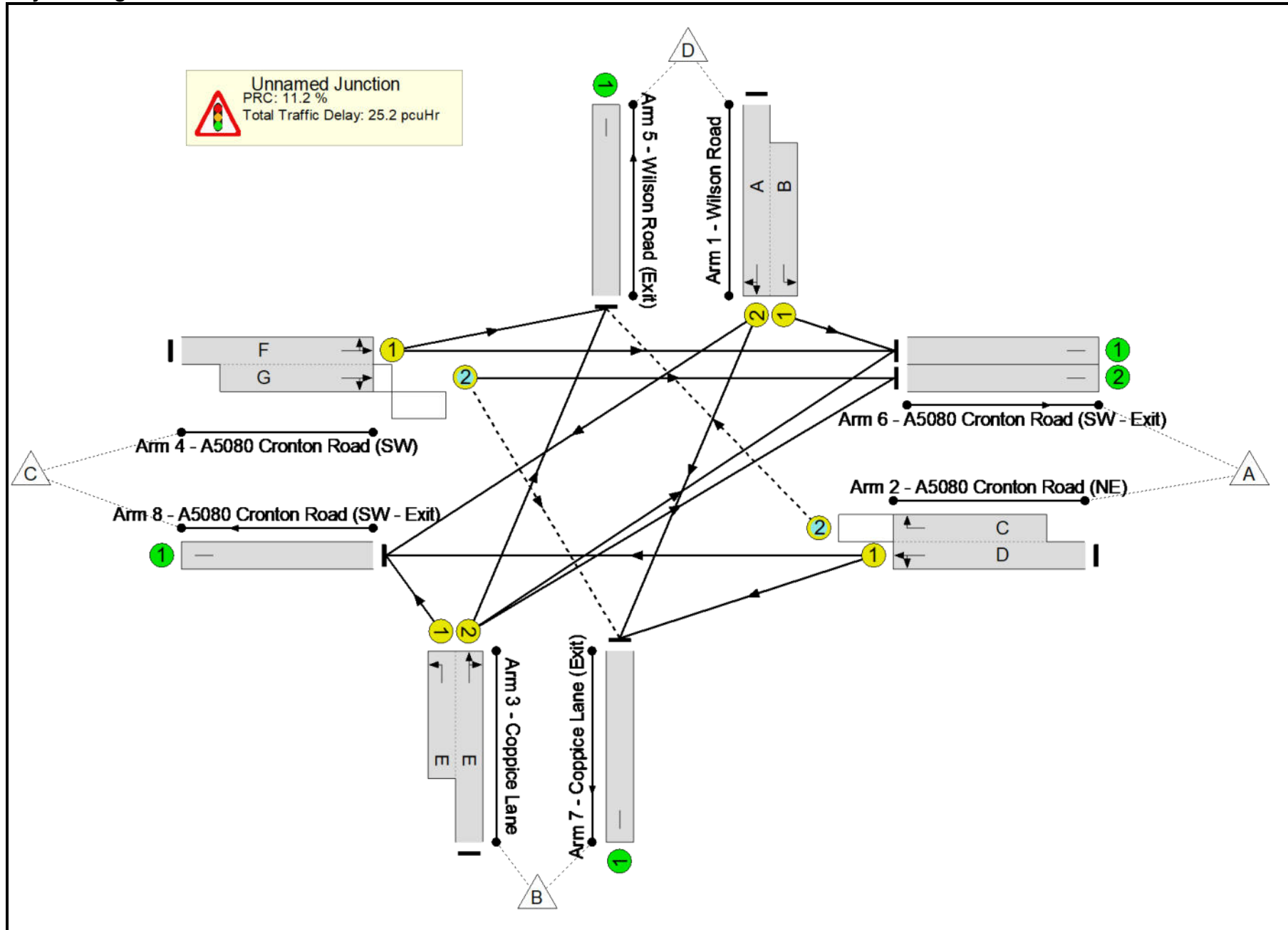
Stage Timings

Stage	1	2	3	4
Duration	24	7	7	13
Change Point	0	34	51	67

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	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:24	-	543	2031:1839	255+511	69.8 : 71.5%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	41:43	-	892	1911:1773	892+483	56.2 : 80.9%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	13	-	312	1985:1892	296+100	78.6 : 78.6%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	29:24	-	654	1897:2020	570+239	80.9 : 80.9%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%

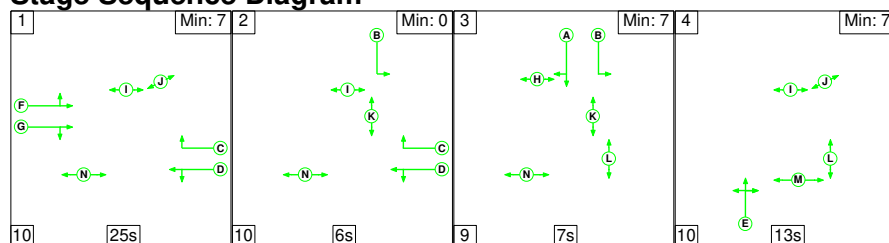
Full Input Data And Results

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	-	-	97	296	74	17.7	6.0	1.5	25.2	-	-	-	-
Unnamed Junction	-	-	97	296	74	17.7	6.0	1.5	25.2	-	-	-	-
1/2+1/1	543	543	-	-	-	4.8	1.2	-	6.0	39.8	8.2	1.2	9.4
2/1+2/2	892	892	68	296	28	5.0	0.9	1.0	6.9	27.8	9.0	0.9	10.0
3/2+3/1	312	312	-	-	-	3.1	1.8	-	4.9	56.0	5.6	1.8	7.3
4/1+4/2	654	654	29	0	47	4.8	2.1	0.6	7.4	40.9	10.7	2.1	12.8
5/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 11.2 Total Delay for Signalled Lanes (pcuHr): 25.18 Cycle Time (s): 90 PRC Over All Lanes (%): 11.2 Total Delay Over All Lanes(pcuHr): 25.18													

Full Input Data And Results

Scenario 10: '2028 Base + Extant Use PM' (FG15: '2028 + Extant Use PM', Plan 1: 'Network Control Plan 1')

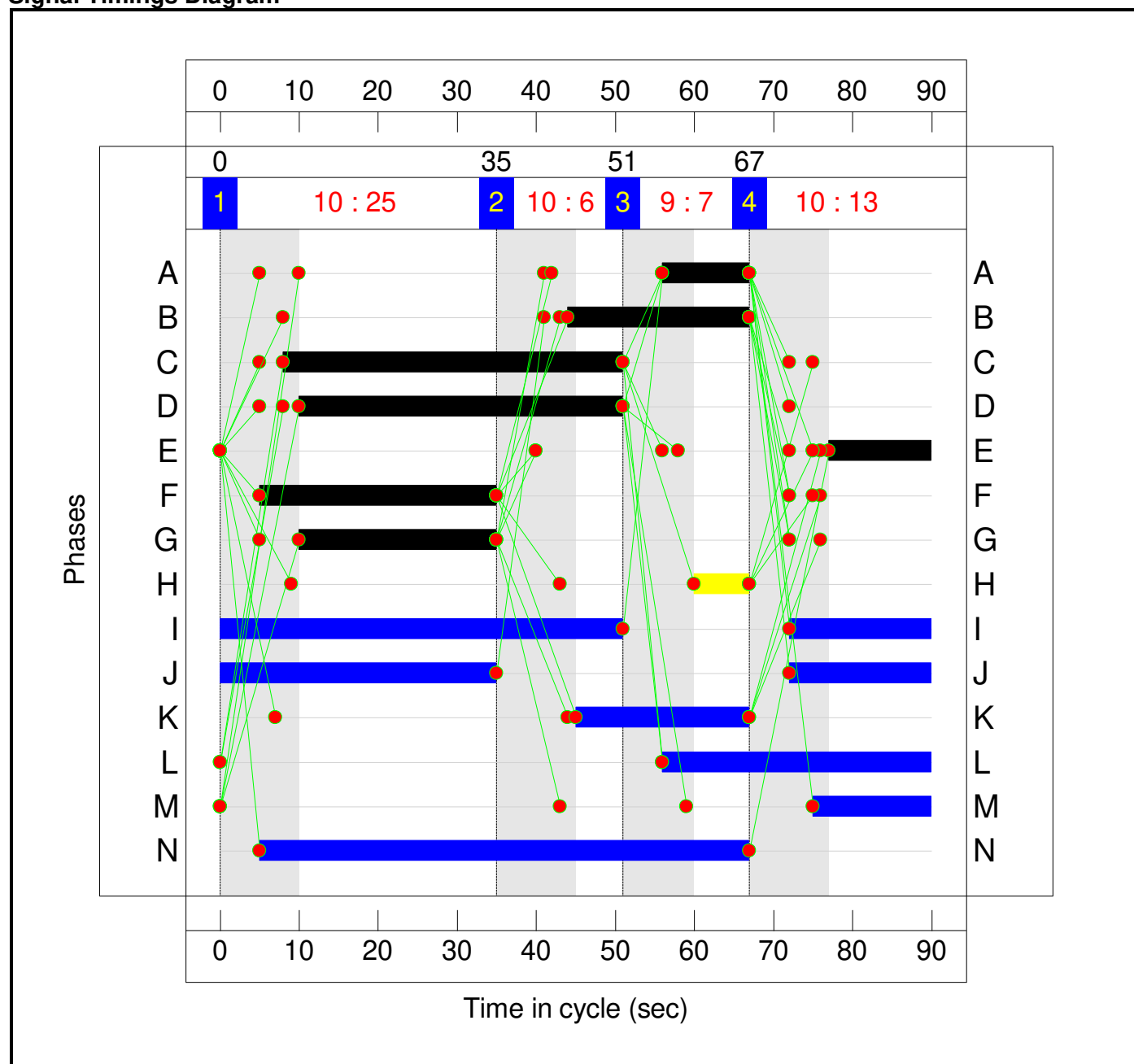
Stage Sequence Diagram



Stage Timings

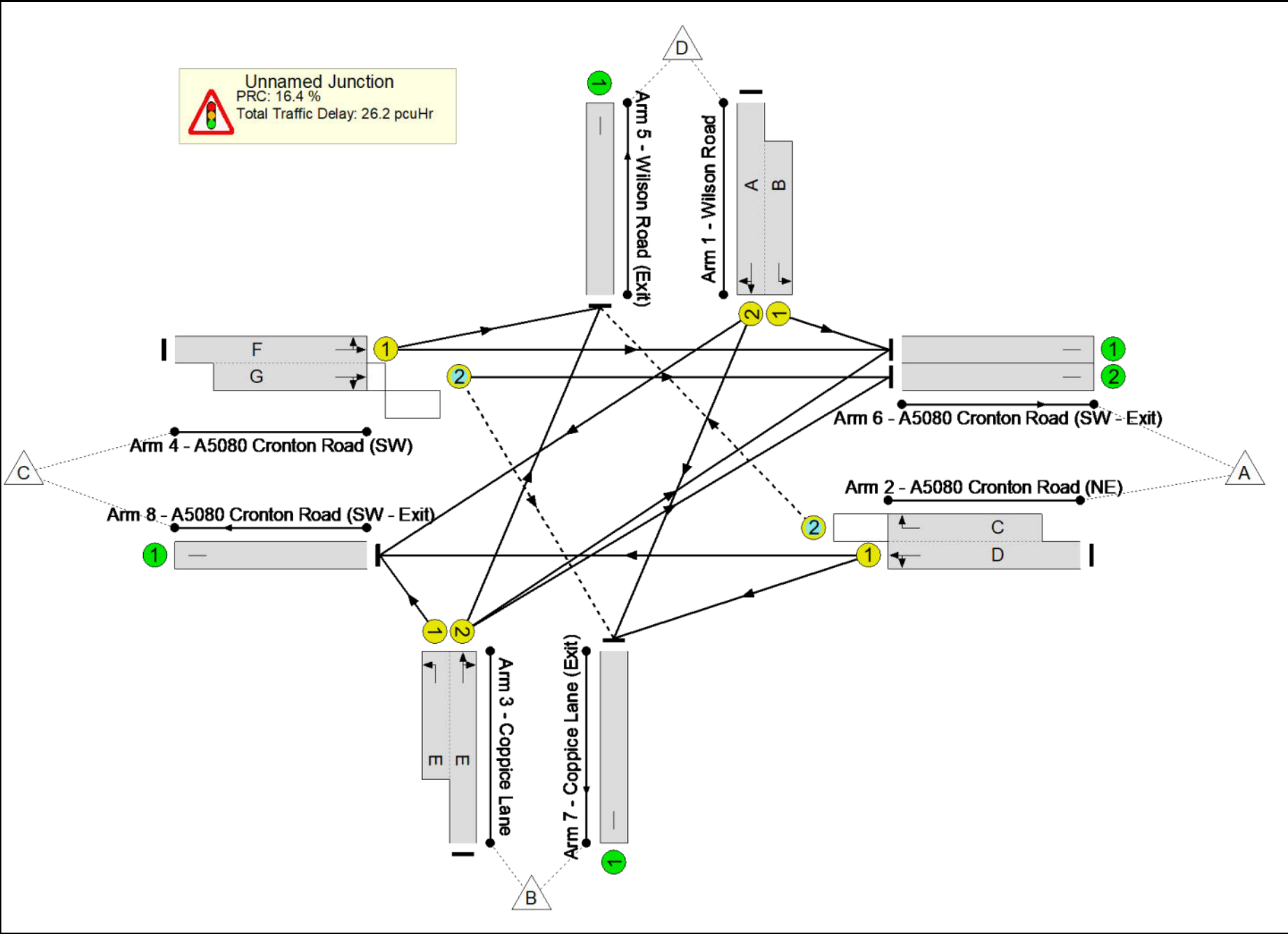
Stage	1	2	3	4
Duration	25	6	7	13
Change Point	0	35	51	67

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	-	-	N/A	-	-		-	-	-	-	-	-	77.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.3%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:23	-	549	2020:1839	258+490	71.0 : 74.6%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	41:43	-	1006	1924:1773	898+447	77.3 : 69.8%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	13	-	352	1975:1892	294+162	77.2 : 77.2%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	30:25	-	628	1905:2002	589+231	76.5 : 76.5%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%

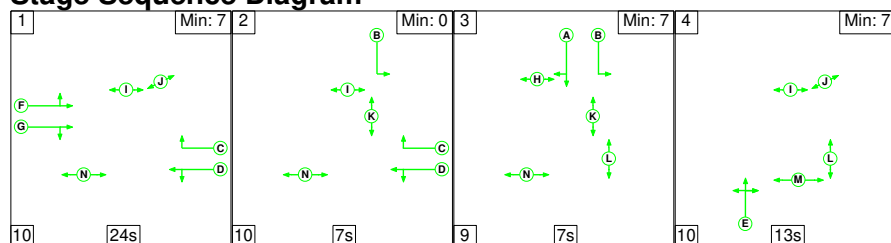
Full Input Data And Results

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	-	-	137	183	83	18.4	6.1	1.7	26.2	-	-	-	-
Unnamed Junction	-	-	137	183	83	18.4	6.1	1.7	26.2	-	-	-	-
1/2+1/1	549	549	-	-	-	5.0	1.4	-	6.3	41.5	8.3	1.4	9.7
2/1+2/2	1006	1006	118	183	10	5.6	1.5	0.8	7.8	28.1	14.5	1.5	15.9
3/2+3/1	352	352	-	-	-	3.5	1.6	-	5.1	52.4	5.4	1.6	7.0
4/1+4/2	628	628	19	0	73	4.4	1.6	0.9	6.9	39.6	9.9	1.6	11.6
5/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	758	758	-	-	-	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): 26.19 Cycle Time (s): 90 PRC Over All Lanes (%): 16.4 Total Delay Over All Lanes(pcuHr): 26.19													

Full Input Data And Results

Scenario 11: '2028 Base + Proposed Use AM' (FG19: '2028 + Proposed Use AM', Plan 1: 'Network Control Plan 1')

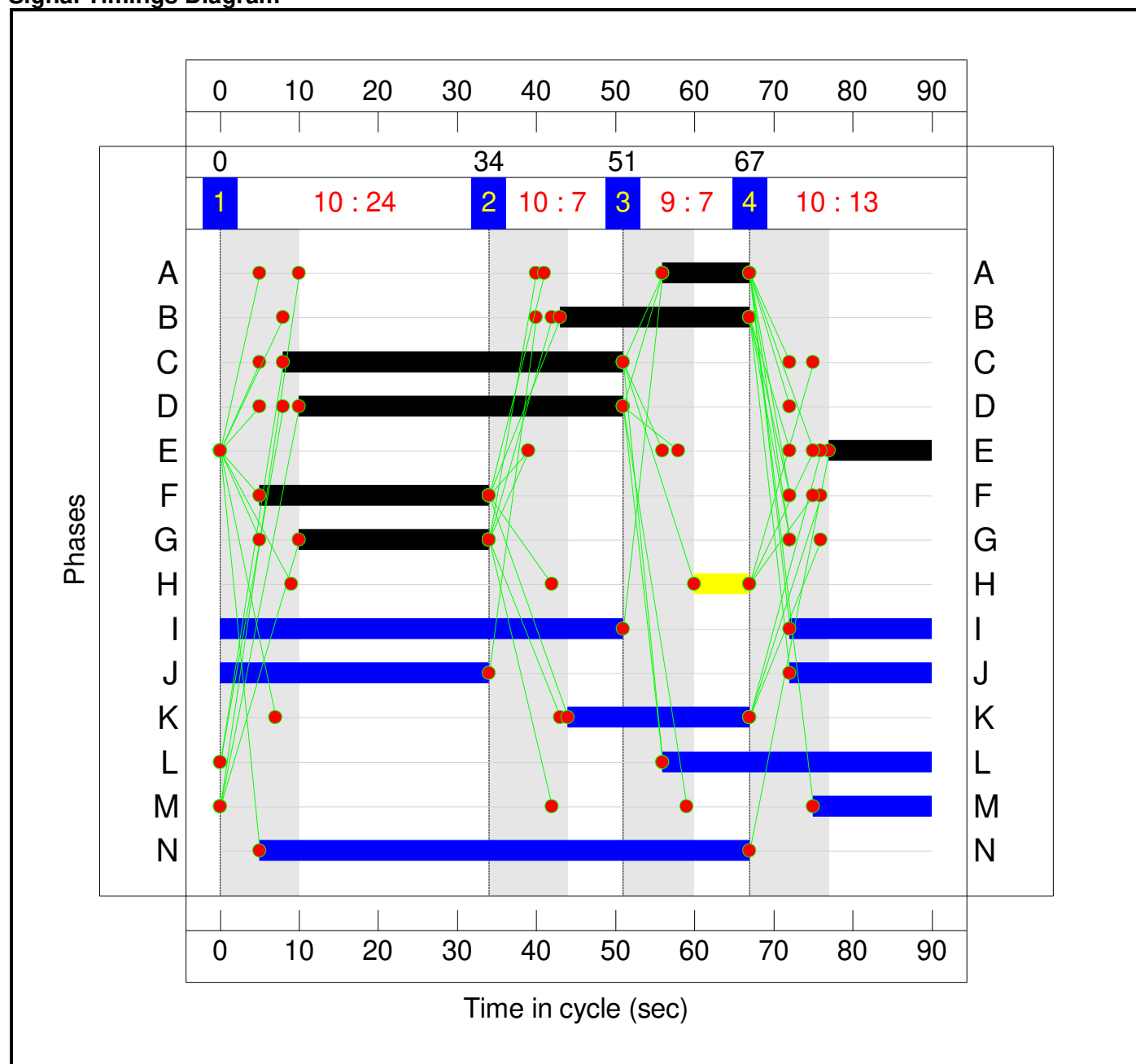
Stage Sequence Diagram



Stage Timings

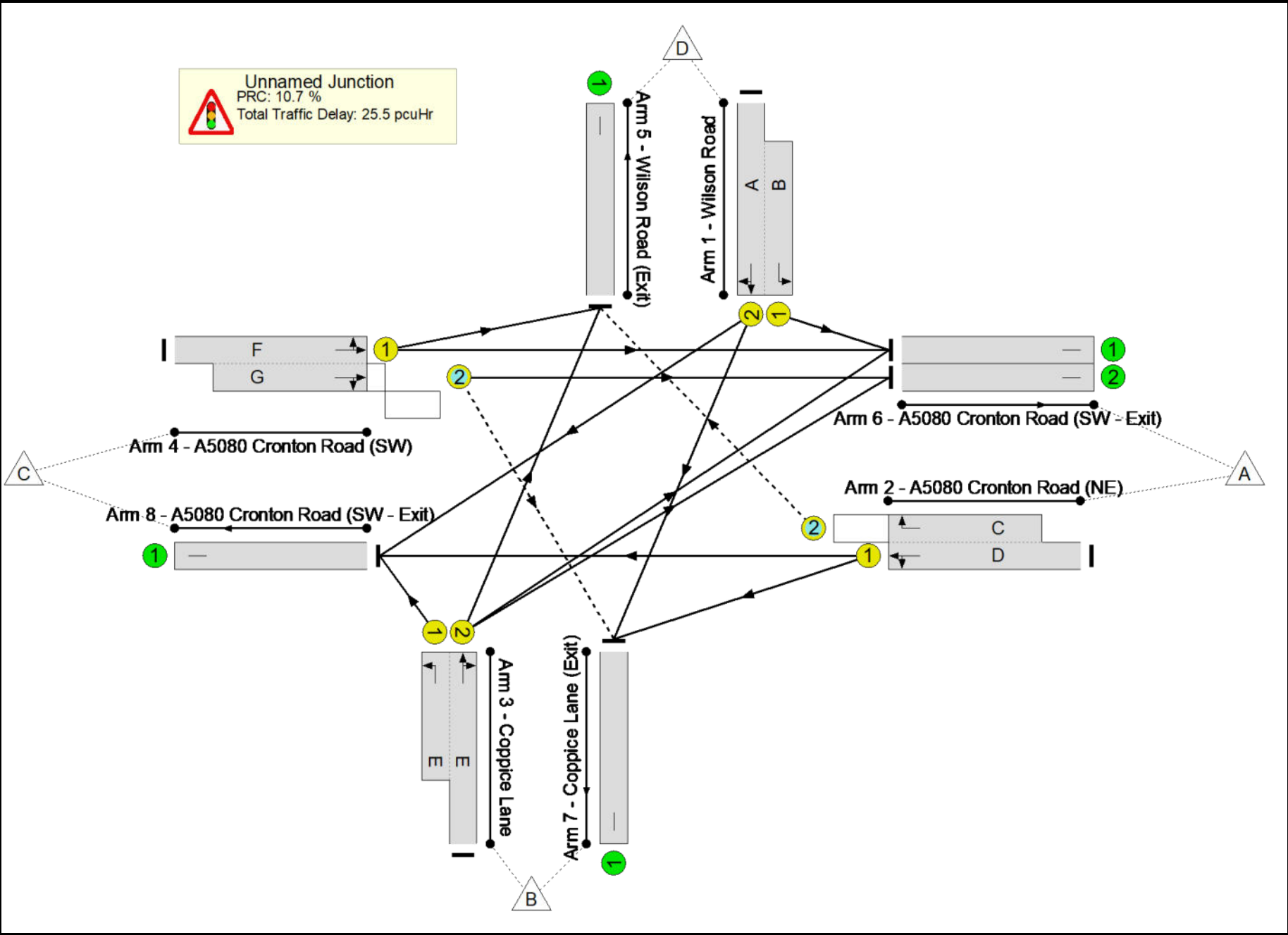
Stage	1	2	3	4
Duration	24	7	7	13
Change Point	0	34	51	67

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	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:24	-	550	2030:1839	271+511	67.6 : 71.8%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	41:43	-	898	1911:1773	892+488	56.2 : 81.3%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	13	-	314	1986:1892	296+100	79.3 : 79.3%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	29:24	-	664	1893:2024	565+254	81.0 : 81.0%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

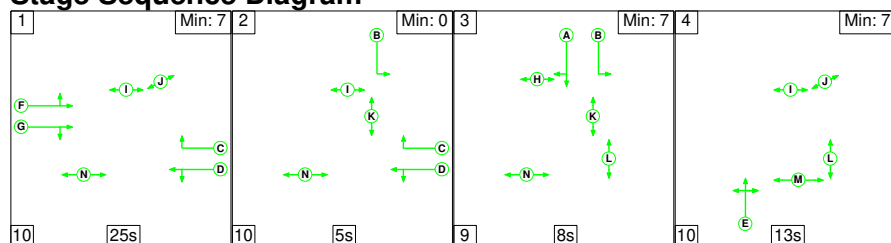
Full Input Data And Results

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	-	-	99	296	78	17.9	6.0	1.5	25.5	-	-	-	-
Unnamed Junction	-	-	99	296	78	17.9	6.0	1.5	25.5	-	-	-	-
1/2+1/1	550	550	-	-	-	4.9	1.2	-	6.1	39.6	8.3	1.2	9.4
2/1+2/2	898	898	73	296	29	5.1	0.9	0.9	6.9	27.8	9.3	0.9	10.2
3/2+3/1	314	314	-	-	-	3.1	1.8	-	4.9	56.7	5.6	1.8	7.4
4/1+4/2	664	664	27	0	49	4.9	2.1	0.6	7.5	40.9	10.6	2.1	12.6
5/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 10.7 Total Delay for Signalled Lanes (pcuHr): 25.48 Cycle Time (s): 90 PRC Over All Lanes (%): 10.7 Total Delay Over All Lanes(pcuHr): 25.48													

Full Input Data And Results

Scenario 12: '2028 Base + Proposed Use PM' (FG20: '2028 + Proposed Use PM', Plan 1: 'Network Control Plan 1')

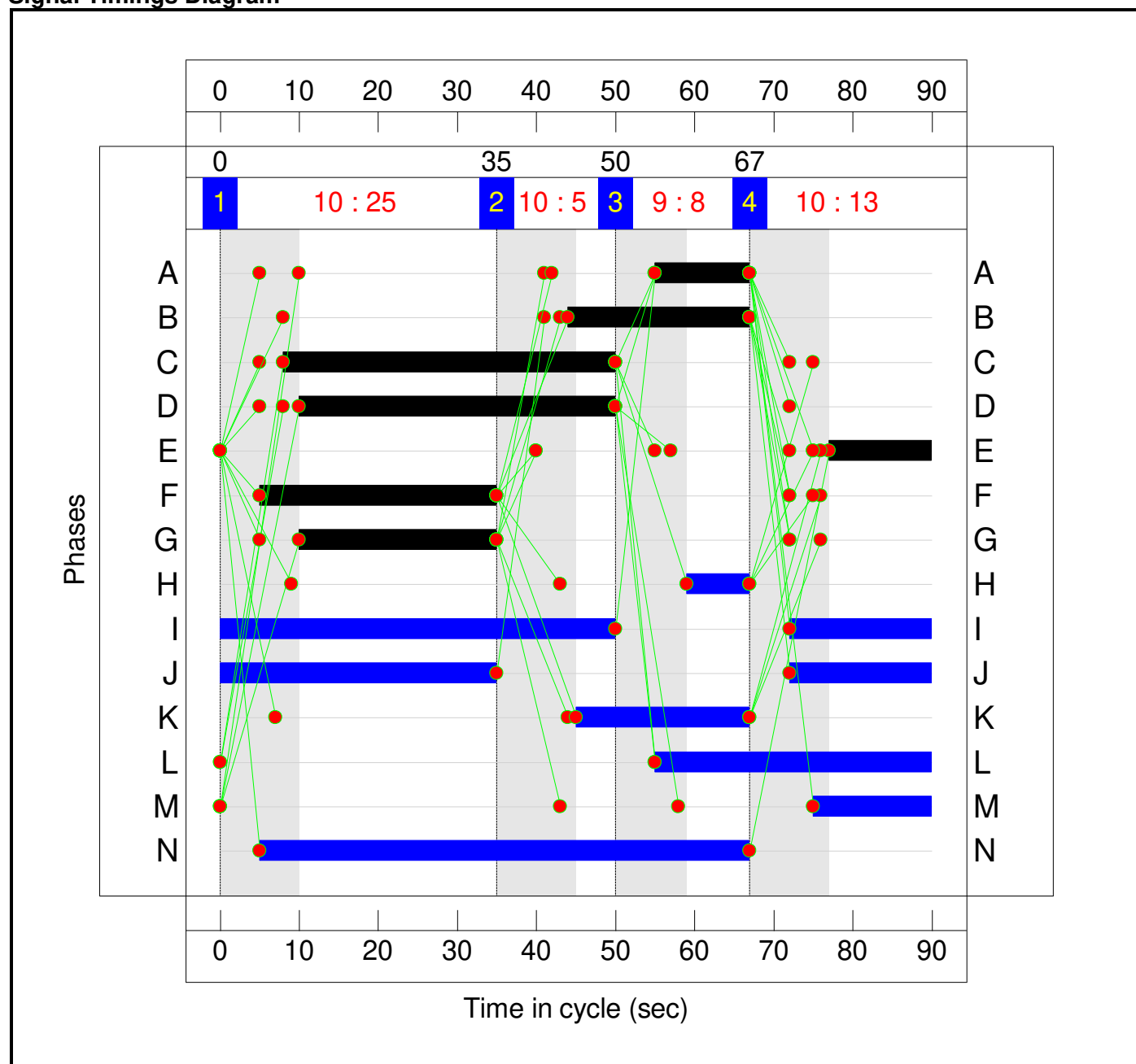
Stage Sequence Diagram

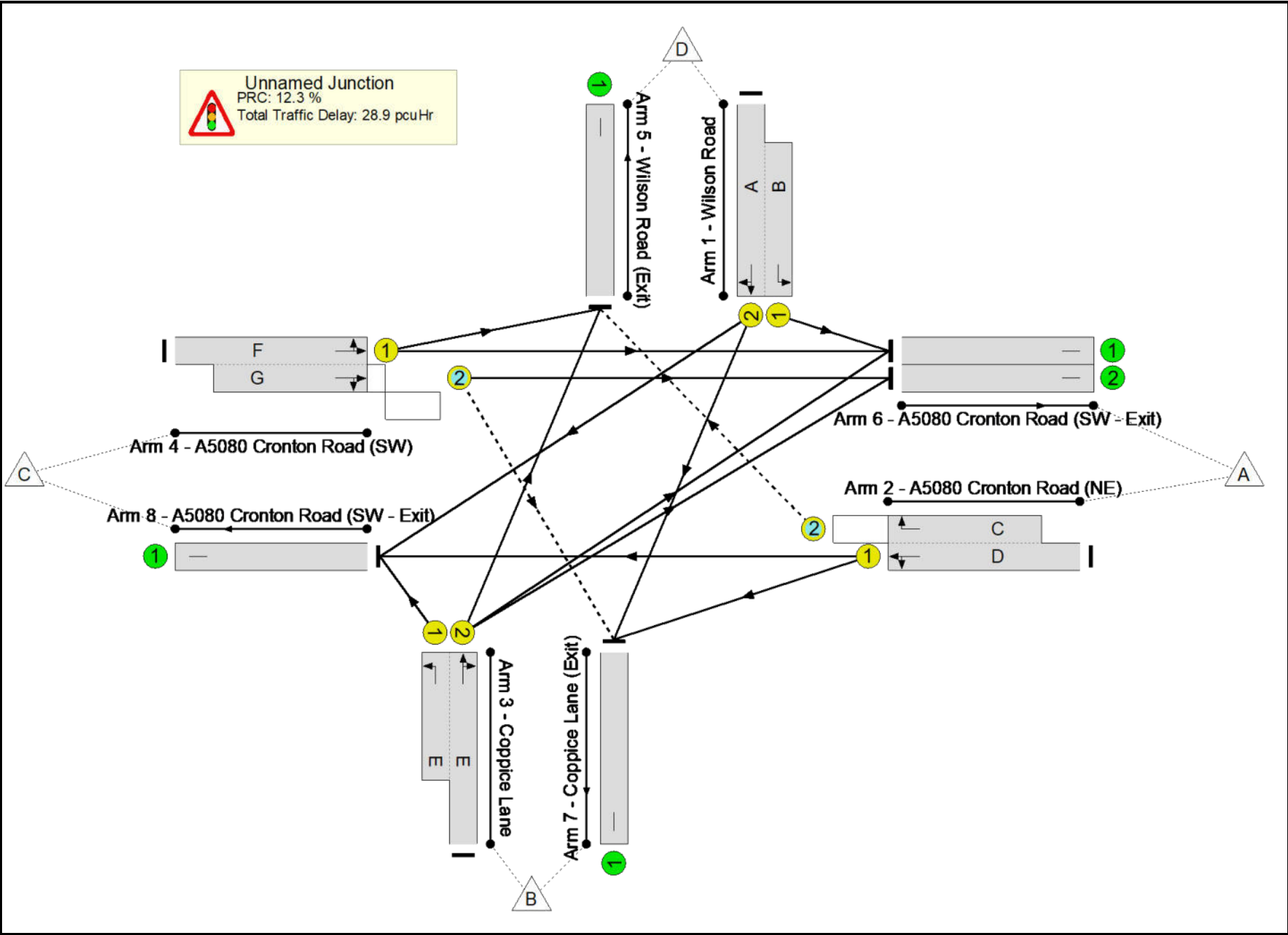


Stage Timings

Stage	1	2	3	4
Duration	25	5	8	13
Change Point	0	35	50	67

Signal Timings 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	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	12:23	-	614	2016:1839	291+490	77.3 : 79.3%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	40:42	-	1031	1924:1773	876+478	79.2 : 70.5%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	13	-	357	1977:1892	294+158	78.9 : 78.9%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	30:25	-	668	1893:2011	583+251	80.2 : 80.2%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	795	Inf	Inf	0.0%

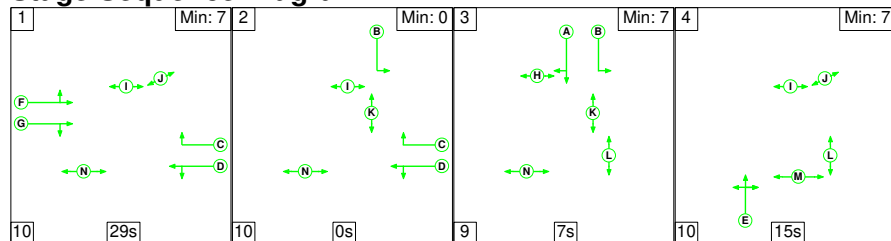
Full Input Data And Results

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	-	-	109	224	96	20.0	7.1	1.8	28.9	-	-	-	-
Unnamed Junction	-	-	109	224	96	20.0	7.1	1.8	28.9	-	-	-	-
1/2+1/1	614	614	-	-	-	5.6	1.8	-	7.4	43.6	9.0	1.8	10.8
2/1+2/2	1031	1031	102	224	11	6.1	1.6	0.9	8.6	29.9	14.7	1.6	16.2
3/2+3/1	357	357	-	-	-	3.5	1.8	-	5.3	53.8	5.5	1.8	7.3
4/1+4/2	668	668	7	0	85	4.8	2.0	0.9	7.6	41.0	10.8	2.0	12.7
5/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 28.92 Cycle Time (s): 90 PRC Over All Lanes (%): 12.3 Total Delay Over All Lanes(pcuHr): 28.92													

Full Input Data And Results

Scenario 13: '2028 Base + Proposed Use Saturday' (FG21: '2028 + Proposed Use Saturday', Plan 1: 'Network Control Plan 1')

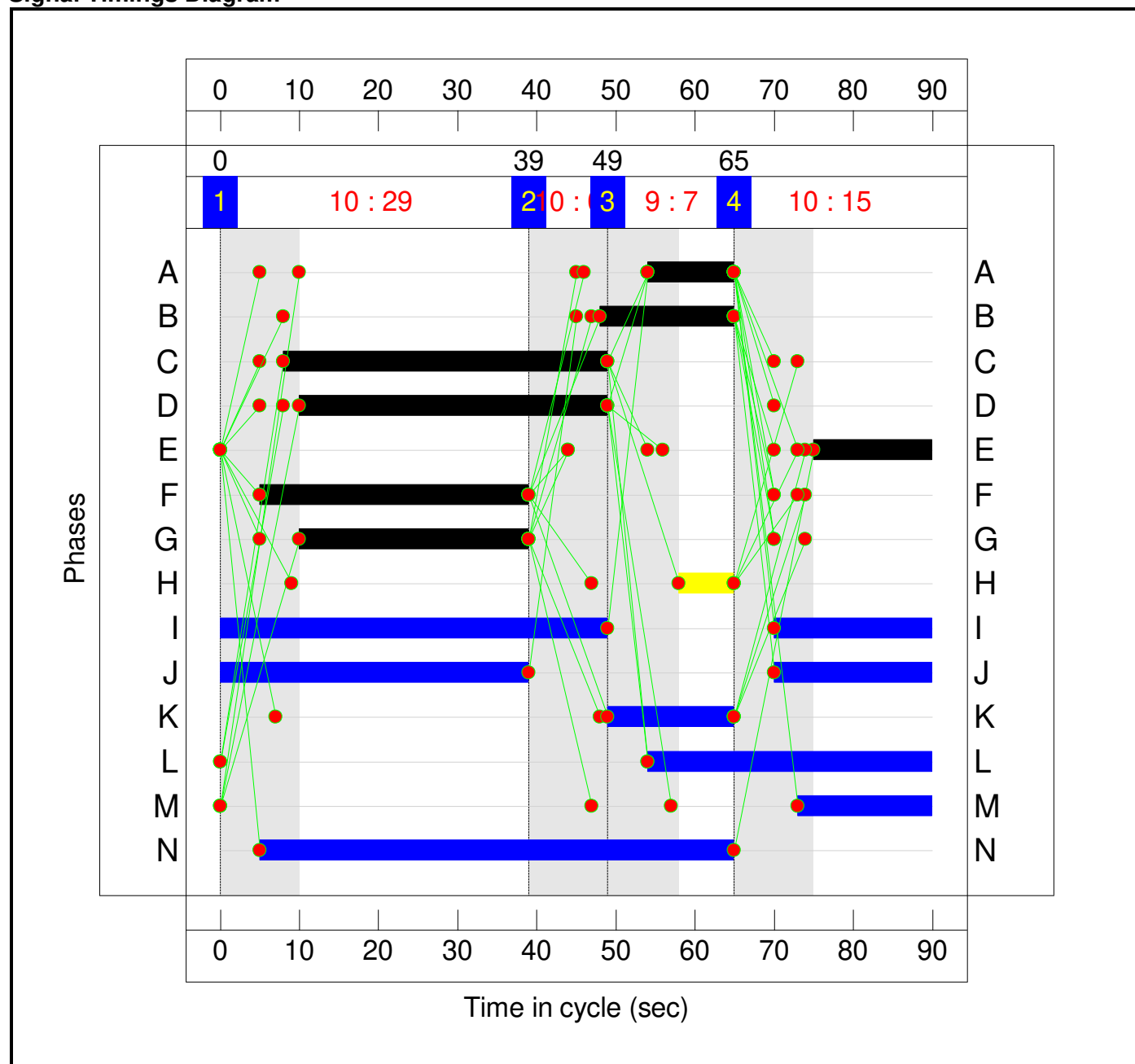
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	29	0	7	15
Change Point	0	39	49	65

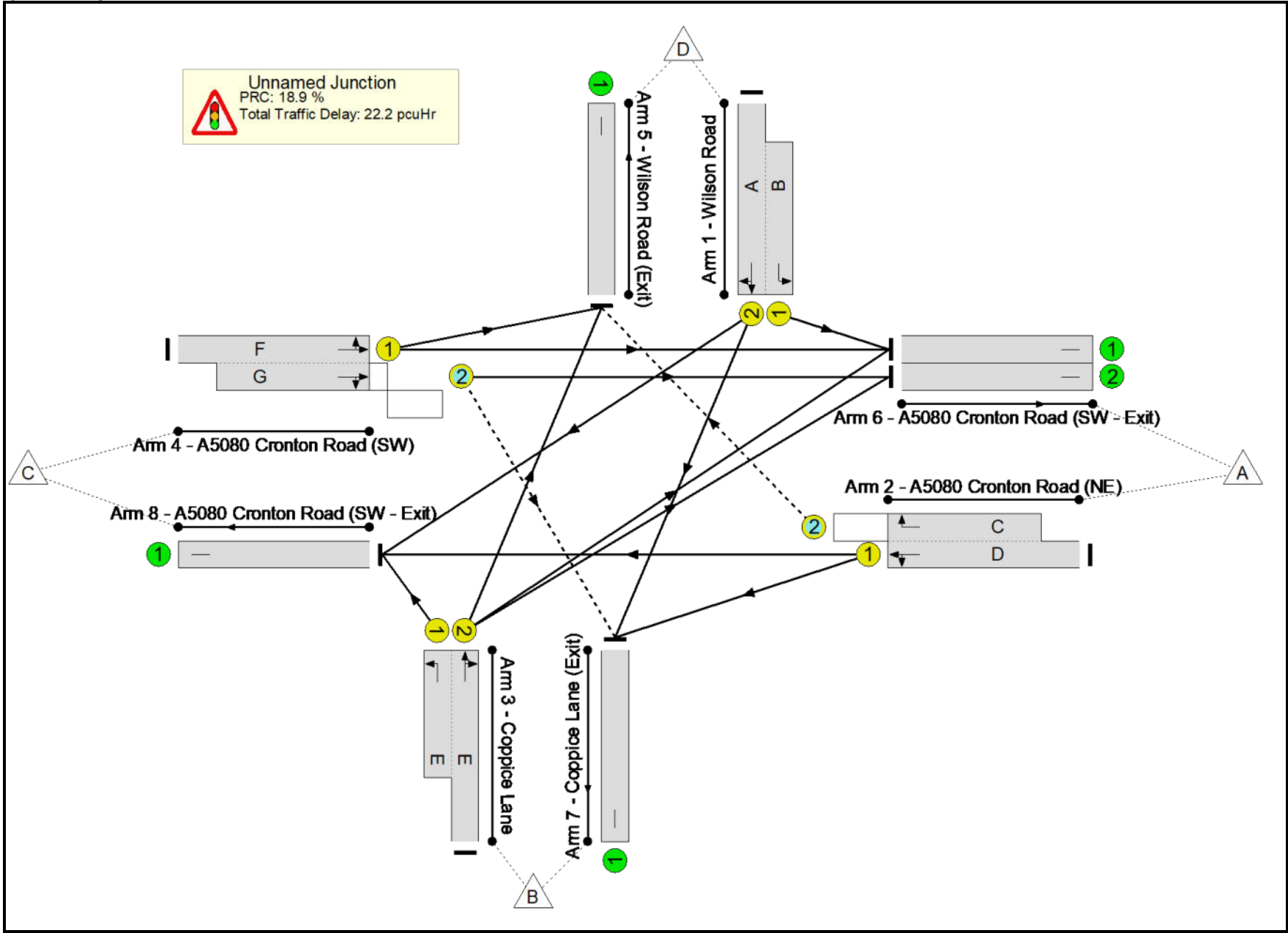
Signal Timings Diagram



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	75.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.7%
1/2+1/1	Wilson Road Left Ahead Right	U	N/A	N/A	A B		1	11:17	-	383	2024:1839	270+368	64.8 : 56.6%
2/1+2/2	A5080 Cronton Road (NE) Right Left Ahead	U+O	N/A	N/A	D C		1	39:41	-	832	1910:1773	849+388	71.2 : 58.8%
3/2+3/1	Coppice Lane Ahead Right Left	U	N/A	N/A	E		1	15	-	355	1974:1892	325+144	75.7 : 75.7%
4/1+4/2	A5080 Cronton Road (SW) Left Ahead Right	U+O	N/A	N/A	F G		1	34:29	-	689	1904:2013	643+278	74.8 : 74.8%
5/1	Wilson Road (Exit)	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
6/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
6/2	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
7/1	Coppice Lane (Exit)	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
8/1	A5080 Cronton Road (SW - Exit)	U	N/A	N/A	-		-	-	-	609	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	-	-	152	110	59	15.8	4.8	1.6	22.2	-	-	-	-
Unnamed Junction	-	-	152	110	59	15.8	4.8	1.6	22.2	-	-	-	-
1/2+1/1	383	383	-	-	-	3.7	0.7	-	4.4	41.6	4.7	0.7	5.4
2/1+2/2	832	832	110	110	8	4.5	1.0	0.9	6.4	27.7	12.2	1.0	13.3
3/2+3/1	355	355	-	-	-	3.4	1.5	-	4.9	49.4	5.7	1.5	7.3
4/1+4/2	689	689	42	0	51	4.3	1.5	0.7	6.5	33.9	10.2	1.5	11.7
5/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 18.9 Total Delay for Signalled Lanes (pcuHr): 22.18 Cycle Time (s): 90 PRC Over All Lanes (%): 18.9 Total Delay Over All Lanes(pcuHr): 22.18													

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